



**Oxnard Community Development Commission  
Successor Agency**

**Long-Range Property Management Plan**

Prepared By  
**City of Oxnard Community Development Department  
& HdL Coren & Cone**

Contact Person  
**Kymerly R. Horner  
Interim Redevelopment Services Manager**

Approved by:  
**Oxnard Community Development Commission Successor Agency**

By Resolution: \_\_\_\_\_ Date: \_\_\_\_\_

Oversight Board to the Oxnard Community Development Commission Successor  
Agency

By Resolution: \_\_\_\_\_ Date: \_\_\_\_\_

**Community Development Department**

214 South C Street  
Oxnard, CA 93030  
805.385.7407  
Fax 805. 385.7408  
[www.ci.oxnard.ca.us](http://www.ci.oxnard.ca.us)

**Oxnard Community Development Commission  
Successor Agency**

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## LONG-RANGE PROPERTY MANAGEMENT PLAN CHECKLIST

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**Instructions:** Please use this checklist as a guide to ensure you have completed all the required components of your Long-Range Property Management Plan. Upon completion of your Long-Range Property Management Plan, email a PDF version of this document and your plan to:

[Redevelopment\\_Administration@dof.ca.gov](mailto:Redevelopment_Administration@dof.ca.gov)

The subject line should state "[Agency Name] Long-Range Property Management Plan". The Department of Finance (Finance) will contact the requesting agency for any additional information that may be necessary during our review of your Long-Range Property Management Plan. Questions related to the Long-Range Property Management Plan process should be directed to (916) 445-1546 or by email to [Redevelopment\\_Administration@dof.ca.gov](mailto:Redevelopment_Administration@dof.ca.gov).

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Pursuant to Health and Safety Code 34191.5, within six months after receiving a Finding of Completion from Finance, the Successor Agency is required to submit for approval to the Oversight Board and Finance a Long-Range Property Management Plan that addresses the disposition and use of the real properties of the former redevelopment agency.

### GENERAL INFORMATION:

Agency Name: **Oxnard Community Development Commission Successor Agency**

Date Finding of Completion Received: June 4, 2013

Date Oversight Board Approved LRPMP:

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### Long-Range Property Management Plan Requirements

For each property the plan includes the date of acquisition, value of property at time of acquisition, and an estimate of the current value.

Yes  No

For each property the plan includes the purpose for which the property was acquired.

Yes  No

For each property the plan includes the parcel data, including address, lot size, and current zoning in the former agency redevelopment plan or specific, community, or general plan.

Yes  No

For each property the plan includes an estimate of the current value of the parcel including, if available, any appraisal information.

Yes  No

For each property the plan includes an estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.

Yes  No

For each property the plan includes the history of environmental contamination, including designation as a brownfield site, any related environmental studies, and history of any remediation efforts.

Yes  No

For each property the plan includes a description of the property's potential for transit-oriented development and the advancement of the planning objectives of the successor agency.

Yes  No

For each property the plan includes a brief history of previous development proposals and activity, including the rental or lease of the property.

Yes  No

For each property the plan identifies the use or disposition of the property, which could include 1) the retention of the property for governmental use, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation.

Yes  No

The plan separately identifies and list properties dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation.

Yes  No

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## ADDITIONAL INFORMATION

- If applicable, please provide any additional pertinent information that we should be aware of during our review of your Long-Range Property Management Plan.

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**Agency Contact Information**

Name:	Name:
Title:	Title:
Phone:	Phone:
Email:	Email:
Date:	Date:

---

**Department of Finance Local Government Unit Use Only**

DETERMINATION ON LRPMP:  APPROVED  DENIED

APPROVED/DENIED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVAL OR DENIAL LETTER PROVIDED:  YES DATE AGENCY NOTIFIED: \_\_\_\_\_

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# **Oxnard Community Development Commission Successor Agency**

## **Long-Range Property Management Plan**

### **Introduction:**

On June 27, 2012, Governor Brown signed into law Assembly Bill 1484 (AB 1484). This legislation was a budget trailer bill that made substantial changes to the redevelopment agency dissolution law adopted through approval of Assembly Bill 1X 26. AB 1484 included within Section 34191.5 of the law a requirement for successor agencies to develop a long-range property management plan that will serve to determine the disposition and use of properties owned by the former redevelopment agency. This document is the Long-Range Property Management Plan for the Oxnard Community Development Commission Successor Agency (Successor Agency).

### **Summary Description of Properties Owned by the Successor Agency:**

All but two of the properties owned by the Successor Agency, those identified in Group B, are located within the former Merged Downtown Renewal (R-108) and Central City Revitalization Project Area. This Project Area encompassed the downtown central business district of the City of Oxnard. It was composed of the Central City Revitalization Project (568 acres) and the Oxnard Downtown Redevelopment Project (20 acres). The Downtown Project Area was adopted on May 14, 1968 and the Central City Revitalization Project was adopted on July 6, 1976. Territory was annexed to the Central City Revitalization Project on May 7, 1985.

The majority of the 51 parcels owned by the Successor Agency are small remainder parcels that were acquired at little or no cost as opportunities arose. They are often located in connection with parcels owned by the City of Oxnard or the Oxnard Parking Authority. These small parcels are and have been in use as part of downtown Oxnard public parking areas for many years and have no commercial value by themselves. Most were acquired during the time that the Oxnard Transportation Center was being developed. This important transit development was placed in service in 1986. The parking areas within the Oxnard downtown are all within one quarter mile of this transit facility and serve to support that transit facility as well as to further the goals of the City's General Plan and the Merged Project Area.

Several parcels that are owned by the Successor Agency were acquired for redevelopment purposes in furtherance of efforts to revitalize the downtown area of the City. These include two parcels that will be proposed for retention but the others will be proposed for sale. All parcels will be described in full on the following pages and their proposed disposition will be outlined. The parcels have been grouped so as to provide context to their relationship with each other and with surrounding areas.

All parcels within Groups A through J lie within the City's Central Business District and are subject to the City of Oxnard Downtown Strategic Plan. The parcel that is Group K is located within the former Ormond Beach Redevelopment Project Area. The parcel addressed in Group K is located within the Coastal Zone and is under the jurisdiction of the Coastal Commission.

Based on the City's records and site reconnaissance, the Phase I Environmental Site Assessments completed revealed no evidence of Recognized Environmental Conditions as defined by ASTM in connection with any of the properties owned by the Successor Agency.

## **Requirements of the Long-Range Property Management Plan:**

The Long-Range Property Management Plan must, by statute, include an inventory of all properties in the Community Redevelopment Property Trust Fund, which was established, as required by law, to serve as the repository of the former Community Development Commission's real properties. The inventory must include of all of the following information:

- The date of the acquisition of the property and the value of the property at that time, and an estimate of the current value of the property.
- The purpose for which the property was acquired.  
Parcel data, including address, lot size, and current zoning in the former agency redevelopment plan or specific, Community, or general plan.
- An estimate of the current value of the parcel including, if available, any appraisal information.
- An estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.
- The history of any environmental contamination, including any designation as a brownfield site, any related environmental studies, and history of any remediation efforts.
- A description of the property's potential for transit-oriented development and the advancement of the planning objectives of the successor agency.
- A brief history of previous development proposals and activity, including the rental or lease of property.

The Plan must address the use or disposition of all of the properties in the Community Redevelopment Property Trust Fund. Permissible uses for land within the Trust Fund include:

- Retention of the property for governmental use pursuant to subdivision (a) of Health and Safety Code Section 34181.
- Retention of the property for future development.
- Sale of the property
- Use of the property to fulfill an enforceable obligation.

The plan shall separately identify and list properties in the trust dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation. With respect to the use or disposition of all other properties, all of the following shall apply:

- If the plan directs the use or liquidation of the property for a project identified in an approved redevelopment plan, the property shall transfer to the city, county, or city and county that sponsored the redevelopment plan.
- If the plan directs the liquidation of the property or the use of revenues generated from the property, such as lease or parking revenues, for any purpose other than to fulfill an enforceable obligation, the proceeds from the sale shall be distributed as property tax to the taxing entities.
- Property shall not be transferred to a successor agency, city, county, or city and county, unless the LRPMP has been approved by the oversight board and the DOF.

## **Definition of Common Terms Used Within the Long-Range Property Management Plan**

<b><u>Term</u></b>	<b><u>Defined</u></b>
Agency	Oxnard Community Development Commission Successor Agency
DOF	California Department of Finance
LRPMP	Long-Range Property Management Plan
CDC	Oxnard Community Development Commission
OB	Oversight Board
SA	Successor Agency
Merged Redevelopment Plan	Merged Downtown Renewal (R-108) and Central City Revitalization Project Area
Coastal Zone	Area under the authority of the California Coastal Commission pursuant to Division 20 of the Public Resources Code
General Plan	City of Oxnard 2030 General Plan. Adopted 10/18/2011

**OXNARD COMMUNITY DEVELOPMENT COMMISSION SUCCESSOR AGENCY**

**RESOLUTION NO. 12**

**RESOLUTION OF THE OXNARD COMMUNITY DEVELOPMENT COMMISSION SUCCESSOR AGENCY APPROVING THE LONG-RANGE PROPERTY MANAGEMENT PLAN PREPARED PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 34191.5**

**WHEREAS**, the Oxnard Community Development Commission (the "CDC") was a redevelopment agency in the City of Oxnard (the "City"), duly created pursuant to the California Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the California Health and Safety Code) (the "Redevelopment Law"); and

**WHEREAS**, the City Council of the City adopted redevelopment plans for the City's redevelopment project areas, and from time to time, the City Council amended such redevelopment plans; and

**WHEREAS**, the CDC was responsible for the administration of redevelopment activities within the City; and

**WHEREAS**, Assembly Bill x1 26 (2011-2012 1st Ex. Sess.) ("AB 26") was signed by the Governor of California on June 28, 2011, making certain changes to the Redevelopment Law and the California Health and Safety Code, including adding Part 1.8 (commencing with Section 34161) ("Part 1.8") and Part 1.85 (commencing with Section 34170) ("Part 1.85") to Division 24 of the California Health and Safety Code; and

**WHEREAS**, pursuant to AB 26, as modified by the California Supreme Court on December 29, 2011 by its decision in *California Redevelopment Association v. Matosantos*, all California redevelopment agencies, including the CDC, were dissolved on February 1, 2012, and successor agencies were designated and vested with the responsibility of paying, performing and enforcing the enforceable obligations of the former redevelopment agencies and expeditiously winding down the business and fiscal affairs of the former redevelopment agencies; and

**WHEREAS**, the City Council of the City adopted Resolution 14,135 on January 10, 2012, pursuant to Part 1.85 of AB 26, electing for the City to serve as the successor agency to the CDC upon the dissolution of the CDC under AB 26 (the "Successor Agency"); and

**WHEREAS**, the Successor Agency exercises its powers and fulfills its duties pursuant to Part 1.85 of AB 26, and is established as a separate legal entity with rules and regulations that apply to the governance and operations of the Successor Agency; and

**WHEREAS**, as part of the FY 2012-2013 State budget package, on June 27, 2012, the Legislature passed and the Governor signed Assembly Bill No. 1484, Chapter 26, Statutes 2012 ("AB 1484"). Although the primary purpose of AB 1484 was to make technical and substantive amendments to AB 26 based on issues that have arisen in the implementation of AB 26, AB 1484 imposes additional statutory provisions relating to the activities and obligations of successor agencies and to the wind down process of former redevelopment agencies, including the preparation of a Long-Range Property

Management Plan (AB 26, as amended by AB 1484, is hereinafter referred to as the "Dissolution Act"); and

**WHEREAS**, California Health and Safety Code Section 34179 of the Dissolution Act establishes a 7-member local entity with respect to each successor agency and such entity is titled the "oversight board". The oversight board has been established for the Successor Agency (hereinafter referred to as the "Oversight Board"), and all 7 members have been appointed to the Oversight Board pursuant to California Health and Safety Code Section 34179. The duties and responsibilities of the Oversight Board are primarily set forth in California Health and Safety Code Sections 34179 through 34181 of the Dissolution Act; and

**WHEREAS**, pursuant to California Health and Safety Code Section 34191.5(b) of the Dissolution Act, once the California Department of Finance ("DOF") issues a Finding of Completion to the Successor Agency pursuant to California Health and Safety Code Section 34179.7 of the Dissolution Act, the Successor Agency shall prepare a Long-Range Property Management Plan (the "Plan") that addresses the disposition and use of certain real properties of the former CDC. The Plan shall be submitted to the Oversight Board and the DOF for approval no later than 6 months following the issuance of the Finding of Completion to the Successor Agency; and

**WHEREAS**, pursuant to California Health and Safety Code Section 34191.5(a) of the Dissolution Act, upon the issuance of the Finding of Completion to the Successor Agency, a Community Redevelopment Property Trust Fund (the "Trust") will be established to serve as the repository of the former CDC's real properties identified in the Due Diligence Reviews ("DDR's") by California Health and Safety Code Section 34179.5(c)(5)(C) of the Dissolution Act (in accordance with Procedure 7 of the DOF Guidelines for preparation of the DDRs). The Trust shall be administered by the Successor Agency; and

**WHEREAS**, pursuant to California Health and Safety Code Section 34191.4(a) of the Dissolution Act, upon the approval of the Plan by the DOF, all real property and interests in real property identified in the DDRs by California Health and Safety Code Section 34179.5(c)(5)(C) of the Dissolution Act (in accordance with Procedure 7 of the DOF Guidelines for preparation of the DDRs) shall be transferred to the Trust, unless such a property is subject to the requirements of any existing enforceable obligation; and

**WHEREAS**, California Health and Safety Code Section 34191.5(c) of the Dissolution Act requires that the Plan (1) include an inventory of all properties in the Trust, which inventory shall consist of specific information relating to each such property including, without limitation, the date of and purpose for acquisition, value of property, applicable zoning, any property revenues and contractual requirements for disposition of same, history of environmental issues and any related studies and remediation efforts, potential for transit-oriented development and advancement of planning objectives of the Successor Agency, and history of previous development proposals and activity; and (2) address the use or disposition of all properties in the Trust, including the retention of such property for governmental use pursuant to California Health and Safety Code Section 34181(a) of the Dissolution Act, the retention of such property for future development, the sale of such property, or the use of such property to fulfill an enforceable obligation; and

**WHEREAS**, the proposed Plan is attached to the Staff Report and is presented to the Successor Agency for review and approval; and

**WHEREAS**, the proposed Plan includes \_\_\_\_\_ real properties (“Properties”) that were identified or fit within the criteria for inclusion in the Non-Housing DDR by California Health and Safety Code Section 34179.5(c)(5)(C) of the Dissolution Act (in accordance with Procedure 7 of the DOF Guidelines for preparation of the DDRs). These Properties are all located in the County of Ventura, State of California, are described in detail in the Plan and are designated under 1 of 4 categories: (i) Properties to be retained for governmental use; (ii) Properties to be retained for future development; (iii) Properties to be sold; and (iv) Properties to be used to fulfill enforceable obligations; and

**WHEREAS**, for each of the Properties, the Plan includes all of the information required by California Health and Safety Code Section 34191.5(c) of the Dissolution Act; and

**WHEREAS**, if the Plan is approved by the Successor Agency, then the Plan shall thereafter be submitted to the Oversight Board for review and approval, pursuant to California Health and Safety Code Section 34191.5(b). In this regard, California Health and Safety Code Section 34180(j) of the Dissolution Act requires the Successor Agency to also submit a copy of the Plan to the Ventura County Administrative Officer, the Ventura County Auditor-Controller, and the DOF at the same time that the Successor Agency submits the Plan to the Oversight Board for approval; and

**WHEREAS**, pursuant to California Health and Safety Code Section 34191.3 of the Dissolution Act, once the Plan is approved by the DOF pursuant to California Health and Safety Code Section 34191.5(b) of the Dissolution Act, the Plan shall govern, and supersede all other provisions of the Dissolution Act relating to, the disposition and use of the Properties; and

**WHEREAS**, the activity proposed for approval by this Resolution has been reviewed with respect to applicability of the California Environmental Quality Act (“CEQA”), the State CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*, hereafter the “Guidelines”), and the City’s environmental guidelines; and

**WHEREAS**, the activity proposed for approval by this Resolution is not a “project” for purposes of CEQA, as that term is defined by Guidelines Section 15378, because the activity is an organizational or administrative activity that will not result in a direct or indirect physical change in the environment, per Section 15378(b)(5) of the Guidelines; and

**WHEREAS**, all of the prerequisites with respect to the approval of this Resolution have been met.

**NOW, THEREFORE, BE IT HEREBY RESOLVED**, by the Governing Board of the Oxnard Community Development Commission Successor Agency, as follows:

Section 1. The foregoing recitals are true and correct and are a substantive part of this Resolution.

Section 2. The adoption of this Resolution is not intended to and shall not constitute a waiver by the Successor Agency of any constitutional, legal or equitable rights that the Successor Agency may have to challenge, through any administrative or judicial proceedings, the effectiveness and/or legality of all or any portion of AB 26 or AB 1484, any determinations rendered or actions or omissions to act by any public agency or government entity or division in the implementation of AB 26 or AB 1484, and

any and all related legal and factual issues, and the Successor Agency expressly reserves any and all rights, privileges, and defenses available under law and equity.

Section 3. The Successor Agency hereby approves the Plan, substantially in the form attached to the Staff Report.

Section 4. The Executive Director, or designee, of the Successor Agency is hereby authorized and directed to: (i) provide the Plan to the Oversight Board for review and approval and concurrently submit a copy of the Plan to the Ventura County Administrative Officer, the Ventura County Auditor-Controller, and the DOF; (ii) submit the Plan, as approved by the Oversight Board, to the DOF (electronically, in PDF format) and the Ventura County Auditor-Controller; (iii) post a copy of the Plan, as approved by the Oversight Board, on the Successor Agency's Internet website; (iv) revise the Plan and make such changes and amendments as necessary, before official submittal of the Plan to the DOF, in order to complete the Plan in the manner provided by the DOF and to conform the Plan to the form or format as prescribed by the DOF; (v) make non-substantive changes and amendments to the Plan deemed necessary and as approved by the Executive Director of the Successor Agency and its legal counsel; and (vi) take such other actions and execute such other documents as are necessary to effectuate the intent of this Resolution on behalf of the Successor Agency.

Section 5. The staff of the Successor Agency is hereby authorized and directed, jointly and severally, to do any and all things which they may deem necessary or advisable to effectuate this Resolution.

Section 6. The Successor Agency determines that the activity approved by this Resolution is not a "project" for purposes of CEQA, as that term is defined by Guidelines Section 15378, because the activity is an organizational or administrative activity that will not result in a direct or indirect physical change in the environment, per Section 15378(b)(5) of the Guidelines.

Section 7. If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid, then such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The Successor Agency declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 8. This Resolution shall take effect immediately upon its adoption.

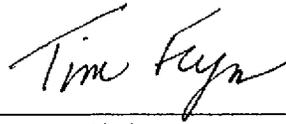
**PASSED, APPROVED AND ADOPTED**, by the Governing Board of the Oxnard Community Development Commission Successor Agency at its meeting held on the 5th day of November, 2013, by the following vote:

**AYES:** Commissioners Flynn, Ramirez, MacDonald, Padilla and Perello.

**NOES:** None.

**ABSENT:** None.

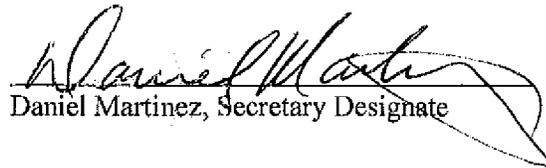
**ABSTAIN:** None.



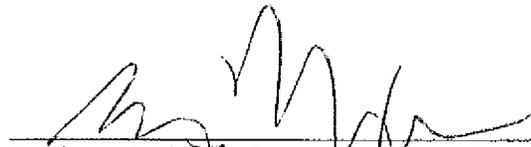
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Tim Flynn, Chairperson

ATTEST:

  
Daniel Martinez, Secretary Designate

APPROVED AS TO FORM:

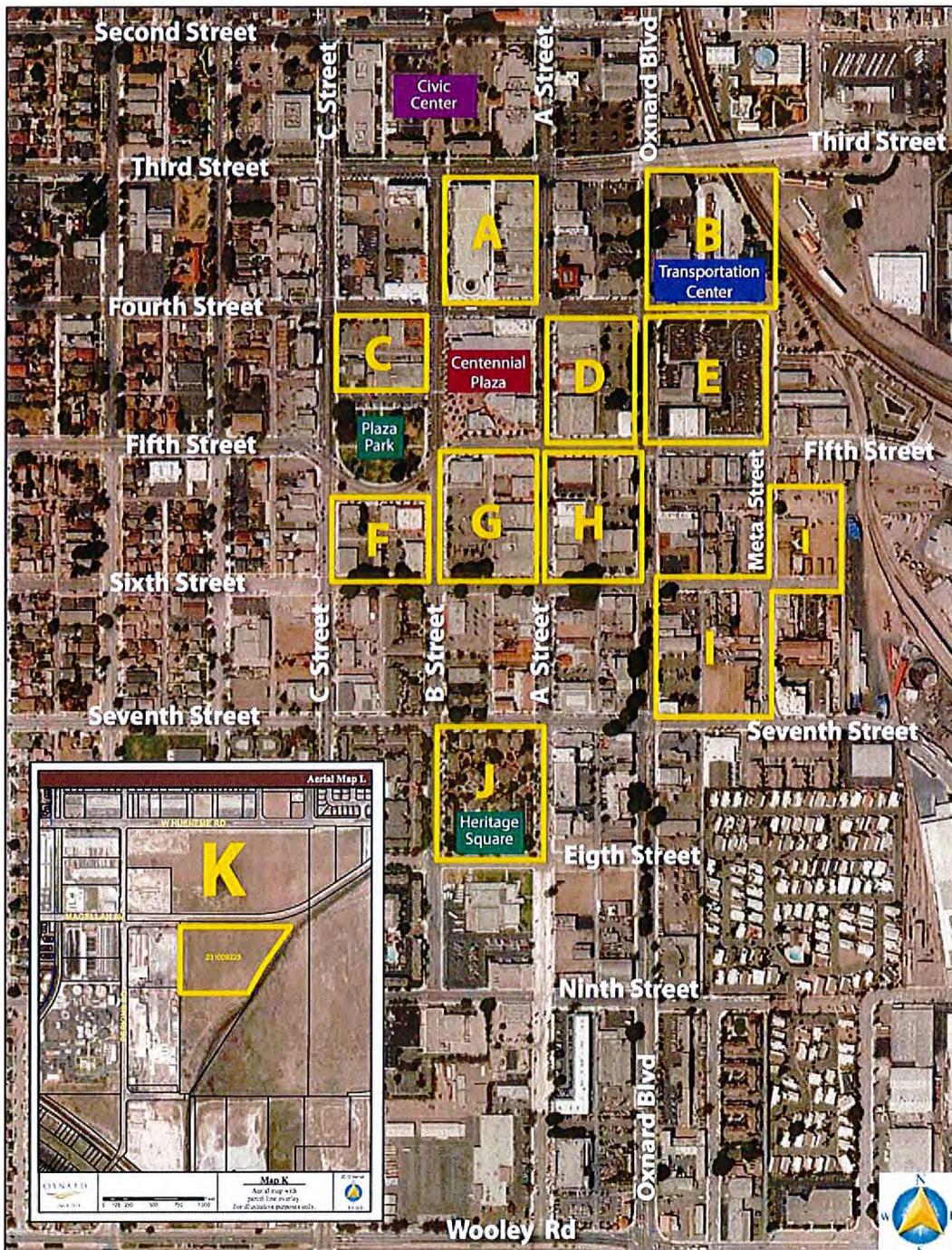
  
Stephen M. Fischer, Interim Successor Agency Counsel

# Insert Oversight Board Resolution

# Oxnard Community Development Commission Successor Agency Long-Range Property Management Plan

## Inventory of Successor Agency Owned Property

The parcels owned by the Successor Agency are addressed in groups based on their proximity to one another. The map below reflects these groupings and will serve as an index.



Successor Agency to the Oxnard Community Development Commission  
 Long-Range Property Management Plan

Listing of Parcels Owned by Successor Agency - Sorted by Property ID Number  
 From County Tax Roll Data - FY 2013-14



Property Identification Number	Assessor's Parcel No.	Agency Name	Owner	Situs Address	Lot Area (Sq. Ft.)	Building Area
A - 1	202-0-094-155	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD	326 S B ST	600	0
A - 2	202-0-094-185	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		12,800	0
A - 3	202-0-094-205	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		1,200	0
A - 4	202-0-094-225	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		1,200	0
B - 1	201-0-160-010	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		10,000	0
B - 2	201-0-160-020	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		8,783	0
B - 3	201-0-170-545	Oxnard General Taxing	REDEV AGENCY-OXNARD		104,622	0
B - 4	201-0-113-190	Oxnard General Taxing	REDEV AGENCY-OXNARD		4,465	0
C - 1	202-0-101-205	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		2,550	0
C - 2	202-0-101-225	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		425	0
C - 3	202-0-101-360	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD		312	0
C - 4	202-0-101-405	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,055	0
C - 5	202-0-101-415	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	425 S B ST	14,790	13,646
C - 6	202-0-101-435	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		850	0
D - 1	202-0-106-265	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		990	0
D - 2	202-0-106-285	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,200	0
D - 3	202-0-106-320	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD		2,918	0
E - 1	201-0-160-070	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM	157 ENTERPRISE ST	800	0
E - 2	201-0-160-090	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM	147 ENTERPRISE ST	4,400	0
E - 3	201-0-160-120	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	400 S OXNARD BLVD	6,500	0
E - 4	201-0-160-130	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		7,400	0
E - 5	201-0-211-040	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		3,267	0
E - 6	201-0-211-120	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM	159 E 5TH ST	4,730	0
E - 7	201-0-211-360	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		4,050	0
F - 1	202-0-103-115	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,125	0
F - 2	202-0-103-130	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	321 W 6TH ST	2,750	2,000
F - 3	202-0-103-175	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		135	0
F - 4	202-0-103-210	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	318 W 5TH ST	4,650	4,000
F - 5	202-0-103-225	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		850	0
F - 6	202-0-103-235	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,700	0
G - 1	202-0-105-120	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	538 S B ST	3,500	0
G - 2	202-0-105-170	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD		1,800	0
G - 3	202-0-105-195	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		300	0
G - 4	202-0-105-210	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		300	0
G - 5	202-0-105-235	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		900	0
G - 6	202-0-105-260	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		1,200	0
G - 7	202-0-105-305	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		4,900	0
H - 1	202-0-107-195	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		2,700	0
H - 2	202-0-107-215	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		600	0
I - 1	201-0-213-100	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	538 S META ST	5,606	0
I - 2	201-0-213-130	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		4,300	0
I - 3	201-0-213-140	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	544 META ST	1,715	0
I - 4	201-0-272-020	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		4,250	0
I - 5	201-0-272-030	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		4,250	0
I - 6	201-0-272-170	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	144 E 6TH ST	7,500	0
I - 7	201-0-272-200	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		2,500	0
J - 1	202-0-144-220	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		517	0
J - 2	202-0-144-240	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		506	0
J - 3	202-0-144-280	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		2,435	0
J - 4	202-0-144-270	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		2,556	0
K - 1	231-0-092-235	Ormond Beach RDA	OXNARD COMMUNITY DEVELOPMENT COM		568,982	0

51 Total Parcels Listed

Successor Agency to the Oxnard Community Development Commission  
 Long-Range Property Management Plan  
 Proposed Disposition of Parcels Owned by Successor Agency  
 From County Tax Roll Data - FY 2013-14



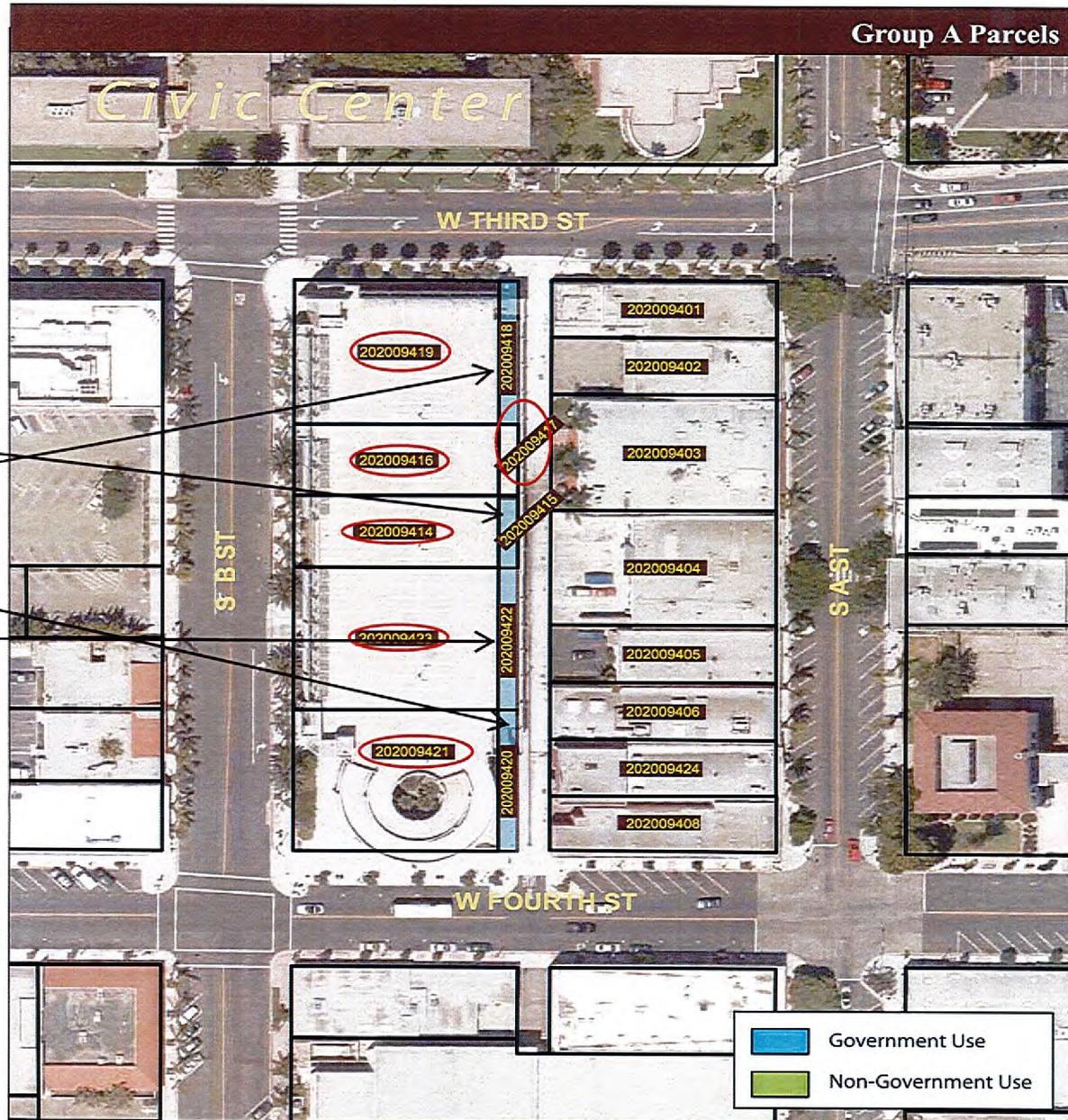
Property Identification Number	Assessor's Parcel No.	TRA	Agency Name	Owner	Situs Address	Lot Area (Sq. Ft.)	Building Area
<b>Parcels to be Retained for Governmental Purpose per Section 34181(a)</b>							
A - 1	202-0-094-155	003-044	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD	326 S B ST	600	0
A - 2	202-0-094-185	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		12,800	0
A - 3	202-0-094-205	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		1,200	0
A - 4	202-0-094-225	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		1,200	0
B - 1	201-0-160-010	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		10,000	0
B - 2	201-0-160-020	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		8,783	0
B - 3	201-0-170-545	003-001	Oxnard General Taxing	REDEV AGENCY-OXNARD		104,622	0
B - 4	201-0-113-190	003-001	Oxnard General Taxing	REDEV AGENCY-OXNARD		4,465	0
C - 1	202-0-101-205	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		2,550	0
C - 2	202-0-101-225	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		425	0
C - 3	202-0-101-360	003-044	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD		312	0
C - 4	202-0-101-405	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,055	0
C - 6	202-0-101-435	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		850	0
D - 1	202-0-106-265	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		990	0
D - 2	202-0-106-285	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,200	0
D - 3	202-0-106-320	003-044	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD		2,918	0
E - 1	201-0-160-070	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM	157 ENTERPRISE ST	800	0
E - 2	201-0-160-090	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM	147 ENTERPRISE ST	4,400	0
E - 3	201-0-160-120	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	400 S OXNARD BLVD	6,500	0
E - 4	201-0-160-130	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		7,400	0
E - 5	201-0-211-040	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		3,267	0
E - 6	201-0-211-120	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM	159 E 5TH ST	4,730	0
E - 7	201-0-211-360	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		4,050	0
F - 1	202-0-103-115	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,125	0
F - 3	202-0-103-175	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		135	0
F - 5	202-0-103-225	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		850	0
F - 6	202-0-103-235	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		1,700	0
G - 1	202-0-105-120	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	538 S B ST	3,500	0
G - 2	202-0-105-170	003-044	Oxnard Downtown Project #1	REDEV AGENCY-OXNARD		1,800	0
G - 3	202-0-105-195	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		300	0
G - 4	202-0-105-210	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		300	0
G - 5	202-0-105-235	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		900	0
G - 6	202-0-105-260	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		1,200	0
G - 7	202-0-105-305	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		4,900	0
H - 1	202-0-107-195	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM		2,700	0
H - 2	202-0-107-215	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COMM		600	0
J - 2	202-0-144-240	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		506	0
J - 3	202-0-144-280	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		2,435	0
<b>38</b>	<b>Total Parcels Listed</b>						
<b>Parcels to be Designated for Sale</b>							
C - 5	202-0-101-415	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	425 S B ST	14,790	13,646
F - 2	202-0-103-130	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	321 W 6TH ST	2,750	2,000
F - 4	202-0-103-210	003-044	Oxnard Downtown Project #1	OXNARD COMMUNITY DEVELOPMENT COM	318 W 5TH ST	4,650	4,000
I - 1	201-0-213-100	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	538 S META ST	5,606	0
I - 2	201-0-213-130	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		4,300	0
I - 3	201-0-213-140	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	544 META ST	1,715	0
I - 4	201-0-272-020	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		4,250	0
I - 5	201-0-272-030	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COMM		4,250	0
I - 6	201-0-272-170	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM	144 E 6TH ST	7,500	0
I - 7	201-0-272-200	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		2,500	0
J - 1	202-0-144-220	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		517	0
J - 4	202-0-144-270	003-135	Central City Redevelopment Project	OXNARD COMMUNITY DEVELOPMENT COM		2,556	0
K - 1	231-0-092-235	003-181	Ormond Beach RDA	OXNARD COMMUNITY DEVELOPMENT COM		568,982	0
<b>13</b>	<b>Total Parcels Listed</b>						
<b>Parcels to be Retained for Fulfillment of Enforceable Obligations per HSC Section 34191.5(c)(2)</b>							
<b>0</b>	<b>Total Parcels Listed</b>						
<b>51</b>	<b>Total Parcels Listed</b>						

**Group A Parcels**

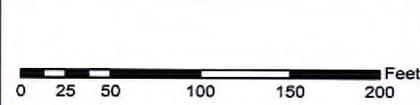
Indicated Parcels are currently under ownership of the Oxnard Parking Authority. 

Indicated Parcels are currently under ownership of the City of Oxnard. 

- Parcel A - 1
- Parcel A - 2
- Parcel A - 3
- Parcel A - 4



	Government Use
	Non-Government Use



**Group A Parcels**  
 Aerial map with parcel line overlay.  
 For illustrative purposes only.  
 APN displayed are 9 digit without hyphens.  
 Typically notes as: (123-456-789)



## Group A

### Parcels Located on the east side of South B Street and south of W. Third Street, across from City of Oxnard Civic Center

All parcels in Group A are proposed for transfer to the City of Oxnard for retention as governmental use as access to an existing City-owned public parking structure. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-094-155	Parcel ID No.	<b>A - 1</b>
Address	326 South B Street		
Lot Size	600 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	December 14, 1971		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$11,503 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except for provision of access to existing parking structure providing free public parking for patrons of the Civic Center and downtown area. Parking structure also houses City Police Community Storefront Station and Oxnard Downtown Management District Safety Officers.			

Assessor's Parcel No.	202-0-094-185	Parcel ID No.	<b>A - 2</b>
Address	No address assigned		
Lot Size	1,201 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	February 6, 1970		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$22,813 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except for provision of access to existing parking structure providing free public parking for patrons of the Civic Center and downtown area. Parking structure also houses City Police Community Storefront Station and Oxnard Downtown Management District Safety Officers.			

Assessor's Parcel No.	202-0-094-205	Parcel ID No.	A - 3
Address	No address assigned		
Lot Size	1,201 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	October 31, 1968		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$22,827 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except for provision of access to existing parking structure providing free public parking for patrons of the Civic Center and downtown area. Parking structure also houses City Police Community Storefront Station and Oxnard Downtown Management District Safety Officers.			

Assessor's Parcel No.	202-0-094-225	Parcel ID No.	A - 4
Address	No address assigned		
Lot Size	1,191 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	October 25, 1968		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$22,623 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except for provision of access to existing parking structure providing free public parking for patrons of the Civic Center and downtown area. Parking structure also houses City Police Community Storefront Station and Oxnard Downtown Management District Safety Officers.			



## Group B

### Parcels are part of the existing Oxnard Transportation Center

Parcels in Group B include four properties that are in the middle of the Oxnard Transportation Center. They are integral to the Center's operation and proposed for retention as governmental use. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	201-0-160-010	Parcel ID No.	<b>B - 1</b>
Address	No address assigned		
Lot Size	10,000 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	April 16, 1987		
Value at Time of Acquisition	\$180,000		
Purpose for Acquisition	Development of Oxnard Transportation Center		
Estimated Current Value	\$192,709 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	In use as the main transportation center for the City of Oxnard		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as transit center. Classed as retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Property is one of four parcels owned by the Agency that are currently in use as the Oxnard Transportation Center.			

Assessor's Parcel No.	201-0-160-020	Parcel ID No.	<b>B - 2</b>
Address	No address assigned		
Lot Size	8,783 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	April 17, 1985		
Value at Time of Acquisition	\$650,000		
Purpose for Acquisition	Development of Oxnard Transportation Center		
Estimated Current Value	\$168,253 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	In use as the main transportation center for the City of Oxnard		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as transit center. Classed as retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Property is one of four parcels owned by the Agency that are currently in use as the Oxnard Transportation Center.			

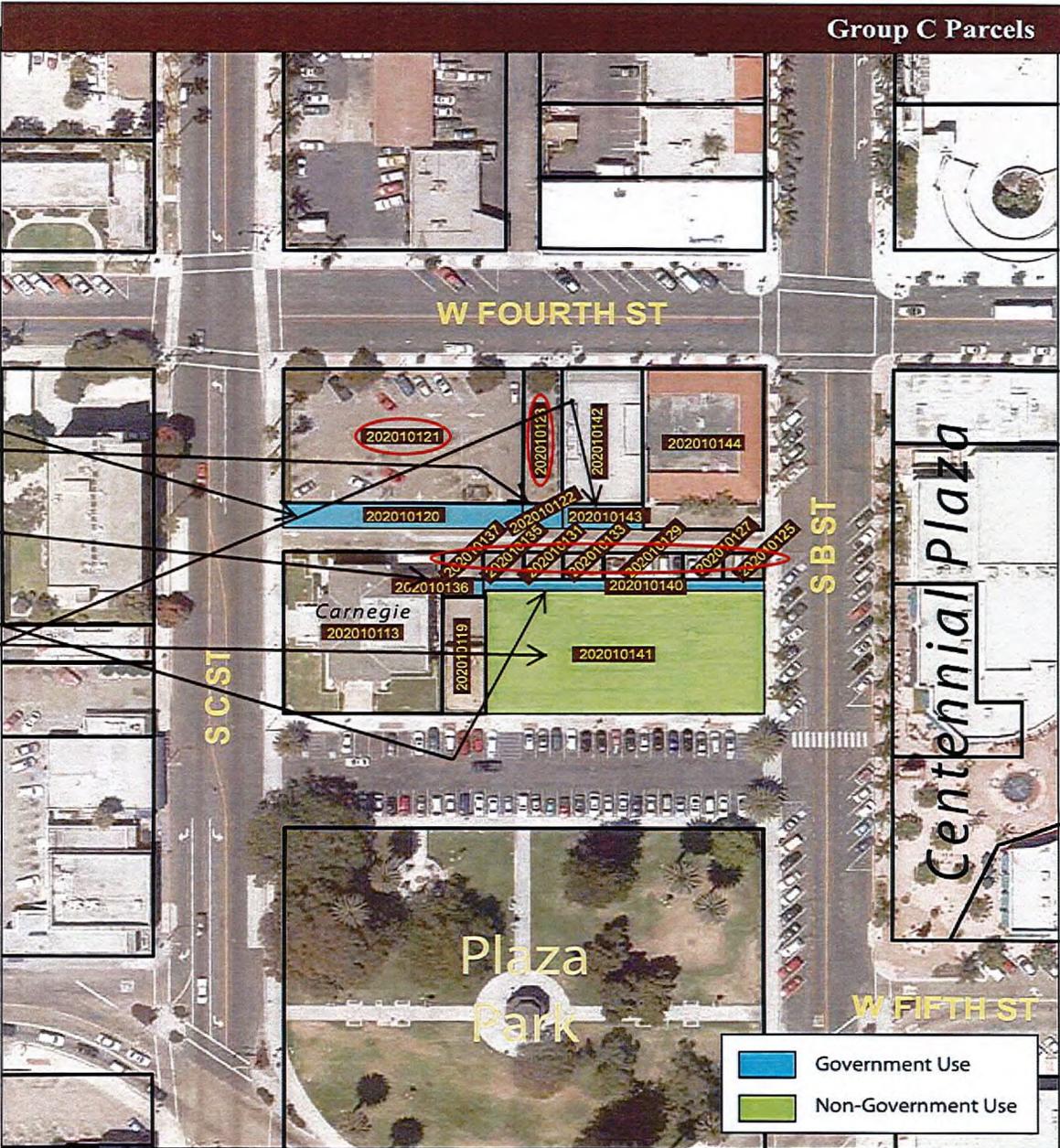
Assessor's Parcel No.	201-0-170-545	Parcel ID No.	<b>B - 3</b>
Address	No address assigned		
Lot Size	104,622 sq.ft. (2.4 acres)		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	1986		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Development of Oxnard Transportation Center		
Estimated Current Value	\$820,997 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	In use as the main transportation center for the City of Oxnard		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as transit center. Classed as retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Property is one of four parcels owned by the Agency that are currently in use as the Oxnard Transportation Center. This parcel is presently shown on the tax rolls as owned by Redevelopment – Oxnard. Documentation of this ownership has not been confirmed. Additional research is under way.			

Assessor's Parcel No.	201-0-113-190	Parcel ID No.	<b>B - 4</b>
Address	No address assigned		
Lot Size	4,465 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	1986		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Development of Oxnard Transportation Center		
Estimated Current Value	\$85,535 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	In use as the main transportation center for the City of Oxnard		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as transit center. Classed as retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Property is one of four parcels owned by the Agency that are currently in use as the Oxnard Transportation Center. This parcel is presently shown on the tax rolls as owned by Redevelopment – Oxnard. Documentation of this ownership has not been confirmed. Additional research is under way.			

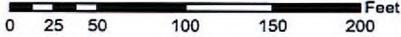
Group C Parcels

Indicated Parcels are currently under ownership of the Oxnard Parking Authority. 

- Parcel C - 1
- Parcel C - 2
- Parcel C - 3
- Parcel C - 4
- Parcel C - 5
- Parcel C - 6



	Government Use
	Non-Government Use



**Group C Parcels**  
 Aerial map with parcel line overlay.  
 For illustrative purposes only.  
 APN displayed are 9 digit without hyphens.  
 Typically sorted as: (123-456-789)



## Group C

### Parcels Located North of Plaza Park, bordered by W. Fourth Street, South B and South C Streets

Parcels in Group C include small parcels associated with a public parking lot owned by Oxnard Parking Authority and a parcel and building formerly used by the U.S. Social Security Administration. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-101-205	Parcel ID No.	C - 1
Address	No address assigned		
Lot Size	2,544 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	March 24, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan		
Estimated Current Value	\$48,344 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
<b>Notes:</b> Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	202-0-101-225	Parcel ID No.	C - 2
Address	No address assigned		
Lot Size	422 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	April 1, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan		
Estimated Current Value	\$8,024 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
<b>Notes:</b> Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	202-0-101-360	Parcel ID No.	C - 3
Address	No address assigned		
Lot Size	312 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	Unknown		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$5,625 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	202-0-101-405	Parcel ID No.	C - 4
Address	No address assigned		
Lot Size	1,299 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	March 10, 1970		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$24,672 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except in association with existing public parking area.			

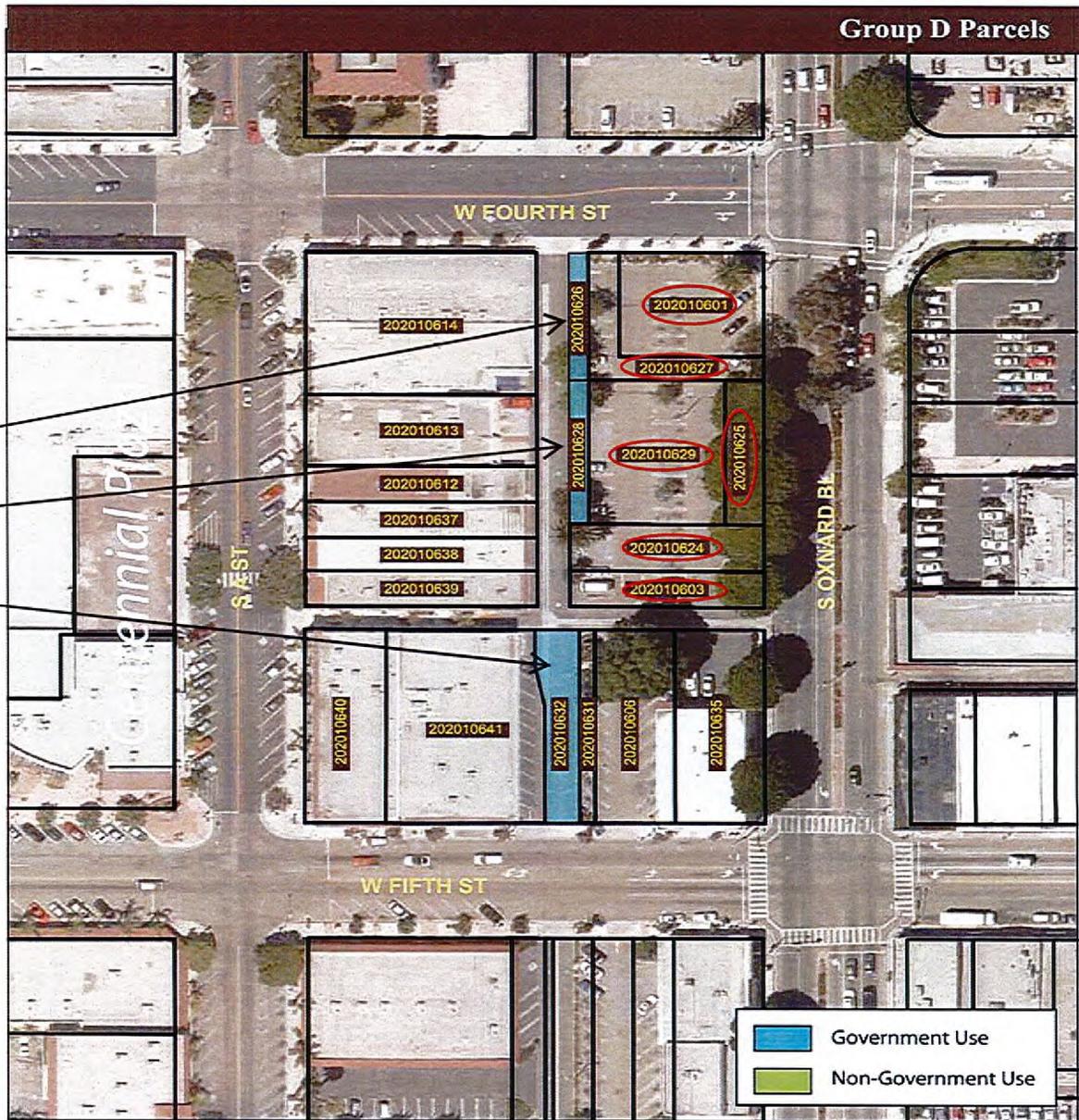
Assessor's Parcel No.	202-0-101-415	Parcel ID No.	C - 5
Address	425 South B Street		
Lot Size	14,560 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	8/8/2008		
Value at Time of Acquisition	\$2,050,000 (purchase price)		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$1,430,761 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Parcel has no potential for transit development		
History of Development Activity or Proposals	This property is divided into three leasable spaces. These spaces were leased but the building has been vacant since August 2012. Prior tenants include the Social Security Administration and Southern California Gas Company. There have been no formal development proposals approved or submitted to the City for this property but there have been inquiries on possible use by non-profit entities		
Disposition Category	Designated for sale		
Notes: The City of Oxnard may be interested in acquiring this property for uses including city offices, use by non-profit entities or sale for commercial/office uses. In this case, an agreement may be necessary whereby taxing entities receive their proportionate property tax shares associated with the property. The proportionate shares of property tax attributable to each taxing entity in the Successor Agency is shown in Exhibit G.			

Assessor's Parcel No.	202-0-101-435	Parcel ID No.	C - 6
Address	No address assigned		
Lot Size	855 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	March 10, 1970		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$24,672 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except in association with existing public parking area.			

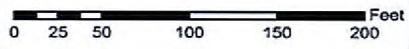
Indicated Parcels are currently under ownership of the Oxnard Parking Authority. 

Indicated Parcels are currently under ownership of the City of Oxnard. 

- Parcel D - 1
- Parcel D - 2
- Parcel D - 3



**OXNARD**  
November 1, 2013



**Group D Parcels**  
Aerial map with parcel line overlay.  
For illustrative purposes only.  
*APN displayed are 9 digit without hyphens.  
Typically notes as: (123-456-789)*



## Group D

### Parcels Located in the block between South A Street and Oxnard Blvd. and South of W. Fourth Street

Parcels in Group D include two narrow strips of property adjacent to parcels used for a public parking lot and owned by the Parking Authority. All lots are proposed for retention for continued governmental use per Health & Safety Code Section 34181(a). All parcels are within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-106-265	Parcel ID No.	<b>D - 1</b>
Address	No address assigned		
Lot Size	1,073 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	March 20, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$20,390 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Section 34181(a)		
<b>Notes:</b> Property is one of several adjacent parcels in use as a public parking lot. All other properties are owned by the Oxnard Parking Authority.			

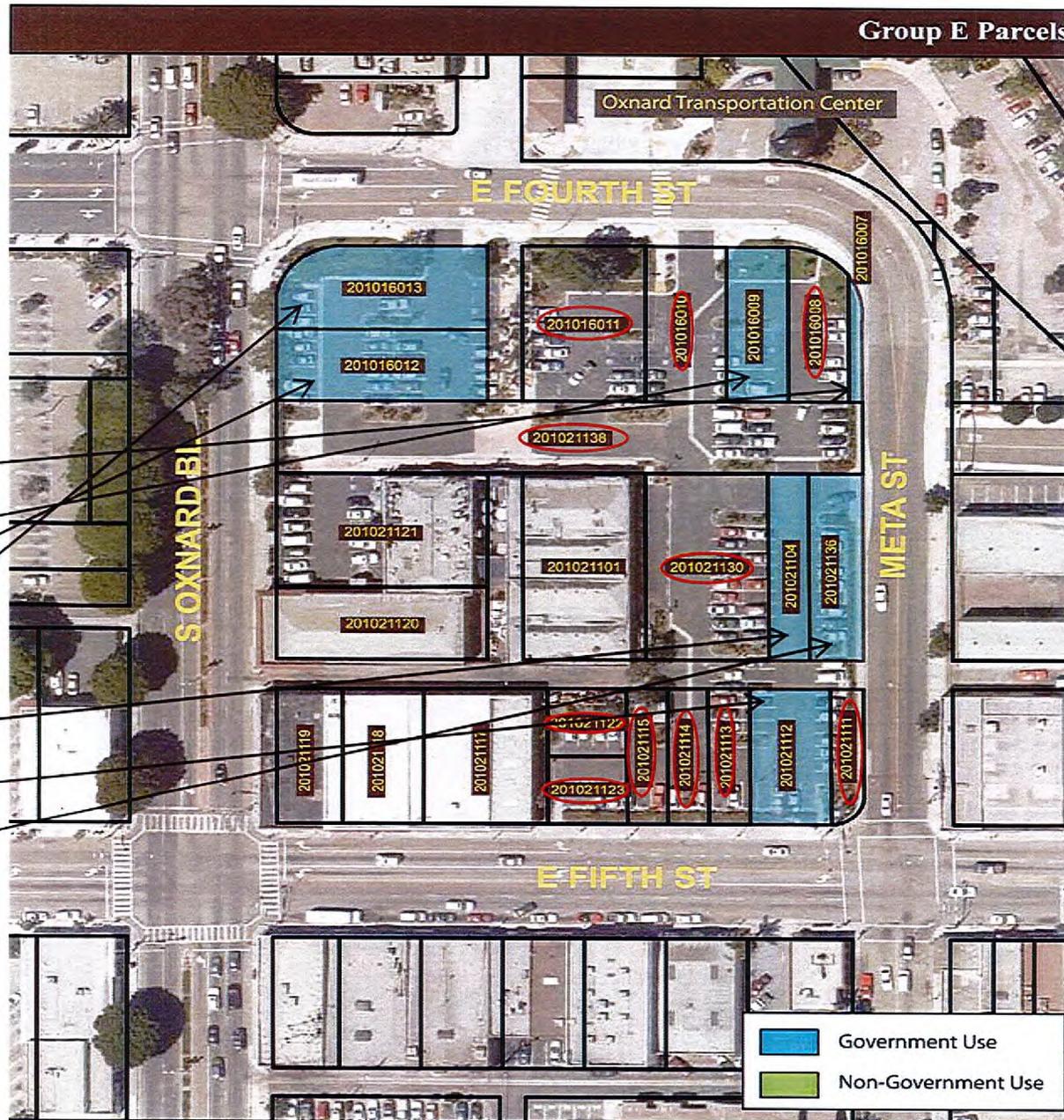
Assessor's Parcel No.	202-0-106-285	Parcel ID No.	<b>D - 2</b>
Address	No address assigned		
Lot Size	1,207 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	February 14, 1972		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$22,931 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
<b>Notes:</b> Property is one of several adjacent parcels in use as a public parking lot. All other properties are owned by the Oxnard Parking Authority.			

Assessor's Parcel No.	202-0-106-320	Parcel ID No.	<b>D - 3</b>
Address	No address assigned		
Lot Size	2,918 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	Unknown		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$59,889 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot makes up a portion of public right of way that provides access to public parking.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public right of way providing access to parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Property provides continuation of existing City right of way access to public parking areas. Parcel is adjacent to City owned rights of way and parcels owned by the Oxnard Parking Authority.			

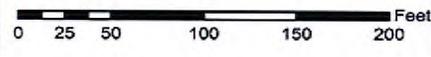
Group E Parcels

Indicated Parcels are currently owned by the City of Oxnard and are in use as parking for the benefit of the patrons of the Oxnard Transportation Center located across E. Fourth Street from these parcels. 

- Parcel E - 1
- Parcel E - 2
- Parcel E - 3
- Parcel E - 4
- Parcel E - 5
- Parcel E - 6
- Parcel E - 7



	Government Use
	Non-Government Use



**Group E Parcels**  
 Aerial map with parcel line overlay.  
 For illustrative purposes only.  
 APN displayed are 9 digit without hyphens.  
 Typically notes as: (123-456-789)



## Group E

### Parcels Located Across Fourth Street from Oxnard Transportation Center

All parcels in Group E are proposed for transfer to the City of Oxnard for their continued use as portions of existing public parking facilities that support activities connected with the Oxnard Transportation Center. All parcels are proposed for retention for continued governmental use per Health & Safety Code Section 34181(a). All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	201-0-160-070	Parcel ID No.	E - 1
Address	157 Enterprise St.		
Lot Size	650 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	March 9,1984		
Value at Time of Acquisition	\$55,000		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$12,352 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
<b>Notes:</b> Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	201-0-160-090	Parcel ID No.	E - 2
Address	147 Enterprise St.		
Lot Size	4,059 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	May 7,1984		
Value at Time of Acquisition	\$110,000		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$77,127 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
<b>Notes:</b> Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	201-0-160-120	Parcel ID No.	E - 3
Address	400 S. Oxnard Blvd.		
Lot Size	6,447 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	November 20, 1981		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$122,497 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	201-0-160-130	Parcel ID No.	E - 4
Address	No address assigned		
Lot Size	7,145 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	November 20, 1981		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$135,757 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Parcel has no practical use or value except in association with existing public parking area.			

Assessor's Parcel No.	201-0-211-040	Parcel ID No. E - 5
Address	No address assigned	
Lot Size	3,250 sq.ft.	
Zoning	Central Business District (See Central Business District Zoning, Appendix B)	
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)	
Date of Acquisition	October 11, 1984	
Value at Time of Acquisition	Unknown	
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.	
Estimated Current Value	\$61,752 (Estimate only. No appraisal has been done)	
Lease, Rental or other Revenues	No revenue is realized from this lot	
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations	
History of Environmental Contamination	No evidence of environmental contamination on record	
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development	
History of Development Activity or Proposals	None	
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)	
Notes: Parcel has no practical use or value except in association with existing public parking area.		

Assessor's Parcel No.	201-0-211-120	Parcel ID No. E - 6
Address	159 E. Fifth Street	
Lot Size	4,782 sq.ft.	
Zoning	Central Business District (See Central Business District Zoning, Appendix B)	
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)	
Date of Acquisition	March 20, 1986	
Value at Time of Acquisition	\$70,000	
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.	
Estimated Current Value	\$90,862 (Estimate only. No appraisal has been done)	
Lease, Rental or other Revenues	No revenue is realized from this lot	
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations	
History of Environmental Contamination	No evidence of environmental contamination on record	
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development	
History of Development Activity or Proposals	None	
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)	
Notes: Parcel has no practical use or value except in association with existing public parking area.		

Assessor's Parcel No.	201-0-211-360	Parcel ID No. E - 7
Address	No address assigned	
Lot Size	4,288 sq.ft.	
Zoning	Central Business District (See Central Business District Zoning, Appendix B)	
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)	
Date of Acquisition	November 4, 1985	
Value at Time of Acquisition	Unknown	
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.	
Estimated Current Value	\$81,476 (Estimate only. No appraisal has been done)	
Lease, Rental or other Revenues	No revenue is realized from this lot	
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations	
History of Environmental Contamination	No evidence of environmental contamination on record	
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development	
History of Development Activity or Proposals	None	
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)	
Notes: Parcel has no practical use or value except in association with existing public parking area.		

Group F Parcels

Indicated Parcels are currently under ownership of the Oxnard Parking Authority. 

Parcel F - 1

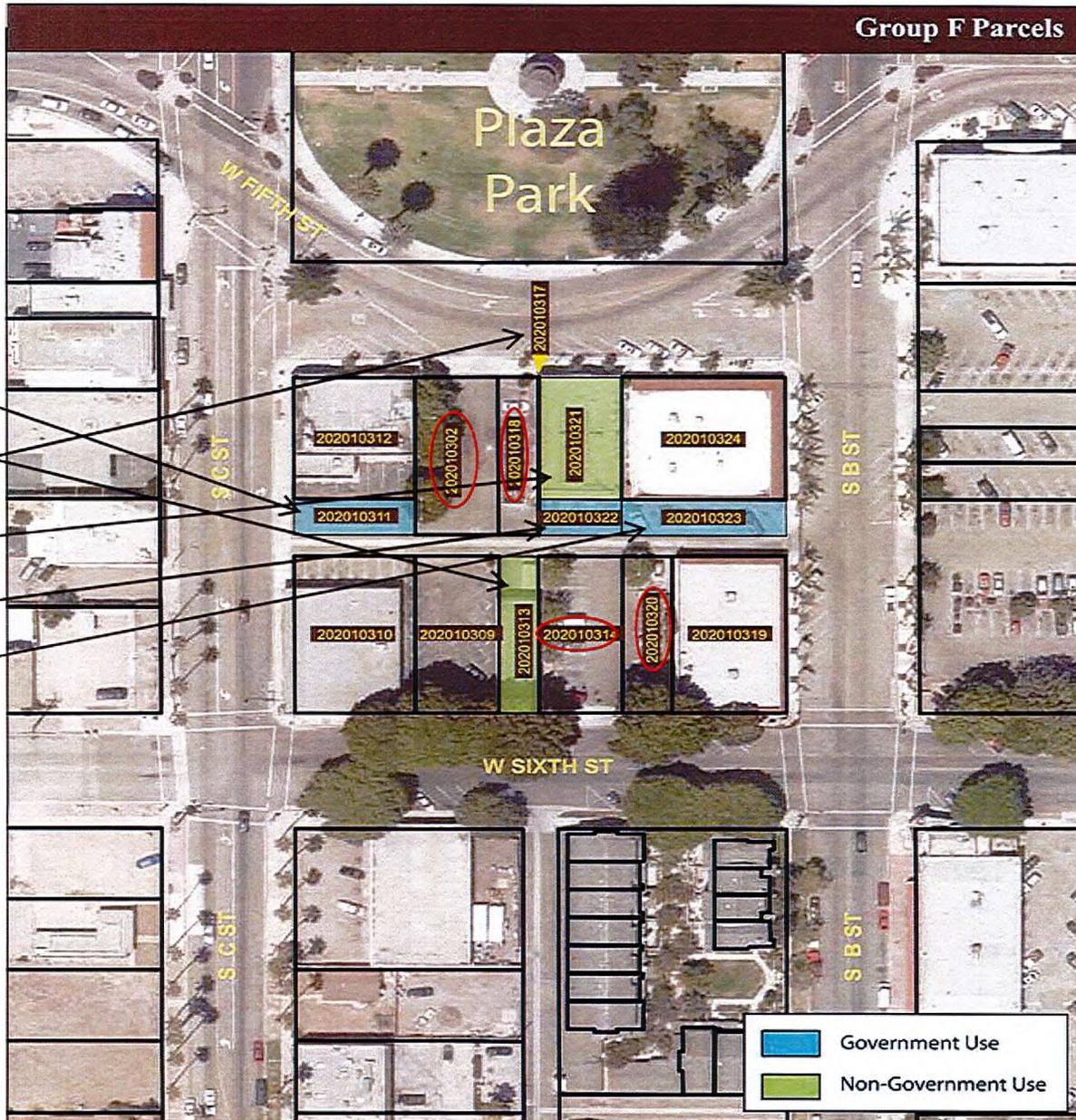
Parcel F - 2

Parcel F - 3

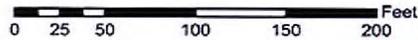
Parcel F - 4

Parcel F - 5

Parcel F - 6



November 1, 2013



**Group F Parcels**  
 Aerial map with parcel line overlay.  
 For illustrative purposes only.  
 APN displayed are 9 digit without hyphens.  
 Typically nertes as: (123-456-789)

2010 Aerial



1:1,000

## Group F

### Parcels Located South of Plaza Park between South B Street and South C Street

Parcels in Group F include two commercial buildings designated for sale and four roadway access parcels proposed for transfer to City of Oxnard. In 2010, the CDC owned parcels along with adjacent, privately owned parcels were appraised to evaluation their potential for consolidation into a more developable configuration. Two (F-2 and F-4) of the privately owned parcels were subsequently purchased by the CDC. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-103-115	Parcel ID No.	F - 1
Address	No address assigned		
Lot Size	1,846 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	January 3, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$35,065 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		

Notes: This parcel provides vehicular access to the rear of properties fronting on W. Fifth Street and W. Sixth Street. No commercial value.

Assessor's Parcel No.	202-0-103-130	Parcel ID No.	F - 2
Address	321 W. Sixth Street		
Lot Size	2,611 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	9/21/2010		
Value at Time of Acquisition	\$289,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$280,000 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is occupied by a 2,000 sq. ft. building that is vacant.		
Disposition Category	Designated for Sale		

Notes: Property is a small single story commercial building formerly used as the location of Elizabeth's Furniture.

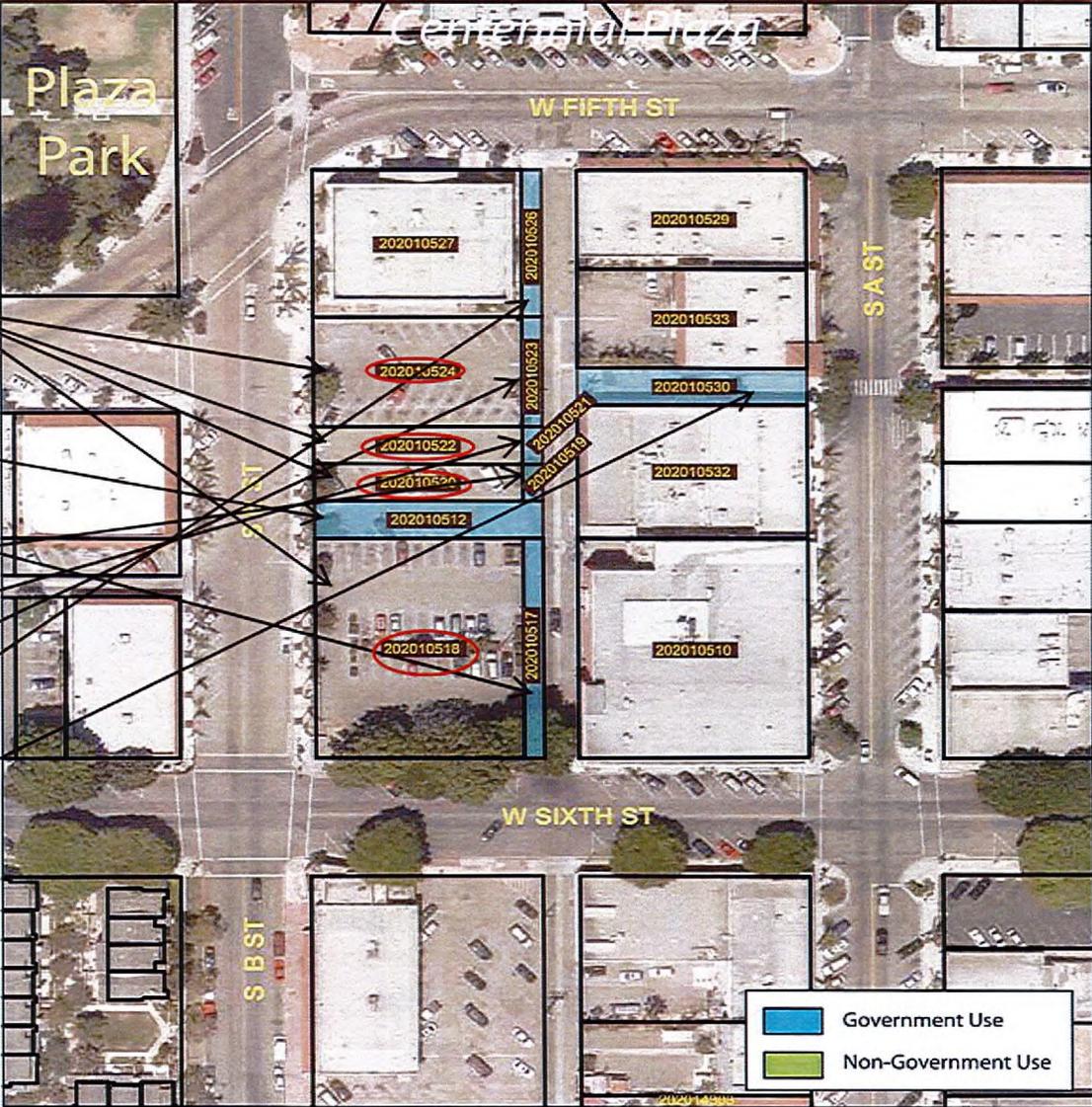
Assessor's Parcel No.	202-0-103-175	Parcel ID No.	F - 3
Address	No address assigned		
Lot Size	96 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	March 20, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$1,820 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public right of way to parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: This parcel provides vehicular access to the rear of properties fronting on W. Fifth Street and W. Sixth Street. No commercial value.			

Assessor's Parcel No.	202-0-103-210	Parcel ID No.	F - 4
Address	318 W. Fifth Street		
Lot Size	4,224 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	July 22, 2010		
Value at Time of Acquisition	\$705,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$218,808 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Requirements for Disposition of Sale Proceeds	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is occupied by a 4,000 sq. ft. building that is vacant.		
Disposition Category	Designated for Sale		
Notes: Property was formerly occupied by Plaza Laundromat. It was acquired for purposes of redevelopment purposes.			

Assessor's Parcel No.	202-0-103-225	Parcel ID No.	F - 5
Address	No address assigned		
Lot Size	1,251 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	August 15, 1973		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$23,763 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public right of way to parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: This parcel provides vehicular access to the rear of properties fronting on W. Fifth Street and W. Sixth Street. No commercial value.			

Assessor's Parcel No.	202-0-103-235	Parcel ID No.	F - 6
Address	No address assigned		
Lot Size	2,509 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	February 28, 1972		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan		
Estimated Current Value	\$47,675 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public right of way to parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: This parcel provides vehicular access to the rear of properties fronting on W. Fifth Street and W. Sixth Street. No commercial value.			

**Group G Parcels**



Indicated Parcels are currently under ownership of the Oxnard Parking Authority.  

- Parcel G - 1
- Parcel G - 2
- Parcel G - 3
- Parcel G - 4
- Parcel G - 5
- Parcel G - 6
- Parcel G - 7

	Government Use
	Non-Government Use

<p>November 1, 2013</p>		<p><b>Group G Parcels</b></p> <p>Aerial map with parcel line overlay. For illustrative purposes only.</p> <p><small>APN displayed are 9 digit without hyphens. Typically notes as: (123-456-789)</small></p>	<p>2010 Aerial</p> <p>1:1,000</p>
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## Group G

### Parcels Located East of Plaza Park between South B Street and South A Street and South of W. Fifth Street

Parcels in Group G include parcel designated for parking, one designated for pedestrian access and five roadway access parcels. All are proposed to be retained for continued governmental use by the City of Oxnard. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-105-120	Parcel ID No.	G - 1
Address	538 South B Street		
Lot Size	3,510 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	August 28, 1981		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$66,685 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City of Oxnard for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Section 34181(a)		
Notes: Property is one of several adjacent parcels in use as a public parking lot. All other properties are owned by the Oxnard Parking Authority.			

Assessor's Parcel No.	202-0-105-170	Parcel ID No.	G - 2
Address	No address assigned		
Lot Size	1,800 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	Unknown		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$33,903 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as right of way access for transit and downtown business parking. Classed as Retention for governmental use per Section 34181(a)		
Notes: Property is one of five owned by the Successor Agency that are used as right of way for rear access to properties in this block.			

Assessor's Parcel No.	202-0-105-195	Parcel ID No.	G - 3
Address	No address assigned		
Lot Size	297 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	October 23, 1968		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$5,639 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as right of way access for transit and downtown business parking. Classed as Retention for governmental use per Section 34181(a)		
Notes: Property is one of five owned by the Successor Agency that are used as right of way for rear access to properties in this block.			

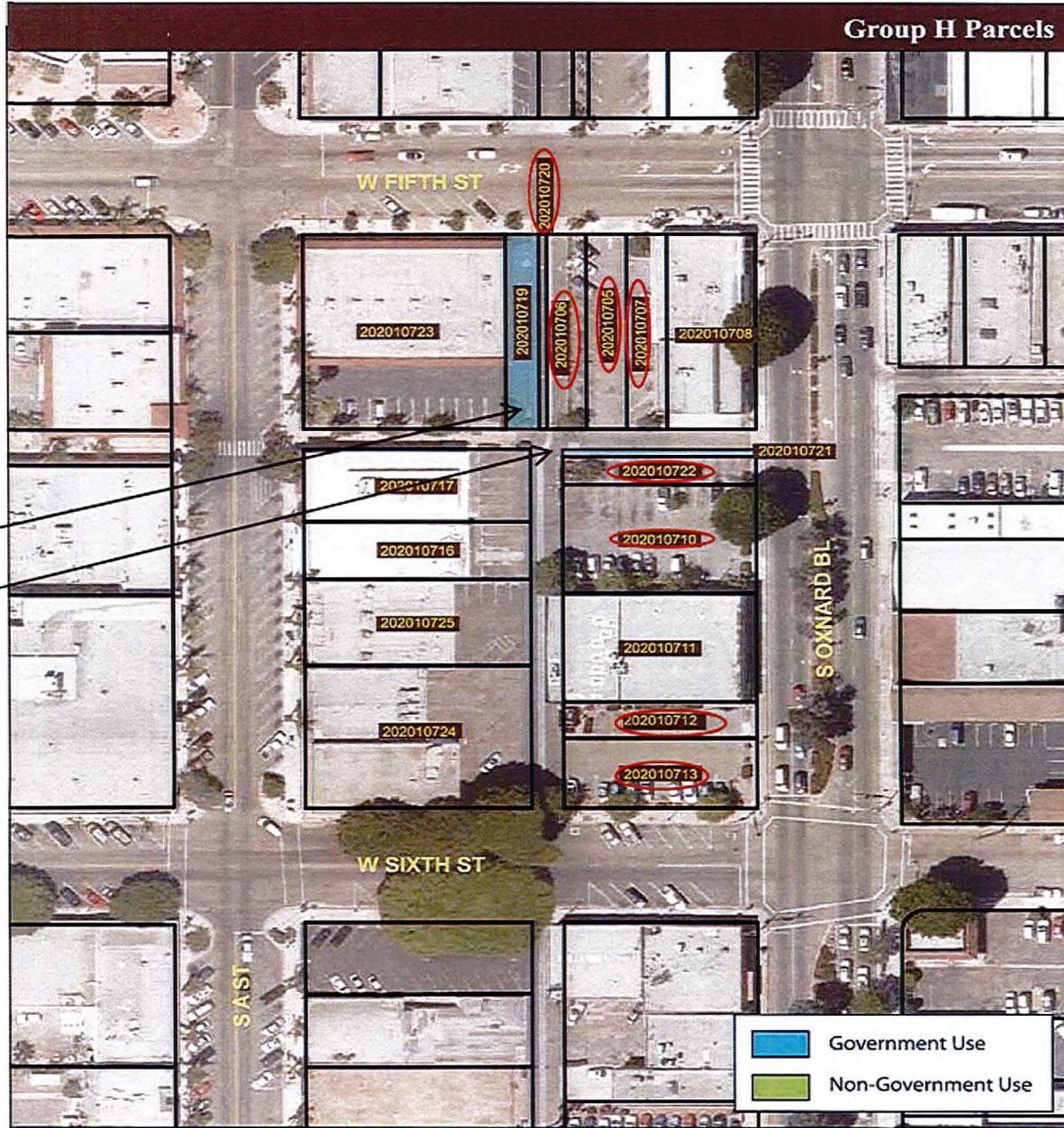
Assessor's Parcel No.	202-0-105-210	Parcel ID No.	G - 4
Address	No address assigned		
Lot Size	306 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	August 15, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$5,816 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as right of way access for transit and downtown business parking. Classed as Retention for governmental use per Section 34181(a)		
Notes: Property is one of five owned by the Successor Agency that are used as right of way for rear access to properties in this block.			

Assessor's Parcel No.	202-0-105-235	Parcel ID No.	G - 5
Address	No address assigned		
Lot Size	900 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	June 2, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$17,107 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as right of way access for transit and downtown business parking. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Property is one of five owned by the Successor Agency that are used as right of way for rear access to properties in this block.			

Assessor's Parcel No.	202-0-105-260	Parcel ID No.	G - 6
Address	No address assigned		
Lot Size	1,193 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	May 29, 1973		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$22,676 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as right of way access for transit and downtown business parking. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Property is one of five owned by the Successor Agency that are used as right of way for rear access to properties in this block.			

Assessor's Parcel No.	202-0-105-305	Parcel ID No.	G - 7
Address	No address assigned		
Lot Size	3,436 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	February 3, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$65,288 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	Lot provides pedestrian access to a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development.		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as pedestrian access to transit and downtown business parking. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		
Notes: Property consists of a breezeway between businesses that links the public parking fronting on South B Street to a cross walk on South A Street.			
Ownership of this property insures continued access to the parking lot for patrons of businesses fronting South A Street. Property has no commercial value.			

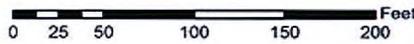
Group H Parcels



Indicated Parcels are currently under ownership of the Oxnard Parking Authority. 

Parcel H - 1

Parcel H - 2



**Group H Parcels**  
Aerial map with parcel line overlay.  
For illustrative purposes only.  
APN displayed are 9 digit without hyphens.  
Typically notes us: (123-456-789)



## Group H

### Parcels Located in the block between South A Street and Oxnard Blvd. and South of W. Fifth Street

Parcels in Group H include two narrow strips of property adjacent to City right of way and to public parking lot owned by the Parking Authority. Both parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-107-195	Parcel ID No.	<b>H - 1</b>
Address	No address assigned		
Lot Size	2,786 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	April 25, 1970		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$52,928 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public right of way to parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		

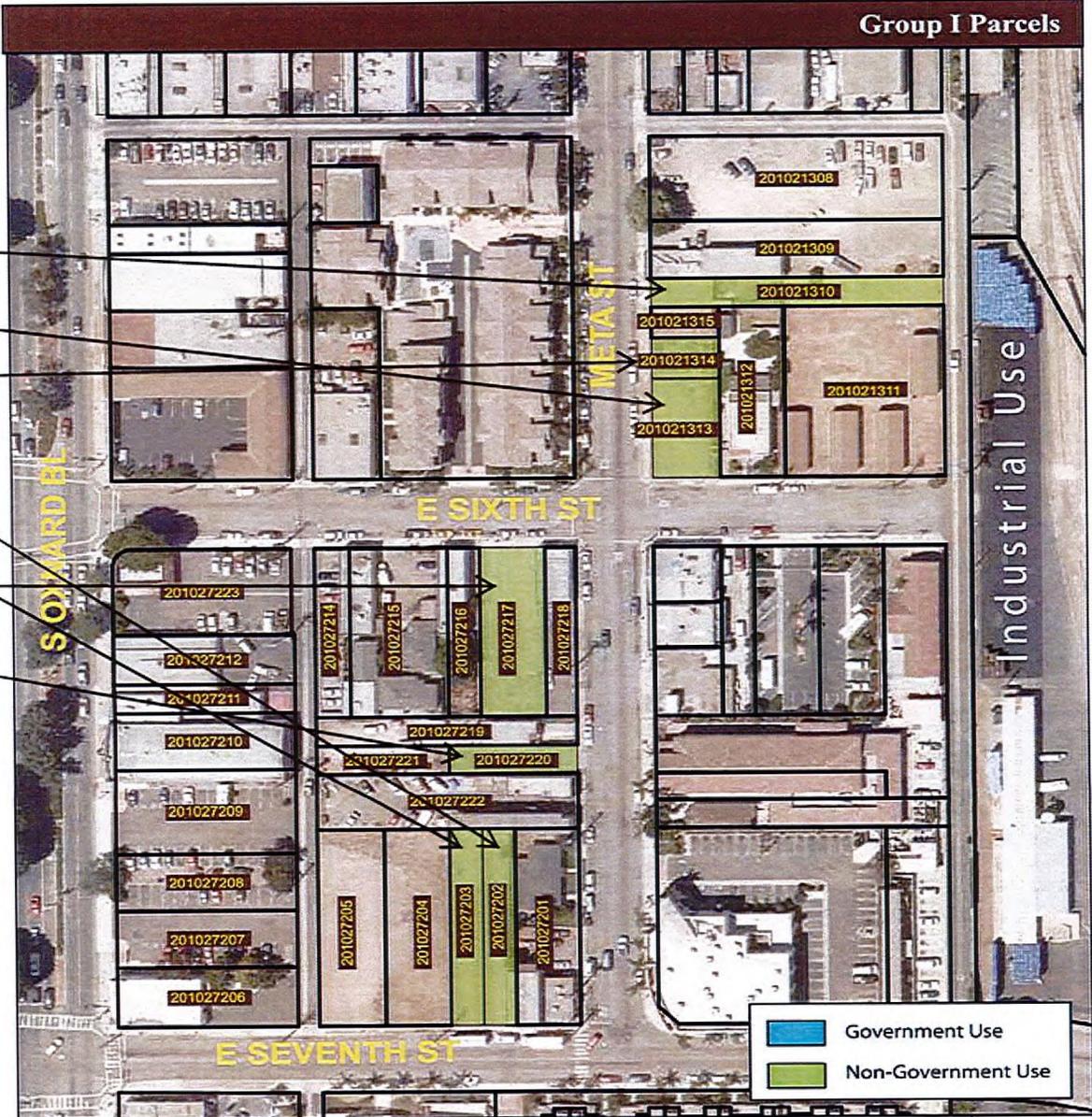
Notes: Property provides continuation of existing City right of way access to public parking areas. Parcel is adjacent to City owned rights of way and parcels owned by the Oxnard Parking Authority.

Assessor's Parcel No.	202-0-107-215	Parcel ID No.	<b>H - 2</b>
Address	No address assigned		
Lot Size	600 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	April 1, 1969		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Consolidation and expansion of public parking per Merged Redevelopment Plan.		
Estimated Current Value	\$11,400 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	Lot is part of a parking facility located within ¼ mile of Oxnard Transportation Center and augments parking for that transit-oriented development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for continued use as public parking for transit and downtown businesses. Classed as Retention for governmental use per Health & Safety Code Section 34181(a)		

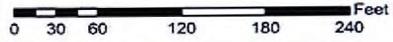
Notes: Property is a narrow strip of land adjacent to properties that are owned by the Oxnard Parking Authority and in use as public parking.

**Group I Parcels**

- Parcel I - 1
- Parcel I - 2
- Parcel I - 3
- Parcel I - 4
- Parcel I - 5
- Parcel I - 6
- Parcel I - 7



**OXNARD**  
 November 1, 2013



**Group I Parcels**  
 Aerial map with parcel line overlay.  
 For illustrative purposes only.  
 APN displayed are 9 digit without hyphens.  
 Typically notes us: (123-456-789)

2010 Aerial  
  
 1:1,250

## Group I

### Parcels Located Near Meta Street Intersections with Sixth Street and Seventh Street

Parcels in Group I are vacant parcels and are designated for sale. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	201-0-213-100	Parcel ID No.	I - 1
Address	538 South Meta Street		
Lot Size	5,628 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	May 18, 1990		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$106,923 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

Assessor's Parcel No.	201-0-213-130	Parcel ID No.	I - 2
Address	No address assigned		
Lot Size	4,513 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	December 30, 1986		
Value at Time of Acquisition	\$18,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$85,751 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

Assessor's Parcel No.	201-0-213-140	Parcel ID No.	I - 3
Address	544 Meta Street		
Lot Size	1,825 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	November 15, 1990		
Value at Time of Acquisition	\$23,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$34,673 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

Assessor's Parcel No.	201-0-272-020	Parcel ID No.	I - 4
Address	544 Meta Street		
Lot Size	4,299 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	October 4, 1988		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$81,690 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

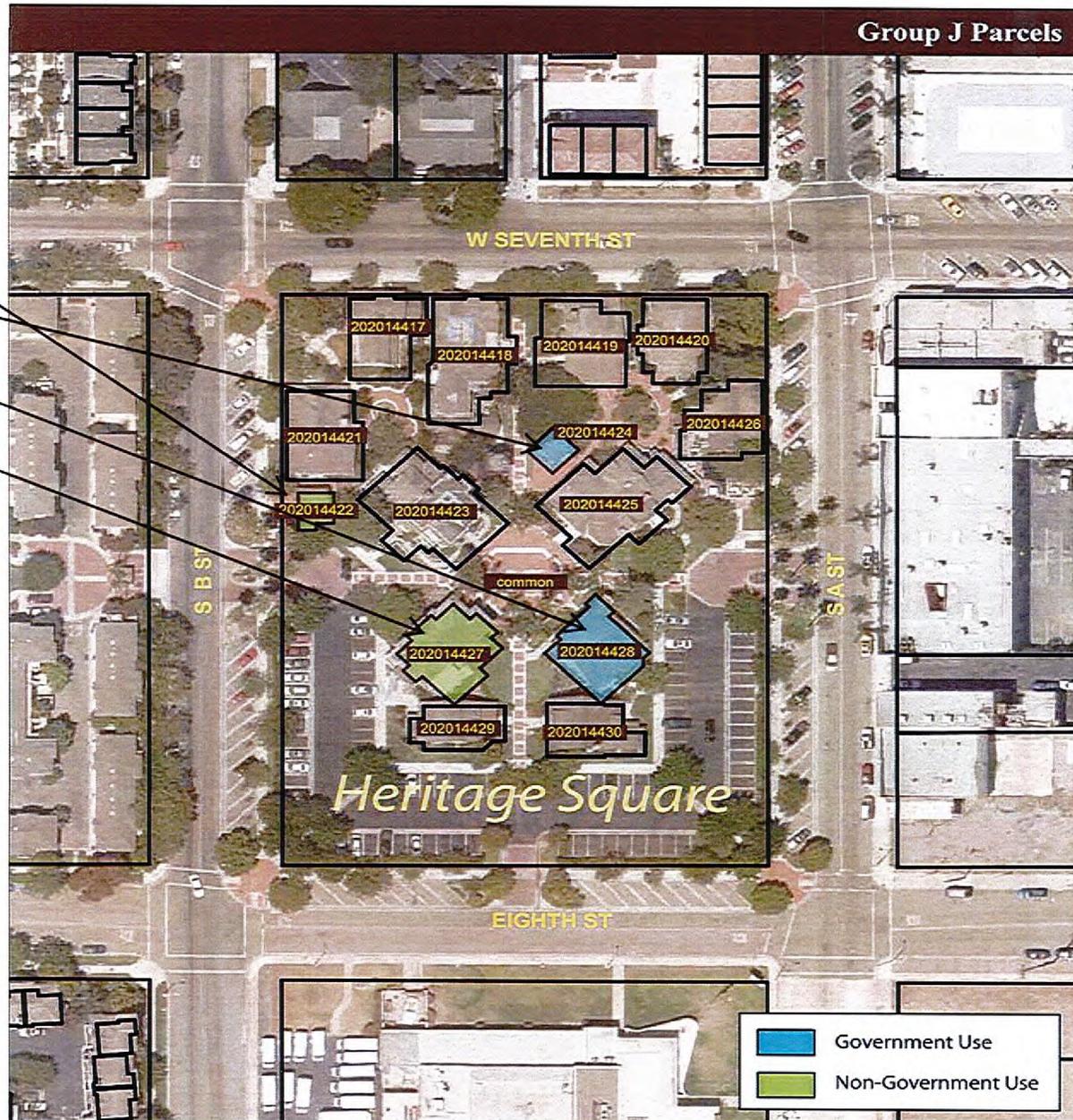
Assessor's Parcel No.	201-0-272-030	Parcel ID No.	I - 5
Address	No address assigned		
Lot Size	4,299 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	December 30, 1986		
Value at Time of Acquisition	\$16,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$81,688 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

Assessor's Parcel No.	201-0-272-170	Parcel ID No.	I - 6
Address	144 E. Sixth Street		
Lot Size	7,404 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	December 30, 1986		
Value at Time of Acquisition	\$32,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$140,683 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

Assessor's Parcel No.	201-0-272-200	Parcel ID No.	I - 7
Address	No address assigned		
Lot Size	2,465 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	January 5, 1989		
Value at Time of Acquisition	\$25,000		
Purpose for Acquisition	Downtown revitalization per Merged Redevelopment Plan		
Estimated Current Value	\$46,829 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	No revenue is realized from this lot.		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is vacant.		
Disposition Category	Designated for Sale		
Notes: Parcel was acquired by CDC pursuant to the Merged Redevelopment Plan and existing buildings were demolished. Lot is vacant.			

Group J Parcels

- Parcel J - 1
- Parcel J - 2
- Parcel J - 3
- Parcel J - 4



OXNARD  
November 1, 2013

0 25 50 100 150 200 Feet

**Group J Parcels**  
Aerial map with parcel line overlay.  
For illustrative purposes only.  
APN displayed are 9 digit without hyphens.  
Typically notes as: (123-456-789)

2010 Aerial  
1:1,000

## Group J

### Parcels Located Within Heritage Square. Site is south of W. Seventh Street between South B and South A Streets

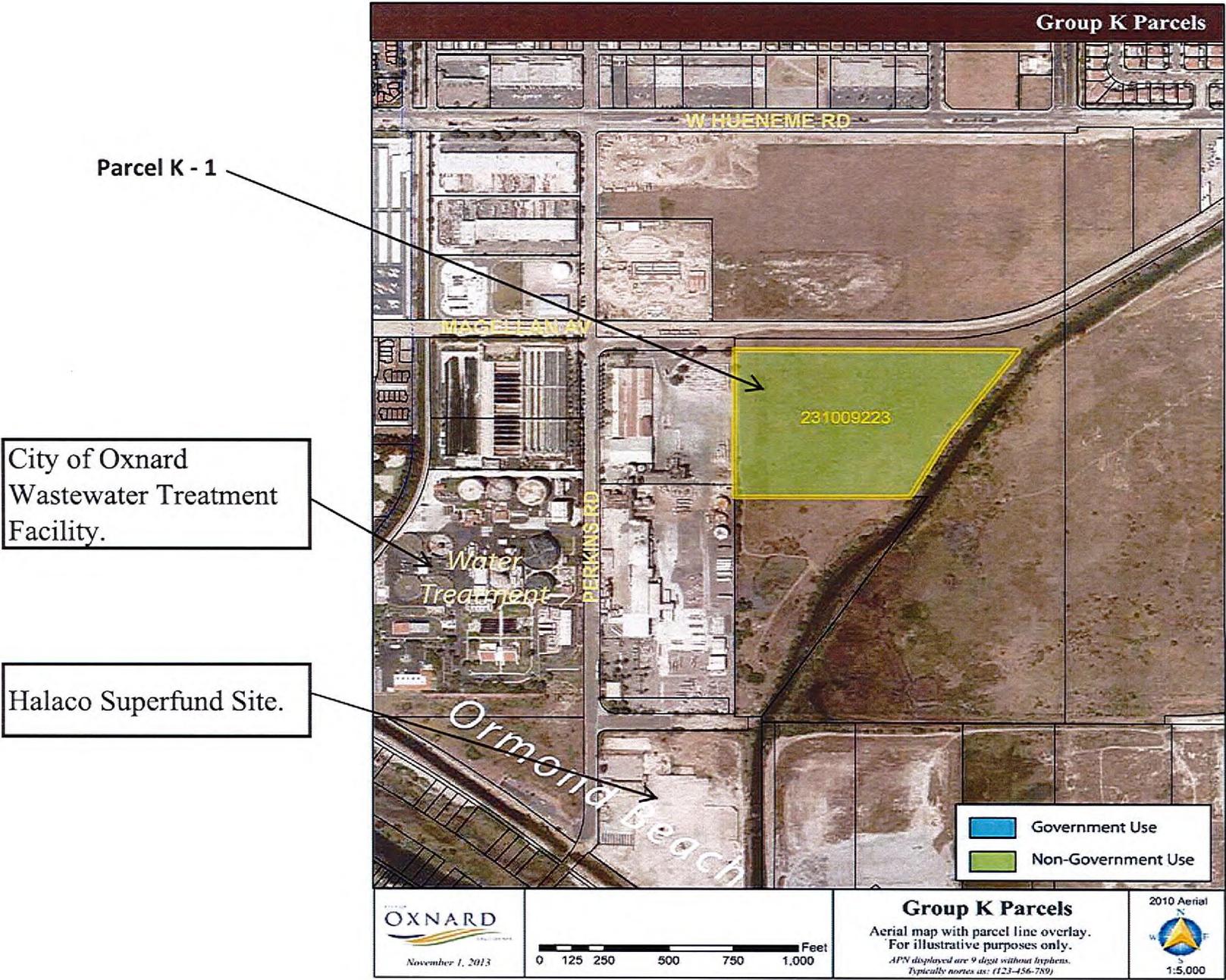
Parcels in Group J include 4 properties in use within the City of Oxnard's Heritage Square. This is an area of preserved Victorian homes and buildings. Heritage Square includes restaurants, shops and historical displays. Entertainment and event venues provide a vital downtown activity center. All parcels are included within the City's Downtown Strategic Plan.

Assessor's Parcel No.	202-0-144-220	Parcel ID No.	J - 1
Address	720 South B Street		
Lot Size	720 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	9/25/1987		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Development of Heritage Square		
Estimated Current Value	\$45,393 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	Property is currently rented to a notary who pays \$241/month		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations for distribution of lease revenue		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	Lot is occupied by a 640 sq. ft. building that is leased for use by a notary		
Disposition Category	Designated for Sale		
Notes: Parcel is occupied by a small building and is rented.			

Assessor's Parcel No.	202-0-144-240	Parcel ID No.	J - 2
Address	715 South A Street		
Lot Size	505 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	September 13, 1991		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Development of Heritage Square		
Estimated Current Value	\$44,421 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	Lot generates no lease or rental revenue		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations for distribution of lease revenue		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for retention as continued governmental use as City office. Classed as Retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Parcel is in use as an office for the Heritage Square event coordinator and docents. Transfer to City would allow this activity to continue			

Assessor's Parcel No.	202-0-144-280	Parcel ID No.	J - 3
Address	731 South A Street		
Lot Size	2,559 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	September 25, 1987		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Development of Heritage Square.		
Estimated Current Value	\$225,188 (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	Property is operated in conjunction with the Heritage Square Property Owners Association. The City & Successor Agency jointly fund operational costs. Facility rental fees that do not cover operational expenses. Summer concert revenues produced net profit of \$10,543		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations for distribution of lease revenue		
History of Environmental Contamination	No evidence of environmental contamination on record		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	None		
Disposition Category	Transfer to City for retention and continued governmental use as recreation event venue. Classed as Retention for governmental use per Health and Safety Code Section 34181(a)		
Notes: Parcel contains a former church used for meetings and other events on a fee basis. Proposed for continued City use.			

Assessor's Parcel No.	202-0-144-270	Parcel ID No.	J - 4
Address	740 South B Street (McGrath House)		
Lot Size	2,435 sq.ft.		
Zoning	Central Business District (See Central Business District Zoning, Appendix B)		
General Plan Land Use	Central Business District (See General Plan Land Use, Appendix E)		
Date of Acquisition	September 25, 1987		
Value at Time of Acquisition	Unknown		
Purpose for Acquisition	Development of Heritage Square		
Estimated Current Value	Estimated at \$214,290. Property is currently leased to the operator of La Dolce Vita Di Mare Restaurant and the lessee has an option to purchase the property if sold. (Estimate only. No appraisal has been done)		
Lease, Rental or other Revenues	Lease revenue includes a base rental per month of \$3,585 plus 10% of food and beverage sales from catering operations. Lessee is currently in arrears with lease payments. Tenant is now on a month to month lease		
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations for distribution of lease revenue.		
History of Environmental Contamination	No evidence of environmental contamination on record.		
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development		
History of Development Activity or Proposals	None		
Disposition Category	Designated for Sale		
Notes: This property is leased for restaurant use. The lease agreement is currently month to month. The Lessee has expressed interest in exercising an option to purchase the property but is currently in arrears for approximately \$50,000 in lease and catering rents. The property is subject to an existing contractual conditional purchase option. The conditional purchase option is located in Section 24 of that certain Lease (McGrath House), with an effective date of April 1, 2008, by and between the Successor Agency's predecessor-in-interest and La Dolce Vita di Mare, Inc., a California corporation, as amended			



## Group K

### Parcel Located of the south side of Magellan Avenue and east of Perkins Road

Parcel in Group K is vacant land that is designated for sale.

Assessor's Parcel No.	231-0-092-235	Parcel ID No. <b>K - 1</b>
Address	No address assigned	
Lot Size	568,894 sq.ft. (13.06 acres)	
Zoning	Coastal Dependent Industry (See Coastal Dependent Industry Zoning, Appendix C)	
General Plan Land Use	Resource Protection (Parcel is located within the Coastal Zone). General Plan designation is subject to Coastal Commission approval. (See General Plan Land Use, Appendix E)	
Date of Acquisition	8/4/2005	
Value at Time of Acquisition	\$612,417 (Estimated at \$47,109/acre purchase price of surrounding property by Coastal Conservancy)	
Purpose for Acquisition	This parcel was part of a 309 acre purchase of land near Ormond Beach that was made jointly by Metropolitan Water District and the Oxnard Community Development Commission in 1998. In 2005, 276 acres was sold to the Coastal Conservancy for open space, habitat and wetlands restoration. The Community Development Commission retained 13 acres for possible use as a site for tertiary water treatment or other municipal purposes..	
Estimated Current Value	\$568,894 (estimated). In 2005 the Coastal Conservancy purchased 276 adjacent acres for \$13,002,000 (\$47,109/acre). Market value of the site given the General Plan, Coastal Commission and zoning restrictions may be greater or less than the price per acre paid by the Coastal Conservancy in 2005. (Estimate only. No appraisal has been done)	
Lease, Rental or other Revenues	No revenue is realized from this lot	
Contractual Obligations for Lease, Rental or other Revenues	Lot not subject to any contractual obligations	
History of Environmental Contamination	No evidence of environmental contamination on record	
Potential for Transit-Oriented Development	This parcel has no potential for transit-oriented development	
History of Development Activity or Proposals	The City's Public Works Department has expressed interest in retaining this parcel for inclusion in its Groundwater Recovery Enhancement and Treatment (GREAT) Program. This program would expand the City's ability to treat storm water run-off using wetlands treatment methods. The recently adopted General Plan envisions use only for environmental protection and habitat restoration. See additional information below.	
Disposition Category	Designated for sale	
<p>Notes: This property has limited commercial value due to its location within the Coastal Zone and its proximity to the Halaco Superfund site. It is proximate to the City's waste water treatment facility at 6001 Perkins Road. While the property is zoned for Coastal Dependent Industry, the General Plan land use designation adopted by the City in 2011 is Resource Protection. This General Plan land use designation limits the uses of the site to wetlands restoration. Despite the zoning designation that would appear to allow certain uses, the General Plan Land Use designation would mandate denial of any proposed development under this zoning designation. There is possible interest in acquisition of this property by the City's Public Works Department. If this occurs, an agreement with other taxing entities may be required for distribution of purchase proceeds. See taxing entity share percentages shown in Appendix G.</p>		

Development Proposals/History:

The 2030 General Plan and the 1982 Costal Plan (Revised May 2002) indicate the property is designated as wetlands. The property was not included in the Draft Ormond Beach Specific Plan. There never was an adopted Ormond Beach Specific Plan as had been indicated on Exhibit A of the OCDC/Ormond Beach Company Exclusive Negotiating Agreement.

The November 3, 2005 memorandum from the Community Development Department to the Finance Department confirms the sale of the 296 acres to the Nature Conservancy.

A December 4, 2004 staff report discusses:

- 1) OCDC and MWD each selling their 50% interest in 296 acres to the Nature Conservancy and the OCDC purchase of the MWD's 50% interest in 13 acres of the total site of 309 acres.
- 2) Sale of 296 acres for \$47,000 an acre to the Nature Conservancy for the purposes of preserving plants, animals and nature communities by protecting the land and waters they need to survive.

A March 4, 2003 OCDC letter to the Municipal Water District (MWD) discusses selling the majority of the 309 acres to the State Coastal Conservancy for wetlands restoration.

A July 8, 1998 staff report discusses the City/CDC entering into an MOU with the Metropolitan Water District to purchase 309 acres from NHM for \$10.2 million.

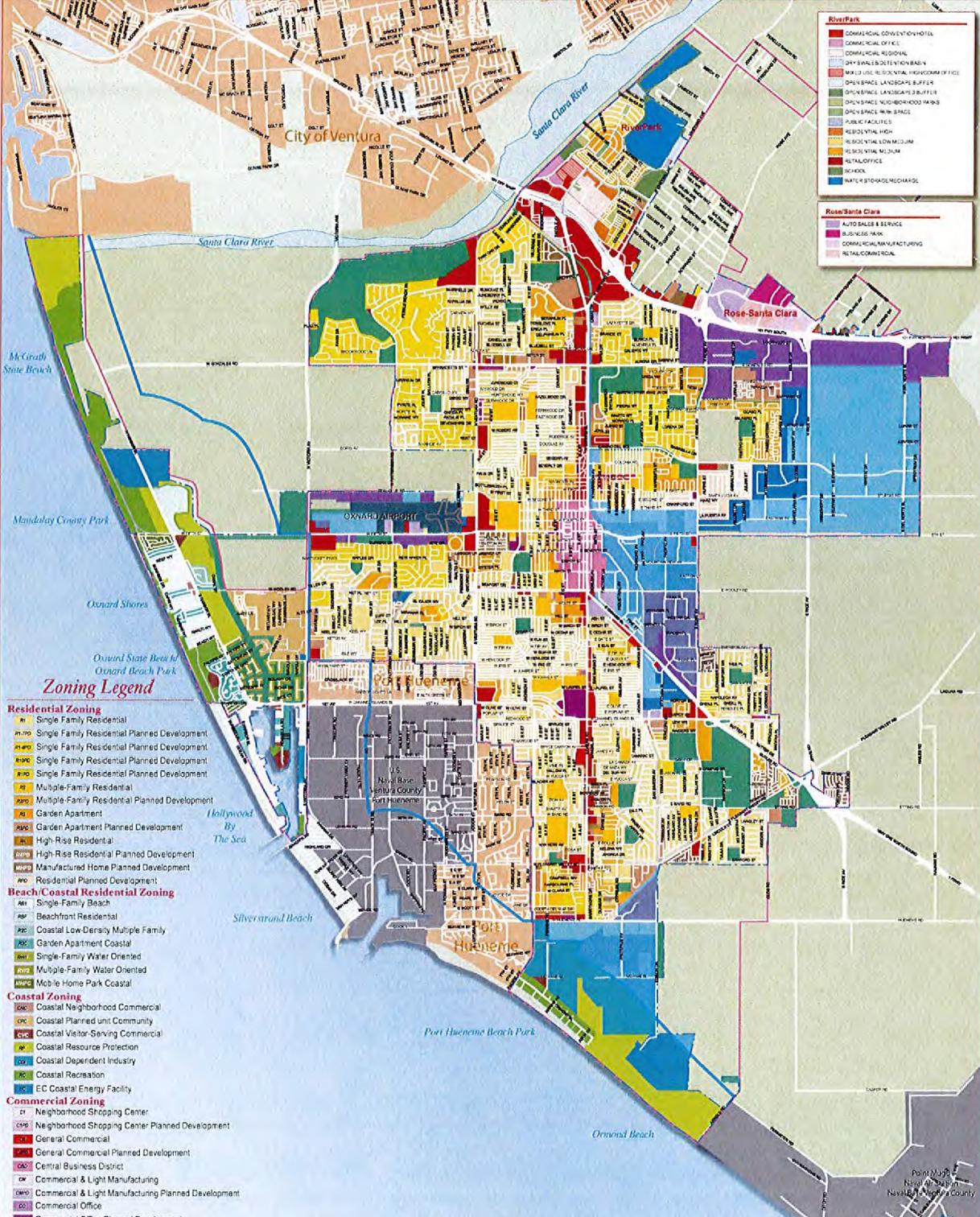
A June 11, 1998 staff report discusses the City/Agency(ORA)/OCDC exercising a first right of refusal to acquire 214 Ormond Beach acres from NM Homes Two, Inc. which is a portion of the 309 acres NM had agreed to sell to the MWD. The report states that the 2020 General Plan establishes policies for this area that includes future land uses, resource protection and environmental protection.



# Appendix A



# City of Oxnard Zoning Map



RiverPark	
[Red]	COMMERCIAL CONVENTION/HOTEL
[Pink]	COMMERCIAL OFFICE
[Light Blue]	COMMERCIAL REGIONAL
[Light Green]	DEVELOPMENT/ENTERTAINMENT
[Light Purple]	MANUFACTURING/INDUSTRIAL/COMMERCIAL OFFICE
[Light Yellow]	OPEN SPACE LANDSCAPE BUFFER
[Light Green]	OPEN SPACE LANDSCAPE BUFFER
[Light Green]	OPEN SPACE NEIGHBORHOOD PARKS
[Light Green]	OPEN SPACE WIDE BRACE
[Light Blue]	PUBLIC FACILITIES
[Light Blue]	RESIDENTIAL HIGH
[Light Blue]	RESIDENTIAL MEDIUM
[Light Blue]	RESIDENTIAL NEIGHBORHOOD
[Light Blue]	RETAIL OFFICE
[Light Blue]	SCHOOLS
[Light Blue]	WATER STORAGE/RECHARGE

Rose/Santa Clara	
[Purple]	AUTO SALES & SERVICE
[Pink]	BUSINESS PARK
[Light Purple]	COMMERCIAL/MANUFACTURING
[Light Purple]	RETAIL/COMMERCIAL

### Zoning Legend

- Residential Zoning**
  - RS Single Family Residential
  - RS-20 Single Family Residential Planned Development
  - RS-30 Single Family Residential Planned Development
  - RS-40 Single Family Residential Planned Development
  - RS-50 Single Family Residential Planned Development
  - RM Multiple-Family Residential
  - RM-20 Multiple-Family Residential Planned Development
  - RA Garden Apartment
  - RA-20 Garden Apartment Planned Development
  - RA-30 High-Rise Residential
  - RA-40 High-Rise Residential Planned Development
  - MAH Manufactured Home Planned Development
  - RPO Residential Planned Development
- Beach/Coastal Residential Zoning**
  - RSB Single-Family Beach
  - RSR Beachfront Residential
  - RSCL Coastal Low-Density Multiple Family
  - RSCK Garden Apartment Coastal
  - RSW Single-Family Water Oriented
  - RSWL Multiple-Family Water Oriented
  - RSWP Mobile Home Park Coastal
- Coastal Zoning**
  - CSN Coastal Neighborhood Commercial
  - CSPL Coastal Planned Unit Community
  - CSV Coastal Visitor-Serving Commercial
  - CRP Coastal Resource Protection
  - CDI Coastal Dependent Industry
  - CCR Coastal Recreation
  - CEC Coastal Energy Facility
- Commercial Zoning**
  - NS Neighborhood Shopping Center
  - NSP Neighborhood Shopping Center Planned Development
  - GC General Commercial
  - GC-20 General Commercial Planned Development
  - CBDC Central Business District
  - CM Commercial & Light Manufacturing
  - CM-20 Commercial & Light Manufacturing Planned Development
  - CO Commercial Office
  - CO-20 Commercial Office Planned Development
- Industrial Zoning**
  - LI Light Manufacturing
  - LI-20 Light Manufacturing Planned Development
  - HI Heavy Manufacturing
  - HI-20 Heavy Manufacturing Planned Development
  - LM Limited Manufacturing
  - LM-20 Limited Manufacturing Planned Development
  - MP Manufacturing Planned Development
  - BRP Business & Research Park
- Other**
  - HC Harbor Channel Islands
  - CR Community Reserve
  - EA Easement/ROW
  - VC Ventura County
  - AO Agricultural Open Space
  - MB Military Base



The mapped data is derived from the City of Oxnard GIS Program, which is developed and operated solely for the convenience of the City. The maps are for illustrative purposes only. The City does not warrant the accuracy of these maps, and no decision involving a risk of injury or economic loss should be made to rely on them.

### Zoning Map Boundary Legend

- Oxnard City Limits  
Area: 26.9 sq. mi. (2014)  
Population: 183,996 (2013)
- Oxnard Sphere of Influence  
Adopted by LAFCO 6-4-83, Revised 6-00 (2004 sq. miles)
- Coastal Zone Boundary

# Appendix B

complied with this operating standard shall sign a statement under penalty of perjury providing the facts as to how and when such compliance occurred.

(Ord. No. 2626)

## **DIVISION 10. CBD CENTRAL BUSINESS DISTRICT**

### **SEC. 16-145. PURPOSE AND INTENT.**

(A) This zone shall integrate residential, commercial, cultural and recreational land uses; encourage conservation of land resources and minimize auto travel; encourage a lively pedestrian-oriented commercial district; and provide for the location of employment and retail centers in close proximity to residential development of varying densities.

(B) This zone also shall encourage flexibility in architectural design and building bulk, while creating high-quality urban environments for residents, businesses, employees and institutions. The CBD zone implements the Oxnard Downtown District Master Plan. Advertising signs, building styles, colors and materials are regulated to implement this special theme-oriented district that reflects early Oxnard building styles and provides a strong pedestrian orientation. This theme is characterized by a variety of classic architectural styles dating from the late 1800's through the mid 1900's.

('64 Code, Sec. 34-105.1) (Ord. No. 2101, 2587)

### **SEC. 16-146. DEFINITIONS.**

As used in this division, the following words shall have the following meanings:

(A) MANAGER - The planning and environmental services manager.

(B) COMMITTEE - The downtown design review committee.

(Ord. No. 2587)

### **SEC. 16-147. PERMITTED USES.**

The following uses are permitted in the CBD Central Business District Zone. However, in structures that front on A Street between Third Street and Sixth Street and that are constructed on vacant property or that replace existing structures on or after the effective date of this section, the only permitted uses in the front one-third of the street level floor are retail and restaurant/café uses.

## (A) Service uses -

- (1) Banks and similar financial institutions;
- (2) Data processing and computer centers, including service and maintenance;
- (3) Executive, administrative and professional offices;
- (4) Government office buildings and public facilities, utility offices, post offices, chambers of commerce, visitors' bureaus and parks;
- (5) Health and exercise centers and spas;
- (6) Adult motels, except on A Street between Third Street and Sixth Street;
- (7) Medical offices;
- (8) Mortuary or funeral home;
- (9) Large family day care homes that the Planning Manager finds to comply with the standards set out in section 16-440; child care centers serving no more than 15 children; and adult day care facilities serving no more than 15 adults; residential care facilities for the elderly serving no more than 15 persons; congregate living health facilities of no more than 15 beds; and small residential health or care facilities that conform to city ordinances restricting building heights, setbacks, lot dimensions, placement of signs and other matters applicable to dwellings of the same type in the same zone, and that provide services to no more than six persons, or to no more than eight children in the case of a small family day care home;
- (10) Veterinarian offices;
- (11) Consolidated transportation uses, except on A Street between Third Street and Sixth Street;
- (12) Radio and television stations, excluding transmission facilities, except on A Street between Third Street and Sixth Street; and
- (13) Similar uses as determined by the manager.

## (B) Retail -

- (1) Stores selling antiques or collectibles;
- (2) Appliance sales with incidental repair;
- (3) Bakeries;
- (4) Barber shops;
- (5) Beauty shops;

- (6) Book stores, stationery;
  - (7) Boutique shops;
  - (8) Business service establishments, such as blueprinting and metal stamps, duplicating, printing and photocopying services;
  - (9) Confectioneries;
  - (10) Craft sales, including limited product assembly;
  - (11) Florist shops;
  - (12) Galleries and art studios;
  - (13) Groceries;
  - (14) Pet shops;
  - (15) Pharmacies;
  - (16) Photography studios;
  - (17) Restaurants, including those with roof gardens;
  - (18) Outdoor dining or sidewalk cafés;
  - (19) Specialty clothing/leather goods;
  - (20) Specialty/gourmet food items;
  - (21) Tailor, dressmaking and millinery shops;
  - (22) Toys/novelty stores; and
  - (23) Similar uses as determined by the manager.
- (C) Cultural uses -
- (1) Art galleries;
  - (2) Museums;
  - (3) Studios for professional work including photography, music, drama, dancing, sculpture, painting, ceramics, weaving, jewelry; and
  - (4) Similar uses as determined by the manager.

(D) Technology -

- (1) Software development, excluding any manufacturing of components;
- (2) Electronic device/component development, excluding any manufacturing of devices or components; and
- (3) Similar uses as determined by the manager.

( '64 Code, Sec. 34-105.2) (Ord. No. 2102, 2313, 2463, 2466, 2587, 2671)

**SEC. 16-148. CONDITIONALLY PERMITTED USES.**

The following uses shall be allowed in the CBD zone on approval of a special use permit in accordance with sections 16-530 through 16-553; provided, however, that only those following uses that are retail and restaurant/café uses may be approved if located in the front one-third of the street level floor of structures that front on A Street between Third Street and Sixth Street and that are constructed on vacant property or that replace existing structures on or after the effective date of this section:

- (A) Assembly or concert halls;
- (B) Hotels and motels;
- (C) Nightclubs which are operated as a place of entertainment, characterized by the following principal uses of the floor area within the nightclub:
  - (1) Live, recorded or televised entertainment, including but limited to performances by magicians, musicians or comedians;
  - (2) Patron dancing; and
  - (3) Seating for patrons. Alcohol may be served in association with an on-site ancillary restaurant;
- (D) Child care centers serving more than 15 children; adult day care facilities serving more than 15 adults; residential care facilities for the elderly serving more than 15 persons; and congregate living health facilities of more than 15 beds;
- (E) Parking garages and parking lots as the only use on a lot; however, in the area bounded by Third Street to the north, Sixth Street to the south, the west side of Oxnard Boulevard to the east, and the east side of B Street to the west, parking garages shall not be located closer than 25 feet to A Street, and the space between the parking garage and A Street shall consist of permanent, enclosed floor area intended for occupancy by retail and/or restaurant/café uses and any necessary vehicle entrances to the parking garages.
- (F) Private clubs and garages;
- (G) Churches and related facilities;

- (H) Public or private schools and colleges for general or vocational education in a classroom setting;
  - (I) Residential uses, including mobile home parks and residential units over commercial or office uses;
  - (J) Motor vehicle or truck services and sales, except on A Street between Third Street and Sixth Street;
  - (K) Sale of alcoholic beverages for consumption off the site or for consumption on a site having a restaurant;
  - (L) Street vendors utilizing movable carts;
  - (M) Pawnshops; however, if the building occupied by such use fronts on A Street between Third Street and Sixth Street, the pawnshop use may be carried on only in the rear two-thirds of the building, unless the building has no street-level windows (other than as part of entry doors) on A Street.
  - (N) Bed and breakfast inns, subject to the regulations contained in sections 16-370 through 16-375;
  - (O) Clinics and laboratories;
  - (P) Farmers' markets; and
  - (Q) Theaters, motion picture theaters and multiplex motion picture theaters.
- ( `64 Code, Sec. 34-105.3) (Ord. No. 2101, 2128, 2165, 2463, 2466, 2587, 2671)

#### **SEC. 16-149. PROHIBITED USES.**

The following uses are prohibited in the CBD zone and shall not be considered similar uses as determined by the manager:

- (A) Bars which are not accessory to restaurants;
- (B) Drive-in restaurants/drive-through restaurants;
- (C) Internally illuminated outdoor vending machines visible from a public street or public parking lot;
- (D) Massage therapy not located on the same premises as and as an ancillary use to a medical office, or to premises where active exercise activities are performed for the purpose of physical fitness, or to premises where personal grooming services are provided;
- (E) Mini-warehouses and self storage facilities;
- (F) Outdoor advertising signs (billboards);
- (G) Outdoor storage and assembly, except as otherwise permitted by this chapter;

(H) Social services (including soup kitchens, charitable food distribution centers, drug/alcohol treatment and rehab centers that serve more than six persons) and emergency shelters;

(I) Swap meets; and

(J) Thrift stores and secondhand stores.

(`64 Code, Sec. 34-105.4) (Ord. No. 2101, 2313, 2463, 2587, 2626, 2864)

### **SEC. 16-150. PROPERTY DEVELOPMENT STANDARDS.**

(A) Minimum lot area - No minimum, but dimensions shall be sufficient to meet building regulations contained in chapter 14 of the code.

(B) Maximum building height - Forty-eight feet with up to an additional 25% height increase allowed by special use permit. Non-habitable architectural features such as towers, flagpoles or turrets may exceed the maximum height by 15 feet.

(C) Setbacks - None for commercial uses. Mixed use/residential use front setbacks shall be a minimum of ten feet unless an alternative setback is established by the special use permit required for such uses. Special architectural features may project up to three feet beyond the property or right-of-way line and shall be at least 12 feet above the highest point of the publicly-owned land over which they project. A license agreement with the city is required for the projection. No such feature shall project into an adjacent privately-owned parcel or obstruct a vehicle access or parking area.

(D) Build-to-line - First floors of commercial structures shall be built to and parallel with the property or right-of-way line, whichever is located at the back of the public sidewalk, except that front entry ways into the first floor of the structure may be recessed. Buildings on corner lots may have an additional setback of 15 feet at the corner to provide articulation of the facade or a corner entry. These requirements shall apply to all new buildings and to additions of 50% or more gross floor area to an existing building, unless an arcade, colonnade, outdoor public courtyard, outdoor plaza or outdoor café is included in the building design.

(E) Location of parking lot - If an automobile parking lot is provided on-site for new commercial, residential or institutional buildings, the parking lot shall be located behind the building. If such location is not feasible, the parking lot shall be located along the side of the building, and no parking spaces shall be located closer than ten feet to the public sidewalk on which the building fronts.

(F) Maximum building lot coverage - Up to 100% for commercial uses provided all other requirements of the code are met, including but not limited to on-site parking, refuse containment and landscaping.

(G) Interior yard space - For residential uses, interior yard space shall equal not less than 15% of the lot area, with 15-foot minimum dimensions.

(H) Residential density - Shall not exceed 39 units per acre.

(I) Minimum dwelling unit size - Four hundred fifty square feet in net area.

(J) Parking requirements - The parking requirements of the code apply to all of an existing building when an addition to the building exceeds 25% of existing floor area or 1,500 square feet, whichever is less, or when a change of use of the building increases parking requirements by 25% or more.

( '64 Code, Sec. 34-105.5) (Ord. No. 2101, 2587)

#### **SEC. 16-151. OPERATIONAL STANDARDS**

(A) All buildings fronting on A Street between Third Street and Sixth Street shall maintain all street level windows facing A Street as transparent and unobstructed by window coverings, such as shades, blinds and curtains.

(B) Retail shop windows facing a public street shall have decorative and attractive displays. Stored products or the back side of merchandise racks shall not be visible through such windows from a public street.

(Ord. No. 2587)

#### **SEC. 16-152. DEVELOPMENT DESIGN STANDARDS; SPECIAL REQUIREMENTS.**

The following standards apply to buildings, structures and sites in the CBD:

(A) Application of standards -

(1) All of the standards apply to new construction; to all of a building that is remodeled so as to change 50 percent or more of a building's front facade; to all of a structure or site that is remodeled to change 50 percent or more of the structure or site; and to any addition to a structure, building or site.

(2) If a building is remodeled so as to change less than 50 percent of the building's front facade, or if a structure or site is remodeled so as to change less than 50 percent of the structure or site, the remodeled parts of the building, structure or site are subject to all of the standards; provided, however, that a remodeling project consisting solely of changing the paint color of a building or structure shall be subject only to the standards of subsection (C)(3) of this section.

(3) Changes to the exterior of a building, structure or site for which a downtown design review permit is required, but which do not involve new construction or remodeling, shall comply with all of the standards, subject to the manager's authority to approve exceptions pursuant to subsection (B) of this section.

(4) Any or all of the standards in the subsections below shall also apply to unremodeled portions of a building, structure or site, as the manager determines to be necessary in order to provide a consistent "Early Oxnard" style for the building, structure or site.

(B) Exceptions to standards - The manager may approve exceptions to the standards contained in subsections (C), (D), (F), (I) and (K)

below, as described in section 16-153.

(C) Architectural design standards -

(1) Building styles shall emulate styles present in downtown Oxnard in the early and mid 1900's. Permitted styles are Early Twentieth Century Commercial, Spanish Revival, Classical Revival, Moderne, Art Deco, Victorian, and Early Renaissance Revival. Such styles are referred to in this division as the "Early Oxnard" theme.

(2) Uniform architectural design shall be provided on a building with full treatments for all building sides exposed to public view in accordance with the theme architectural styles listed in subsection (C)(1) above.

(3) Building colors shall comply with the following standards:

(a) Primary exterior building colors shall be muted. Trim and detail colors shall provide a stronger contrasting accent.

(b) Light-colored walls shall be contrasted with a darker or more intense trim color while darker-colored walls shall be contrasted with light-colored trim.

(c) Bright and intense colors shall be used sparingly and only for refined or delicate detailing.

(d) Building color shall be compatible with the building's architectural style. Colors that the manager determines to be inconsistent with the building's architecture are not permitted.

(e) Brick, stone and copper shall be left in their natural colors.

(4) Commercial structures shall have at least 70 percent of the linear frontage of the first story in glazing. A maximum of ten percent tint is allowed on the glazing. New office and security-oriented uses may deviate from this standard as approved by a downtown design review permit. Building walls without openings are prohibited on the front facade adjacent to a sidewalk.

(5) Building walls shall be of stucco, stone, brick, clapboard, shingle or a combination. Stucco shall be smooth sand finish. Different wall materials shall be combined only vertically, with lighter materials above those that are more substantial.

(6) Visible roofs shall be clay tile, concrete tile, slate or dimensional shingles consistent with the building's architectural style. Gutters shall be galvanized steel, copper, anodized aluminum or vinyl. Vinyl gutters shall be finished to match or compliment the building. Flat roofs shall be enclosed by parapet walls no less than 42 inches high on all sides. Parapets shall have profiled cornices, if appropriate to the building's architectural style.

(7) At least one new pedestrian-oriented storefront element shall be incorporated into all commercial buildings or sites, including but not limited to special entryway architecture, recessed main entry, bulkheads, transom windows, special building design details (e.g., tile, wood or stone trim), special door design, pedestrian hanging signs, awnings, balconies, terraces, fountains, sculpture, outdoor seating, decorative paving and public plaza.

(8) Significant, authentic, historical architectural details and building materials on existing buildings, as determined by the committee,

shall be preserved. These features shall be incorporated into remodeling projects and reflected in building additions.

(9) New multi-family residential structures shall be designed with a courtyard open to the street. The courtyard shall have minimum dimensions of 25 feet by 50 feet unless an alternative design is approved by the special use permit required for residential uses. As an alternative, a multi-family residential structure may be built without a courtyard when a ten-foot setback is provided between the building and the public sidewalk. Garden walls and/or front yard patios shall be provided in the front yard area and may encroach into the required ten-foot setback.

(10) Roof-mounted mechanical equipment shall be screened from the view of abutting roadways, ground level residential areas and public sidewalks. Screening elements shall be integrated with main structural or architectural features.

(11) Awnings shall have open ends, except for half sphere/dome-shaped awnings, and shall be sized to match the opening. Awnings shall not project more than eight feet from the building facade. Rigid awning frames shall not be less than eight feet above the sidewalk. Fabric valances may hang to within seven feet six inches of the sidewalk. Awnings shall be made of fabric, not hard plastic-type materials. Awnings shall have noncombustible frames and flame retardant coverings. Awnings may extend over public property no more than eight feet, but no portion shall extend nearer than two feet to the face of the nearest curb line measured horizontally. A license agreement with the city is required for any projection over the public right-of-way.

(12) Automobile and truck sales and service uses shall provide a screen wall and/or landscaping a minimum of 20 inches high between the sidewalk and any automobile parking or display areas.

(D) Landscaping -

(1) All landscaping shall be installed and maintained in accordance with sections 16-641 and 16-642. Vegetation sizes and types shall be in accordance with adopted city guidelines.

(2) Commercial buildings, residential developments and parking lots shall landscape a minimum of six percent of the lot area, which may include a portion in decorative hardscape.

(3) The manager may credit a commercial building with up to six percent of the required landscaping if the building incorporates features which will enhance the building's pedestrian orientation and the "Early Oxnard" theme. Such features may include but are not limited to:

- (a) Window boxes for flower planting;
- (b) Theme glazing, such as stained glass, beveled glass, arched window openings, and transom windows, in an historic context;
- (c) Awnings;
- (d) Enriched paving, such as brick, cobblestone or decorative tile;
- (e) Entryway planting;
- (f) Interior plantings in atriums or common areas;

- (g) Theme lighting (antique light standards and lighting fixtures);
- (h) Neon lighting used as architectural ornamentation if consistent with and complementary to the building's architectural style;
- (i) Urban sculpture of an appropriate scale;
- (j) Outdoor terraces or public plazas;
- (k) Fountains;
- (l) Outdoor seating;
- (m) Balconies;
- (n) Special entryway architecture or recessed main entry;
- (o) Special building design details (tile, wood or stone trim, etc.); and
- (p) Special door design.

(E) Lighting -

(1) On-site lighting systems shall use theme-coordinated decorative architectural standards and devices that provide down-lighting. Lighting shall be shielded from abutting public streets, residential areas, and adjoining properties. The manager or the planning commission may approve up-lighting of architectural features that is appropriate to the structure.

(2) Lighting levels at various locations, such as parking lots and walkways, used from dusk to dawn shall be provided as required in this chapter.

(F) Walls and fences -

(1) A minimum six-foot high masonry wall is required where the CBD zone directly abuts a residential zone, unless an alley or street separates the two zones.

(2) Where required or provided, walls and fences shall be finished in textures and colors to match architectural features of the primary structure. Landscaping shall abut any exterior building wall having no opening for loading or building entry.

(3) An opaque freestanding wall shall be built on the required setback line or within eight feet thereof in order to mask new parking areas from the street. Parking lot walls shall be four to five feet in height and made of materials matching or complimenting the adjacent buildings. A continuous maintained hedge may replace a street wall. Openings to allow vehicular and pedestrian access as well as views for security patrols are required. Openings may be gated.

(4) If a building is set back from the edge of the right-of-way (sidewalk), a garden wall may be built on the property line or within four feet thereof. Garden walls shall be no more than 48 inches in height, at least eight inches thick and capped with a pitched or round top.

Garden walls shall be finished in stucco, brick, or stone matching the main building. Gates may be provided.

(G) Parking and access -

(1) Notwithstanding any other provision of the code, the number of required parking spaces shall be met by one or a combination of the following methods:

- (a) Within the subject property;
- (b) On-street immediately adjacent and contiguous to the property line;
- (c) Public parking lots within 700 feet of the nearest point of the subject property;
- (d) Public parking structures within 1,000 feet of the nearest point of the subject property;
- (e) Off-site private parking within 500 feet of the nearest point of the subject property.

(2) If an applicant proposes to meet the parking requirement by using on-street and/or public parking facilities, the planning commission shall review and determine the appropriate mix of parking compliance pursuant to a special use permit application. The applicant shall provide a parking study in support of the application, addressing the following items:

- (a) Description of the project, including setting, required parking, demand of parking by type and special features of the proposed project;
- (b) Survey of existing public and private parking within 1,200 feet of the proposed project;
- (c) Description of the proposed mix of parking;
- (d) Analysis of existing demand and survey use of proposed off-site public parking facilities and on-street parking;
- (e) Impact on existing public parking facilities and on-street parking as a result of the proposed project and use of proposed parking mix; and
- (f) Analysis of the impact on the proposed project as a result of use of public parking facilities and on-street parking.

(3) Tandem parking (pairs of on-site parking spaces located one behind the other) for employees of a single business or for residents of a single dwelling unit may be approved by the planning commission pursuant to a special use permit application.

(H) Sidewalk cafés -

(1) Location requirements -

(a) A sidewalk café, where permitted, may be located on the public right-of-way adjacent to the restaurant serving the café. A business license for a sidewalk café may be granted after review of the application by appropriate city departments and issuance of an encroachment permit or license agreement.

(b) All sidewalk cafés shall leave clear space for pedestrian movement between the outer edge of the café and the curb line. Sidewalk cafés located at street intersections shall provide a 15-foot clear space radial to the corner. If pedestrian traffic is especially heavy, the manager may require additional clear space to ensure adequate room for pedestrian movements.

(c) No sidewalk café shall be located within 15 feet of a bus stop or bus shelter.

(2) Physical design requirements -

(a) All furnishings of a sidewalk café including, but not limited to, tables, chairs and decorative accessories, shall be readily movable.

(b) No part of a sidewalk café may be permanently attached to public space. The person to whom the business license for the café is issued shall repair any damage done by the café to public property.

(c) When a sidewalk café or the adjacent restaurant is occupied, no exit door shall be locked, bolted or otherwise fastened or obstructed so that the door cannot be opened from the inside.

(d) Chairs and tables shall be arranged so as to provide for clear access to an exit. No part of an aisle shall be used in any way that will obstruct its use as an exit or that will constitute a hazardous condition.

(e) Sidewalk cafés shall not be arranged so as to restrict the use of emergency exits, fire escapes on adjacent buildings and access to fire hydrants.

(f) Freestanding or table mounted shade umbrellas shall be kept in good repair and may be used only where space permits.

(g) Freestanding lamps are not permitted. Flashing or moving lights are not permitted. Table candles may be used. Electric wiring shall not be placed in pedestrian areas.

(h) Awnings shall be kept in good repair.

(i) Seating and accessories and other components of the sidewalk café shall be maintained in a neat and safe manner.

(j) The height of a railing, fence, or planter (including plantings) used to establish boundaries of seating areas shall be at least 24 inches in height but not higher than 36 inches.

(k) Plank-style picnic tables with bench seating are not permitted.

(3) Café operation requirements -

(a) Sidewalk cafés shall be operated and maintained in accordance with the applicant's building plans approved by the manager and the public works director.

(b) The person to whom the business license for the café is issued shall remove all wrappings, litter and food and shall provide thorough and sanitary cleaning each day after the café closes.

(c) Sidewalk cafés shall not operate earlier than 8:00 a.m. or later than 12:00 midnight.

(I) On-site advertising signs -

(1) Freestanding, portable, roof, cloth, paper or flashing or moving signs are not permitted, including decorative plastic or cloth banners or pennants displayed outdoors, other than those specifically permitted as temporary signs.

(2) Sign design shall be pedestrian-oriented and contribute to the “Early Oxnard” theme. The lettering, location, size, number, illumination, and color of signs shall be contemporary to the period in which the building or structure was built and shall complement the building facade.

(3) The total amount of signage permitted on a building shall be as provided in the sign ordinance for the C-2 general commercial zone. No more than 300 square feet of signage is permitted on any side of a building.

(4) Canopies bearing signs are allowed, subject to the following standards:

(a) For purposes of including signs on awnings in the CBD zone, awnings shall be considered as canopies as defined in section 16-596.

(b) A building permit shall be obtained from the development services department prior to installation of any awning. A license agreement with the city is also required if any portion of the awning extends over the public right-of-way.

(c) Signs may cover no more than 20 percent of the surface area of awnings on the ground floor level of a building. Ten percent of awnings on any floor above ground floor may be covered by signs. Awning signs shall be placed only on the awning valance, except as provided in subdivision (d) below. The total area of signs on awnings shall be included when calculating the amount of sign area for the property in accordance with the sign provisions of the code.

(d) Under awning pedestrian identification signs perpendicular to the building and 5 inches by 12 inches in size are permitted. Such signs shall not be included in the total sign area.

(5) Wall signs are permitted if mounted on a building in a single sign band, not to exceed two feet in height by any length. Wall signs shall be an attached panel, painted on the wall or individually mounted letters or logos. Wall signs shall not block or cover any significant architectural features or details of the building. Wall signs shall not be translucent with interior lighting. Can or cabinet signs and flat plywood-type signs are prohibited. Exterior lighting may be required unless back-lighting such as neon is used to outline the letters or sign. A license agreement with the city is also required if any portion of the wall sign extends over the public right-of-way.

(6) Hanging pedestrian signs are permitted if attached perpendicularly to a facade or hanging under a canopy/awning or roof projection. A decorative hanging bracket shall be used if the sign is not attached directly to the building facade. Such signs may project up to three feet from the building facade and be up to two feet in height. Hanging signs may project up to three feet into public right-of-way. A license agreement with the city is required if any portion of the sign extends over the public right-of-way.

(7) Window signs that are permanently painted or applied to the inside of windows are permitted limited to 20% of the window area on the first floor and 10% of the window area on each floor above the first floor. Neon signs within the size limitations may be placed in

windows, but may not flash or blink.

(8) Ground signs are permitted if a building on the same lot has at least 100 feet of frontage on a public street. Ground signs shall be set back 15 feet from the sidewalk and placed on a foundation or ornamental wall. Ground signs shall not be higher than 48 inches as measured from the ground directly beneath the sign.

(9) Murals and/or painted art are permitted on building walls and do not count toward the total amount of signage for a building if no lettering or logos are included.

(10) Wall signs on the exterior of commercial buildings or structures fronting on A Street may include up to nine square feet of neon elements, but no other neon shall be placed on the building.

(11) Signs shall not include fluorescent colors.

(12) Signs shall conform to the color palette, materials, lettering styles and fonts, border treatments and lighting options approved by resolution of the city council.

(13) Temporary signs are permitted subject to the standards that apply to temporary signs in the C-2 zone.

(14) Applications for sign permits shall comply with provisions of sections 16-15, 16-153 and 16-600 and the following additional items are required:

- (a) Color rendering of the sign;
- (b) A full rendering or color photograph showing the sign location outlined on the building to scale;
- (c) The size and dimensions of the sign and the materials to be utilized;
- (d) A statement of whether the sign will be illuminated, and if so, whether illumination will be direct or indirect. A drawing of the lighting fixture shall also be provided;
- (e) Samples of materials to be used; and
- (f) Drawings of electrical connections for the sign.

(15) Approval or denial of an application for a new sign permit or modification of an existing sign shall be based on the following factors:

- (a) The sign's compatibility with the building use and architectural style and with other buildings and uses in the vicinity;
- (b) The sign's compliance with the code;
- (c) The sign's compliance with the provisions of any redevelopment or area plan adopted for the area; and
- (d) The sign's contribution to the CBD's pedestrian-orientation and Early Oxnard theme.

(J) Refuse enclosures and containment -

(1) All uses on individual lots shall provide refuse containers and enclosures in accordance with adopted public works department standards. All solid masonry or concrete enclosures shall be finished in textures and colors to match the major architectural features of the primary structure.

(2) All refuse containment areas shall be maintained in a sanitary manner, and enclosures and gates shall be maintained in good condition. Refuse containers shall be stored within the enclosure at all time.

(3) Unless a business is located on A Street between Third and Sixth Streets and a communal dumpster is provided by the city, a trash enclosure shall be provided where none exists, under any of the following circumstances:

- (a) A significant change of use occurs that increases trash production over the previous on-site use;
- (b) Fifty percent or more of the exterior of a building is remodeled or a private parking lot is modified;
- (c) The square footage of an existing building is increased by 50 % or more; or
- (d) A new building is constructed.

(K) Loading and outdoor storage areas -

(1) Loading spaces shall be provided in accordance with article X, if structures are larger than 5,000 square feet.

(2) If entries of docks are provided exclusively for loading and unloading purposes, such loading dock areas, ramps, and entries shall be screened by a solid wall or fence and landscaping from any public roadway or residential area. Such wall or fence shall not be less than eight feet in height.

(3) Solid screening and enclosure walls or fences shall be constructed of materials, textures and colors to match or complement the architectural features of the primary structure.

(4) All loading areas or spaces shall be a minimum of 50 feet from any residential zone.

(`64 Code, Sec. 34-105.6) (Ord. No. 2101, 2587)

**SEC. 16-153. DOWNTOWN DESIGN REVIEW PERMITS.**

(A) No person shall make any change to the exterior of a building or to property for which this chapter does not require a special use permit or other zoning permit until such person has obtained a major or minor downtown design review permit or an over the counter downtown design review permit. Such changes include, but are not limited to, repainting or changing exterior finishes; installing new doors or

windows; installing new roof material, gutters or roof screening for equipment; constructing new buildings or structures; constructing additions to existing buildings or structures; installing site improvements such as lighting, landscaping, parking areas, trash enclosures and fences; instituting outdoor commercial uses such as sidewalk cafés or installing outdoor vending machines; installing new signs and changing existing signs.

(B) An application for a special use permit in the CBD that involves exterior changes to a building or site shall serve as an application for a downtown design review permit.

(C) A major downtown design review permit is required for new parking lots and all changes to the exterior of a building or structure that require a building permit unless only one of the following actions is proposed: new sign or copy change to previously approved sign; new or renovated trash enclosure; adding or changing exterior theme lighting to a building; adding or changing screen fencing or walls; adding an outdoor café area or an outdoor vending machine; adding or changing awnings; or adding one or more pedestrian-oriented elements described in section 16-152.

(D) A minor downtown design review permit is required for the changes listed in subsection (A) that do not require a major downtown design review permit and for all other changes to the exterior of a building or property that do not require a building permit or an over-the-counter downtown design review permit.

(E) An over-the-counter downtown design review permit is required for changes to the exterior of a building or property that are consistent with design criteria adopted by the city council by resolution.

(64 Code, Sec. 34-105.7) (Ord. No. 2101, 2587)

#### **SEC. 16-154. DECISION BY PLANNING AND ENVIRONMENTAL SERVICES MANAGER.**

(A) The manager shall determine applications for over-the-counter downtown design review permits.

(B) After receiving a recommendation from the committee, the manager shall determine applications for major and minor downtown design review permits that do not include a special use permit application.

(C) Applications for downtown design review permits shall be made on forms prescribed by the manager. The applicant shall furnish a description of the property for which the downtown design review permit is sought and a map or site plan showing the exterior boundaries of the area and the building or structure subject to the permit. For sign applications, the applicant shall furnish the items specified in section 16-152(I)(14). The manager may require the applicant to show elevations and perspective drawings of the proposed improvements or building plans, and to provide other supporting data including proposed colors and materials. The manager shall not accept an application unless it is accompanied by the application fee set by resolution of the city council.

(D) The manager shall refer to the committee for recommendation all accepted applications for major and minor downtown design review permits and for special use permits for property located in the CBD.

(E) The manager may also refer to the development advisory committee for recommendation all accepted applications for major downtown design review permits and for special use permits for property located in the CBD.

(F) The manager shall deny applications for major and minor downtown design review permits that do not meet the standards of the CBD zone; provided, however, that the manager may approve exceptions of less than 25% to standards contained in subsections 16-152(C), (D), (F), (I) and (K) if the committee so recommends and if the manager finds that the proposed project incorporates design characteristics and pedestrian-oriented elements in excess of, and consistent with, other standards in section 16-152. If the manager approves an application for a major or minor downtown design review permit, the manager may impose thereon conditions designed to ensure that the project complies with adopted city standards and any exceptions thereto.

(G) The manager shall determine applications for major and minor design review permits within the time prescribed by State law and with such public notice as is required by State law. The manager shall issue a written decision on each application. Not later than ten days after issuing a decision, the manager shall mail a copy of the decision to the applicant at the address appearing on the application. The decision shall include a statement of the applicant's right to request that the director review the manager's decision and the manner in which such a request may be made.

(H) Within ten days of the date the decision is mailed to the applicant, the applicant or any owner of property or a business located within 300 feet of the project site may request that the director review the manager's decision by filing with the manager a written request that specifies the grounds for review and the relief requested. The manager shall not accept such a request unless it is timely and is accompanied by the review fee set by resolution of the city council.

(I) The manager's decision as to an application for a downtown design review permit is effective on issuance; provided, however, that if a request for review is filed as described above, the decision shall be stayed pending the decision.

(J) The director's decision shall be final and may not be appealed.

( '64 Code, Sec. 34-105.8) (Ord. No. 2101, 2587)

#### **SEC. 16-155. DOWNTOWN DESIGN REVIEW COMMITTEE.**

(A) The committee shall consist of five members appointed by the city council by majority vote. One such member shall be a licensed architect, and one such member shall own a business or real property in the CBD zone. All members shall serve at the pleasure of the city council.

(B) The committee shall adopt by-laws governing its meetings and procedures. The by-laws shall provide that a quorum of the committee is two members.

(C) The committee shall consider each application for a downtown design review permit or special use permit that the manager refers to the committee, and shall make a written recommendation thereon to the manager, stating the reasons for the recommendation. If the committee does not make such a recommendation to the manager within 20 days of the date that the manager referred the application to the

committee, the committee will be deemed to have waived making a recommendation, and the manager shall determine the application without taking into consideration a recommendation from the committee.

(Ord. No. 2587, 2681)

**DIVISION 11. C-M COMMERCIAL AND LIGHT MANUFACTURING ZONE**

**SEC. 16-160. PURPOSE.**

The purpose of this division is to provide a zone for selected commercial retail sales and services, for light manufacturing, including warehousing, distributing, storage and wholesale activities, with development standards suitable for commercial and industrial districts, as well as permanent and temporary emergency shelters and emergency shelters for families, supportive and transitional housing and farmworker housing pursuant to statutory requirements.

(`64 Code, Sec. 34-86.1) (Ord. No. 1503, 2864)

**SEC. 16-161. BASIC PROVISIONS.**

(A) C-M zoning districts may be created in areas shown by the general plan as either general commercial or light industrial. C-M districts shall be in contiguous increments of not less than five acres, exclusive of streets.

(B) All commercial and manufacturing activities in the C-M zone shall be conducted totally within a building.

(`64 Code, Sec. 34-86.2) (Ord. No. 1503)

**SEC. 16-162. USES PERMITTED.**

The following uses are permitted in the C-M Commercial and Light Manufacturing Zone:

- (A) Retail stores -
  - (1) Automobile service stations;
  - (2) Automobile and truck sales with incidental repair and service;
  - (3) Boat sales with incidental repair and service;

# Appendix C

(a) Interior side yard: none required.

(b) Street side yard: 10 feet.

(`64 Code, Sec. 37-2.9.4)

(E) Applicable provisions - All uses shall be subject to the applicable standards of this chapter, including standards contained in the following sections:

- (1) Section 17-5, General requirements;
- (2) Article III, Specific Coastal Development and Resource Standards;
- (3) Article IV, General Coastal Development and Resource Standards; and
- (4) Article V, Administration.

(`64 Code, Sec. 37-2.9.5)

(Ord. No. 2034, 2716)

**SEC. 17-19. CDI, COASTAL DEPENDENT INDUSTRIAL, SUB-ZONE.**

(A) Purpose - The purpose of the CDI sub-zone is to provide areas for those types of energy and industrial activities that require location adjacent to or in the vicinity of the sea to function. The intent of this sub-zone is to assure that energy and industrial land uses will neither generate environmental degradation nor otherwise adversely affect the public welfare. Development within the CDI sub-zone shall be consistent with Policies 50, 54 and 56 of the Oxnard coastal land use plan.

(`64 Code, Sec. 37-2.10.1)

(B) Conditionally permitted uses - The following uses are illustrative of those permitted subject to the approval of a coastal development permit pursuant to the provisions of article V (Administration):

- (1) Except in the Channel Islands Harbor, aquiculture and agriculture with structures;
- (2) Canneries and cold storage for ocean-based food processing and packaging;
- (3) Caretaker residence;
- (4) Except in the Channel Islands Harbor, coastal dependent industrial warehousing and outside storage;
- (5) Boat repair and service and, except in the Channel Islands Harbor, main facilities, including commercial fishing and boat launching, sales, and storage;

(6) Oil and gas development, including storage of oil spill containment equipment and, except in the Channel Islands Harbor, tanker, refinery, and petrochemical facilities, and associated pipelines and storage structures; and

(7) Except in the Channel Islands Harbor, saltwater desalinization plant.

(64 Code, Sec. 37-2.10.2)

(C) Property development standards -

(1) Maximum building height: 55 feet (additional height may be approved by coastal development permit).

(2) Minimum lot area: 15,000 square feet.

(3) Minimum lot width: 100 feet; corner lots 150 feet.

(4) Minimum lot depth: 150 feet.

(5) Front yard setback:

(a) Minor streets: 10 feet.

(b) Thoroughfares: 20 feet.

(6) Side yard setback: for lots adjacent to residentially zoned property, same as adjacent residential zone side yard setback. No setback otherwise required.

(7) Rear yard setback: for lots adjacent to residentially zoned property, same as adjacent residential zone rear yard setback. No setback otherwise required.

(64 Code, Sec. 37-2.10.3)

(D) Performance standards/special requirements -

(1) Electricity and radioactivity -

(a) No activity shall be permitted which causes electrical disturbances affecting the operation of any equipment located beyond the property line of such activity. In no event shall radioactivity, when measured at each lot line, be in excess of  $2.7 \times 10^{-11}$  microcuries per milliliter of air at any moment of time.

(b) Radio and television transmitters shall be operated at the regularly assigned wave lengths (or within the authorized tolerances thereof) as assigned by the appropriate governmental agency. Subject to such exception, such transmitters shall be suitably wired, shielded and controlled so that in operation they shall not emit any electrical impulses or waves beyond the lot lines which shall adversely affect the operation and control of any domestic household equipment or any other electronic devices and equipment.

(2) Liquid and solid wastes - Liquid or solid wastes discharged from the premises shall be properly treated prior to discharge so as not to

contaminate or pollute any watercourse or groundwater supply or interfere with bacterial processes in sewage treatment. Such operations shall comply with authorized governmental health and safety regulations of agencies having jurisdiction over such disposal activities. The disposal or dumping of solid wastes, such as slag, paper or fiber wastes, or other industrial wastes, shall not be permitted on any premises unless otherwise provided for in these provisions.

(3) Performance standards, fire and explosive hazards - All activities involving the use or storage of combustible, flammable or explosive materials shall be in compliance with nationally recognized state-of-the-art standards, and shall be provided with adequate firefighting and fire-suppression equipment and devices in compliance with the current edition of the National Fire Protection Association regulations. Burning of waste materials in open fires is prohibited.

(4) Smoke and particulates - Visible emissions of smoke shall not be permitted which exceed Ringelmann No. 1 on the Ringelmann Chart of the U.S. Bureau of Mines, except for exhausts emitted by armored vehicles or other transportation facilities. This requirement shall also be applicable to the disposal of trash and waste materials. Windborne dust, dirt, fly ash, airborne solids, sprays and mists (except water vapor) originating from any use shall not be permitted.

(5) Toxic or noxious matter - Toxic gases or noxious matter shall not be emitted which can cause any damage to human health, to animals, vegetation or property, or which can cause any excessive soiling beyond the lot lines of the use.

(6) Odorous matter - Operations, processes or products which emit odors that are detectable at any point beyond the property line from any use shall not be permitted.

(7) Glare or heat - Any operation producing intense glare or heat shall be performed within an enclosed or screened area in such a manner that the glare or heat emitted shall not be discernible from the property line.

(8) Vibration - Every use shall be so operated that the ground vibration generated by the use is not harmful or injurious to the use of the surrounding properties. No vibration shall be permitted which is perceptible without instruments at any point along the property line on which said use is located.

(9) Noise - Baffling or muffling devices or other precautionary means shall be employed with processes or operations causing objectionable noise characteristics to prevent their being objectionable when measured at the property line during normal operation.

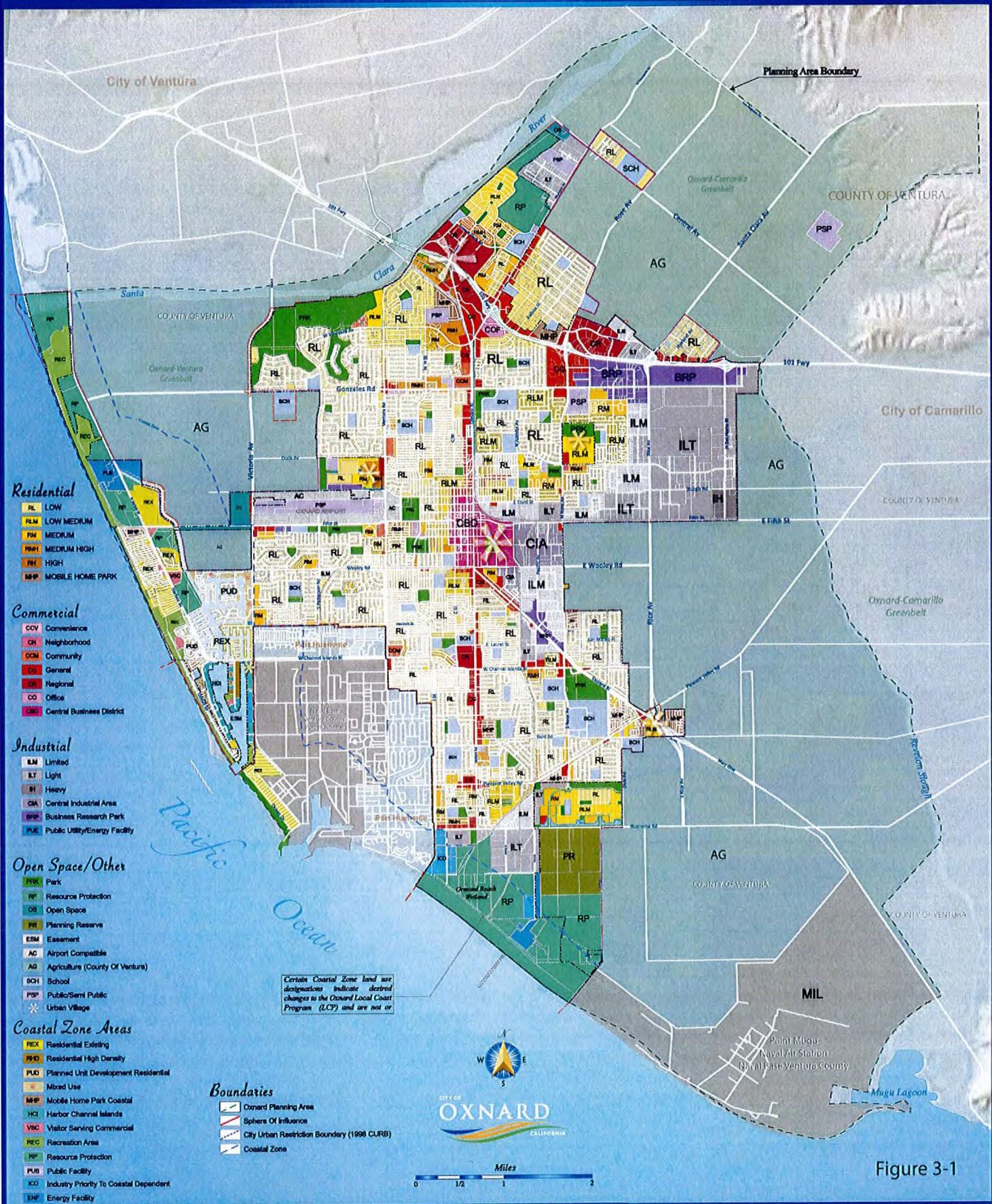
( 64 Code, Sec. 37-2.10.4)

(E) Applicable provisions - All uses shall be subject to the applicable standards of this chapter, including standards contained in the following sections:

- (1) Section 17-5, General requirements;
- (2) Article III, Specific Coastal Development and Resource Standards;
- (3) Article IV, General Coastal Development and Resource Standards; and
- (4) Article V, Administration.

# Appendix D

# CITY OF OXNARD 2030 GENERAL PLAN MAP



### Residential

- RL LOW
- RLM LOW MEDIUM
- RM MEDIUM
- RMH MEDIUM HIGH
- RH HIGH
- MHP MOBILE HOME PARK

### Commercial

- CCV Convenience
- CH Neighborhood
- CCM Community
- CG General
- CR Regional
- CO Office
- CBD Central Business District

### Industrial

- ILM Limited
- ILT Light
- IH Heavy
- CIA Central Industrial Area
- BSP Business Research Park
- PUE Public Utility/Energy Facility

### Open Space/Other

- PRK Park
- RP Resource Protection
- OS Open Space
- PR Planning Reserve
- ESM Easement
- AC Airport Compatible
- AG Agriculture (County Of Ventura)
- SCH School
- PSP Public/Semi Public
- UV Urban Village

### Coastal Zone Areas

- REX Residential Existing
- RHD Residential High Density
- PUD Planned Unit Development Residential
- MU Mixed Use
- MHP Mobile Home Park Coastal
- HCI Harbor Channel Islands
- VSC Visitor Serving Commercial
- REC Recreation Area
- RP Resource Protection
- PUB Public Facility
- ICD Industry Priority To Coastal Dependent
- EHF Energy Facility

### Boundaries

- Oxnard Planning Area
- Spheres Of Influence
- City Urban Restriction Boundary (1998 CURB)
- Coastal Zone

Certain Coastal Zone land use designations indicate desired changes to the Oxnard Local Coastal Program (LCP) and are not or



Figure 3-1

# Appendix E

### 3.5 Land Use Designations and Standards

#### Land Use Designations

State planning law requires general plans to establish land use designations (Government Code 65302[a]). The 2030 General Plan establishes new land use designations as follows:

Medium-High Density Residential  
Height Overlay District  
Urban Village  
Mobile Home Park  
Heavy Industrial

The following 2020 General Plan land use designations are discontinued:

Rural Residential  
Very Low Density Residential  
Mobile Home 1  
Mobile Home 2  
Factory Built  
Specialized Commercial  
Open Space Buffer  
Mineral Resources  
Mixed Use Overlay

As a result of the above additions and deletions, the following 30 uses are established by the 2030 General Plan:

#### *Residential*

1. Low
2. Low-Medium
3. Medium
4. Medium-High
5. High
6. Mobile Home Park

#### *Commercial*

1. Convenience
2. Neighborhood
3. Community
4. General
5. Regional
6. Office
7. Central Business District

#### *Industrial*

1. Limited
2. Light
3. Heavy
4. Central Industrial Area
5. Business Research Park
6. Public Utility/Energy Facility

*Open Space/Other*

1. Park
2. Resource Protection (non-coastal)
3. Open Space
4. Planning Reserve
5. Easement
6. Airport Compatible
7. Agriculture
8. School
9. Public/Semi-Public
10. Urban Village
11. Height Overlay

Table 1-3 in Chapter 1, Specific Plans as of September 2011, lists adopted and proposed specific plans that augment the 2030 General Plan within their respective specified geographic areas. Specific plans may allow variation in uses and development standards compared to the General Plan and/or Zoning Code. Adopted specific plans are incorporated by reference.

The Oxnard LCP land use designations are included for reference purposes and land use changes in the Coastal Zone indicate legislative intent but are not effective until and unless certified by the California Coastal Commission.

1. Residential Existing
2. Residential High Density
3. Planned Unit Development Residential
4. Mixed Use
5. Mobile Home Park Coastal
6. Harbor Channel Islands
7. Visitor Serving Commercial
8. Recreation Area
9. Resource Protection (Coastal)
10. Public Facility
11. Industrial Priority to Coastal Dependent
12. Energy Facility

The 2030 General Plan Land Use Map includes the following descriptive land use designations within the unincorporated Planning Area:

1. Ventura County
2. Pt. Mugu Naval Air Station
3. Residential
4. Industrial
5. School
6. Agriculture
7. City of Port Hueneme

Land Use Designation Standards

**RESIDENTIAL**

**Low** [up to 7 units per acre]. Generally single-family detached housing with front, side and rear yard setback requirements, but may also include patio and zero lot line homes and planned unit developments. Live/work prohibited.

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### 3. Community Development

**Low-Medium** [7 to 12 units per acre]. Low-rise apartments and detached and attached single-family residences. Live/work prohibited.

**Medium** [12 to 18 dwelling units per acre]. Apartments, townhomes, and other forms of attached housing. Live/work may be permitted.

**Medium-High** [18 to 30 dwelling units per acre]. Mid-rise residential buildings, usually with surface or sub-surface parking. Live/work may be permitted.

**High** [30 or more units per acre]. Mid to high-rise residential buildings, preferably as part of a mixed-use or urban village area or where high-rise residential development is appropriate. Live/work, work/live, and mixed use development is strongly encouraged.

**Mobile Home Park** [up to 12 units per acre]. Mobile home parks as defined by City Code.

#### COMMERCIAL

An average Floor Area Ratio (FAR) is listed for each commercial and industrial land use for purposes of traffic and related modeling. The FAR within a project area may vary so long as the average FAR is not exceeded.

**Convenience.** [FAR is 0.35:1] Limited retail and other commercial services primarily oriented towards and compatible with nearby residential areas, typically one-story, up to 26,000 square feet in size. Residential use up to 12 units per acre. Live/work may be permitted.

**Neighborhood.** [FAR is 0.35:1] Wider range of services oriented toward two or more residential neighborhoods, typically with a major anchor located on an arterial. Residential up to 18 dwelling units per acre, live/work, work/live, and mixed uses are allowed.

**Community.** [FAR is 0.35:1] Two or more anchor retailers located at intersections of arterials. Residential up to 18 dwelling units per acre, live/work, work/live, and mixed uses are allowed.

**General.** [FAR is 0.35:1] Retail centers and free-standing commercial uses along arterials, may also include office, residential uses up to 18 dwelling units per acre, live/work, work/live, and mixed uses.

**Regional.** [FAR is 0.60:1] Major multi-tenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly encouraged.

**Office.** [FAR is 0.60:1.] Located along arterials and between arterials or retail commercial uses and residential areas. Limited related retail and service uses and work/live may be allowed.

**Central Business District (CBD).** [FAR is 1.5:1 with the exception of office uses which may not exceed 3:1.] Retail and office uses in the downtown area. Special architectural and site design guidelines apply.

Residential up to 39 dwelling units per acre, live/work, work/live, and mixed uses are strongly encouraged.

#### **INDUSTRIAL**

**Limited.** [FAR is 0.45:1] Light manufacturing, assembly, work/live, and warehousing uses developed to high performance and development standards. All activity occurs within buildings with the exception of incidental outdoor uses.

**Light.** [FAR is 0.45:1 for manufacturing, 0.60:1 for warehousing] Manufacturing uses where the principal activity occurs within a building, but also permits outdoor assembly, fabrication, work/live, public services, and storage. Uses must follow high development and performance standards. Wholesale and retail sales and services related to the principal uses permitted.

**Heavy.** [FAR is 0.45:1] Industrial uses that are primarily outdoor and/or within specialized structures that may involve transportation, storage, or use of hazardous materials. Public services permitted.

**Central Industrial Area.** [Maximum FAR is 0.45:1] Also referred to as Heavy Industrial. The Central Industrial Area is characterized by uses which often involve outdoor use and storage. Agricultural processing and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent CBD and redevelopment plans, higher development standards may be applied to new uses and the rehabilitation of existing uses. Public services permitted.

**Business and Research Park.** [FAR is 0.60:1] Professional, administrative, research, and limited manufacturing uses along with limited commercial activities intended to support such uses, integrated into campus-like environments that are oriented towards arterials, freeways, airports, and harbors, and developed to high property and development standards.

**Public Utility/Energy Facility.** Applies to large electrical generating and transmission facilities. Due to the uniqueness of these types of facilities, the development intensity is established on an individual basis. Renewable energy production facilities do not require this land use designation if they are considered accessory to an underlying use.

#### **OPEN SPACE**

**Park.** City, County, State, and National-owned parks, beaches, regional parks, community parks, neighborhood parks, special purpose facilities, golf courses, athletic fields, and open space areas.

**Resource Protection (non-coastal).** Sensitive habitats such as wetlands, areas with endangered species activity, and riparian areas found primarily in the Coastal Zone and along the Santa Clara River. May allow agricultural and related uses that do not negatively impact sensitive habitats in areas not in the Coastal Zone.

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### 3. Community Development

**Open Space.** Lands in passive and active recreation uses, resource management, flood control management, wetlands, intended for wetlands restoration, and stormwater management facilities and buffer zones separating urban development and other sensitive resources.

**Planning Reserve.** Areas considered likely to urbanize during the planning period, subject to additional environmental evaluation and the provision of adequate public infrastructure and services. This land use designation would be changed during a subsequent planning process.

**Easement.** Generally linear land uses for waterways, canals, railroads, storm drains, and similar uses.

**Airport Compatible.** [Maximum FAR of 0.40:1] Low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of persons to hazards from aircraft. Airport compatible uses need not be directly related to or be dependent upon the adjacent airport.

**Agriculture.** Row and tree crops, grain products, ornamental horticulture (green houses, nurseries, etc.) hydroponic agriculture and the growing of sod.

**School.** This designation is for campuses of the elementary and secondary public school districts that serve Oxnard. Post-secondary institutional public uses are included under the Public/Semi-Public designation. Private schools may occur in other zone designations.

**Public/Semi-Public.** Private, quasi-public, and public buildings and facilities owned by the City, County, State, Federal agencies, or other organizations that serve the general public such as a civic center, flood control channels, rail lines, community college, museum, performing arts center, community center, city yard, library, fire station, public school and /or district support facility, private and parochial school, cemetery, or hospital.

**Urban Village.** Urban Villages are mixed use areas designed to encourage persons to live near their place of employment and/or support services. Urban Villages should occur in the designated areas but may be proposed in other areas as a General, Specific, Coastal, or County Public Works Plan Amendment. The integration of complementary land uses is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions. Urban Villages are implemented with a specific plan, a strategic plan similar to the Central Business District Strategic Plan, or by the Ventura County Harbor Public Works Plan.

**Height Overlay.** All new structures and/or remodels are limited to six stories except in areas designated as Low Density Residential, Low-Medium Density Residential, Mobile Home Park, Airport Compatible, and areas subject to the Ventura County Harbor Public Works Plan which are limited by their respective development standards. All entitlements that

exceed six stories as of the adoption of the 2030 General Plan are exempt from the Height Overlay District unless they propose project modifications that create new development more than six stories, as defined by Chapter 16 of the City Code. Development located within the Height Overlay District may be permitted to exceed six stories by application and/or as part of an Urban Village specific plan or strategic plan. Exceeding six stories includes an impact fee and/or equivalent mitigation as required by the City Council. The granting of additional stories may require environmental review that includes shade and shadow and local wind impact analyses.

**GENERAL PLAN / ZONING CONSISTENCY**

Zone designations are created within Chapter 16 of the Oxnard City Code and are intended to implement the 2030 General Plan through the zoning ordinance. Table 3-1 shows which zone designations implement the 2030 General Plan land use categories and whether work/live, live/work, and/or Height Overlay are applicable.

**Table 3.2: General Plan/Zoning Consistency**

General Plan Land Use Designation (non -Coastal Zone)	Zone Designation	Live / Work	Work / Live	Mixed Use	Height Overlay
Residential					
Low	R-1	No	No	No	No
Low-Medium	R-2	No	No	No	No
Medium	R-3	Yes	No	No	Yes
Medium-High	R-4	Yes	No	No	Yes
High	R-5	Yes	No	No	Yes
Mobile Home Park	MH	No	No	No	No
Commercial					
General	C-2, C-M	Yes	Yes	Yes	Yes
Convenience	C-1	Yes	No	No	Yes
Neighborhood	C-2	Yes	Yes	Yes	Yes
Community	C-2	Yes	Yes	Yes	Yes
Regional	C-2	Yes	Yes	Yes	Yes
Central Business District	CBD	Yes	Yes	Yes	Yes
Office	CO	Yes	Yes	Yes	Yes
Industrial					
Business/Research Park	BRP	No	No	No	Yes
Limited	ML, BRP	Yes	Yes	No	Yes

3. Community Development

General Plan Land Use Designation (non -Coastal Zone)	Zone Designation	Live / Work	Work / Live	Mixed Use	Height Overlay
Light	M-1, C-M	No	Yes	No	Yes
Heavy	M-2	No	No	No	No
Central Industrial Area	M-2	No	No	No	Yes
Public Utility/Energy Facility	M-2	No	No	No	Yes
Open Space/Other					
Agriculture	C-R, M-1, M-2	No	Yes	No	No
Open Space	C-R	No	No	No	No
Resource Protection (non-coastal)	C-R	No	No	No	No
Park	C-R	No	No	No	Yes
Planning Reserve	R-P	No	No	No	No
Public/Semi Public	Varies	No	No	No	Yes
Airport Compatible	Varies	No	No	No	No
Urban Village	Specific, Strategic, or Harbor Public Works Plan	Yes	Yes	Yes	Yes
School	C-R	No	Yes	Yes	Yes
Easement	ES	No	No	No	No
Height Overlay District	All zones except R-1, R-2, MH, or as listed herein				

**COMMUNITIES AND NEIGHBORHOODS**

Oxnard's residential communities and neighborhoods, presented in Figure 3-4, are defined by their common geography and characteristics and are germane to the Neighborhood Services program. Adjacent unincorporated residential communities are included. Four new neighborhoods are created reflecting their actual or anticipated development: Riverpark, Victoria Estates, Wagonwheel, and Southshore. Oxnard Dunes is expanded to include the Northshore development. Future neighborhood designations and/or boundary changes may be made by City Council.

# Appendix F

**ICS-1.3 Funding for Public Facilities**

Continue to utilize developer fees, public facilities fees, and other methods (e.g. grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.

**ICS-1.4 Infrastructure Conditions of Approval**

New development should not be approved unless:

- The applicant demonstrates adequate public services and facilities are available;
- Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement;
- Infrastructure improvements are consistent with City infrastructure master plans; and
- Required infrastructure needed for future new development is self-funded.

**4.4 Circulation Element**

**Circulation and Transportation System**

<b>Goal ICS-2</b>	A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted.
-----------------------	---

**ICS-2.1 Coordinate with Regional Transportation Planning**

Continue to work cooperatively with the various local, state, and federal transportation agencies and private operators in Ventura County to maintain a transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity. Continue to participate in Congestion Management Program (CMP) led by the Ventura County Transportation Commission (VCTC).

**ICS-2.2 Improved Port of Hueneme Access**

Continue to improve access to the Port of Hueneme and between the Port and the Ventura Freeway.

**ICS-2.3 Connector Road(s) to Camarillo Feasibility**

Initiate a feasibility study for connecting Gonzales Road and/or Del Norte Boulevard eastward to Camarillo as an emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.

**ICS-2.4 *Auxiliary Lanes on Highway 101 Feasibility***

Initiate a feasibility study for financing and constructing northbound and southbound auxiliary lanes between the Oxnard Boulevard and Del Norte interchanges.

**ICS-2.5 *Mitigate Impacts on County Roads***

Require new development to contribute to the enhancement of Ventura County-maintained roads based on an updated City/ County Memorandum of Understanding.

**ICS-2.6 *Reduction of Construction Impacts***

Minimize and monitor traffic and parking issues associated with construction activities, require additional traffic lanes and/or other traffic improvements for ingress and egress for new developments for traffic and safety reason, where appropriate.

**ICS-2.7 *Consistent Roadway Signage***

Continue to improve roadway signage Citywide to ensure that: 1) signage is accurate and not obscured or obstructed by vegetation or structures; 2) worded transportation signs are consistent and uniform; 3) type face is uniform; 4) graphic symbols are consistent; 5) sign size is modular; 6) signs are grouped to reduce visual clutter wherever possible; and 7) traffic-control devices, lighting, and related items are on common poles where feasible.

**ICS-2.8 *Intelligent Transportation Systems***

Implement the adopted Intelligent Transportation Systems (ITS), as well as other appropriate communication technologies, to improve flow of traffic, where feasible.

**ICS-2.9 *Coordinated Traffic Signal Timing with other Agencies***

Coordinate with adjacent local agencies to continue and expand a traffic signal timing program that minimizes vehicle emissions.

**ICS-2.10 *High Capacity Corridors***

Continue to evaluate high capacity corridors or "Smart Streets" as part of the City's ITS program, as well as part of the regional Congestion Management Program.

**ICS-2.11 *Scenic Highway Preservation***

Preserve and enhance the character of scenic highways, and publicly owned and utility rights-of-way.

**ICS-2.12 *Gateway Enhancements***

Continue to enhance gateways (including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, Rice Avenue, Del Norte Boulevard, Highway-101, Highway 1, Fifth Street, Channel Islands Boulevard, Pleasant Valley Road, Harbor Boulevard, Victoria Avenue, and Hueneme Road).

**ICS-2.13 Oxnard Boulevard, Fifth Street, and Corridor Studies**

Initiate corridor studies for Oxnard Blvd. and Fifth Street that key off of the State’s relinquishment of the streets to the City. Other corridors may be identified for studies as need and funding permit. Corridor studies should be coordinated with transit service providers.

**Level of Service**

<b>Goal ICS-3</b>	Level of service “C” at designated intersections, unless otherwise reduced by City Council direction.
-----------------------	---

**ICS-3.1 CEQA Level of Service Threshold**

Require level of service “C” as the threshold of significance for intersections during environmental review.

**ICS-3.2 Minimum Level of Service C and Exceptions**

Maintain level of service “C” for all intersections incorporated in the Oxnard Traffic Model. The City Council allows as an exception level of service “D” either in the AM or PM periods, or both, at the five intersections listed below and level of service “F” at Five Points in order to avoid adversely impacting private homes and/or businesses resulting from additional mitigations, or preserve or enhance aesthetic integrity.

1. C Street and Wooley Road
2. Oxnard Boulevard and Vineyard Avenue
3. Oxnard Boulevard and Gonzales Road
4. Gonzales Road and Rose Avenue
5. Five Points (Oxnard Boulevard/Saviers Road/Wooley Road)

**ICS-3.3 New Development Level of Service C**

Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of “C” or better. The City Council may allow an exception to level of service “D” in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.

**ICS-3.4 Roadway Design/101 Freeway Capacity**

Review the potential addition of auxiliary lanes or lane expansion to increase roadway width and number of lanes, where feasible, in order to mitigate traffic congestion and improve level of service.

**ICS-3.5 Interim Level of Service Identification and Reporting**

Identify and report annually to the City Council all intersections and their respective levels of service that are operating below level of service “C.”

**ICS-3.6 *Monitoring Level of Service***

Review the functioning of the roadway network on a regular basis with the collection of traffic counts and updating and running of the Oxnard Traffic Model to reclassify intersection levels of service.

**ICS-3.7 *Future Level of Service***

Plan and reserve proposed roadway, pedestrian and bicycle path alignments in advance of development in areas in which the existing level of service is potentially impacted.

**ICS-3.8 *2030 Circulation System Diagram***

Utilize the 2030 circulation system diagram (Figure 4-1) in evaluating new development proposals, the City's capital improvement program, and other relevant activities. Update the diagram as appropriate to reflect adopted changes to the City's circulation system.

## Goods Movement

**Goal  
ICS-4**

A functional and balanced goods movement system that provides timely and efficient transport of goods generated by the Port of Hueneme and agricultural, industrial, and commercial areas.

**ICS-4.1 *Enhance Goods Movement***

Coordinate with the Oxnard Harbor District, the City of Port Hueneme, NBVC, and other organizations associated with goods movement to promote and expand economic development while preserving the City's quality of life.

**ICS-4.2 *Study Separating Rail and Roadways and Buffers***

Study alternatives to separate railroad movements from roadways intersecting Oxnard Boulevard and Fifth Street adjacent to the Union Pacific Railroad to increase public safety, and investigate and implement appropriate and feasible buffers along rail routes.

**ICS-4.3 *Truck Route Designation and Buffers***

Coordinate with the City of Port Hueneme and the County of Ventura to designate commercial vehicle routes that improve goods movement through the City with minimal impact on residential areas, and investigate and implement appropriate and feasible buffers along truck routes. Maintain a truck route diagram in the office of the Traffic Engineer for public use.

# City of Oxnard 2030 General Plan Circulation Diagram

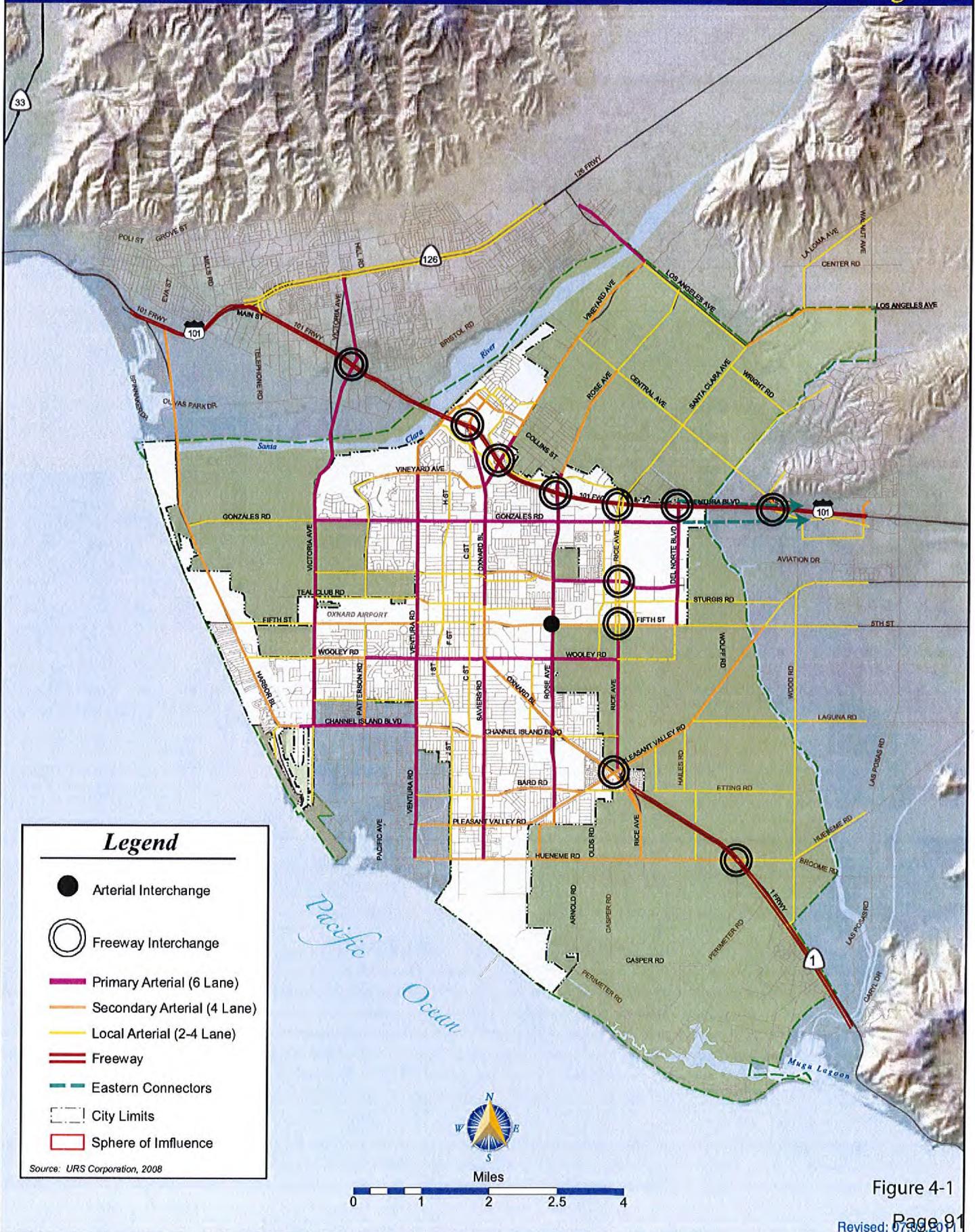


Figure 4-1

**ICS-4.4 *Truck Route Compliance***

Work with agencies and commercial businesses involved with goods movement to ensure that truck routes are adhered to by commercial vehicle drivers.

**ICS-4.5 *Loading and Unloading***

Enforce truck loading and unloading regulations in commercial and industrial areas and those adjacent to residential land uses.

**ICS-4.6 *Freight Rail***

Work with Union Pacific Railroad and the Ventura County Railway to mitigate intersections that are impacted or delayed by rail crossings in order to improve vehicular level of service.

**ICS-4.7 *Railroad Grade Crossings, Camino del Sol Crossing***

Identify, prioritize, and research improvements to railroad crossings, including fly-overs, to minimize traffic flow disruption and complete the Camino del Sol/UPRR crossing.

**ICS-4.8 *Freight Railroad Right of Way for Other Uses***

Support the preservation of surplus railroad right of way for other suitable purposes such as, but not limited to, a bicycle trail and/or transit facility.

**Passenger Railroad**

**Goal  
ICS-5**

A passenger railroad system that serves the needs of the residents, visitors, and workers.

**ICS-5.1 *Enhanced Passenger Rail Service***

Encourage improved rail passenger service on Amtrak and Metrolink, including commuter service and other express services to Santa Barbara, East Ventura County, and Los Angeles County.

**ICS-5.2 *Passenger Rail Service Expansion***

Support improvement and expansion of the Santa Paula Branch Line and the Ventura County Railway for regular passenger railroad service.

**ICS-5.3 *Sub Regional Transportation Centers***

Develop one or more sub-regional multimodal-transit transfer centers within Urban Villages (including The Village, RiverPark, Sakioka Farms specific plans) and other appropriate areas in cooperation with Gold Coast Transit that could include a local collector shuttle service, access to Gold Coast service, commuter parking and access to regional commuter buses, shuttle service to the Oxnard Transit Center, access to vehicle rental or subscription services, bicycle parking and services, and the like. This policy is intended to support SB 375 and the regional Sustainable Communities Strategy.

## Transit

<b>Goal ICS-6</b>	Public transit system that serves the needs of the residents and workers of Oxnard.
-----------------------	---

**ICS-6.1 *Transit Facilities for New Developments***

Include transit facilities such as bus benches, shelters, pads or turnouts, where appropriate, in new development improvement plans.

**ICS-6.2 *Transit Service Provision***

Continue to participate with public transit agencies to develop bus service to major commercial, employment, school and special event destinations.

**ICS-6.3 *Paratransit***

Continue to support dial-a-ride and other paratransit options for senior and disabled residents of the City.

**ICS-6.4 *Private Bus Transportation***

Support private bus transportation (including Greyhound, Transportes Intercalifornias and the Ventura County Airporter, etc.) for increased commuter and travel options for residents of the City and the region.

**ICS-6.5 *Signal Priority for Transit***

Incorporate intersection signal priority for transit services within the ITS Program.

**ICS-6.6 *Alternative Transit Options***

Utilize, where feasible, environmentally clean transit vehicles such as a liquefied natural gas and hybrids.

## Transportation Demand Management

<b>Goal ICS-7</b>	Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion.
-----------------------	--

**ICS-7.1 *Require Transportation Demand Management Programs (TDM)***

Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.

- ICS-7.2 *Reduce Single-Occupancy Automobile Dependency***  
Reduce single-occupancy automobile use and increase the use of alternative forms of transportation as a means of reducing energy consumption and vehicle emissions.
- ICS-7.3 *Travel Patterns***  
Promote compact, mixed use development patterns that compliment and encourage TDM programs, pedestrian and bicycle travel, and transit use.
- ICS-7.4 *Park and Ride Lots***  
Coordinate with Caltrans District Seven and the Ventura County Transportation Commission (VCTC) to designate specific locations for Park and Ride lots to support ride sharing and other commuting options.

## Bicycles and Pedestrian

<b>Goal ICS-8</b>	Safe bicycle and pedestrian circulation throughout the City.
-----------------------	--

- ICS-8.1 *Improved Bicycle and Pedestrian Safety***  
Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.
- ICS-8.2 *Bicycle Route Plan***  
Plan a citywide system of safe, efficient, and attractive bicycle routes for commuter, school, and recreational use. Maintain a bicycle route map in the office of the City Traffic Engineer that is widely available for public use.
- ICS-8.3 *Completing Bicycle and Sidewalk Network***  
Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.
- ICS-8.4 *New Development Requires Bicycle Improvements***  
Where designated, require proposed developments to include bicycle paths and / or lanes in their plan and to clearly indicate possible bicycling hazards such as speed bumps and storm drain inlet grates in parking lots.
- ICS-8.5 *Public Sidewalks and Pedestrian Orientation***  
Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.

**ICS-8.6 Americans with Disability Act (ADA) Handicap Requirements**

Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.

**ICS-8.7 Downtown and Beach Area Bicycle Accessibility**

Support improvements to increase bicycle accessibility in and around the Downtown area and bicycle route access to the harbor, beach, and other popular destinations.

**ICS-8.8 Educational Facilities**

Coordinate with public school districts and other educational facilities to design pedestrian and bicycle access as the preferred access to schools rather than vehicular, and improve drop off and pick up circulation, especially during the morning and afternoon peak periods.

**ICS-8.9 Street Crossings**

Design street crossings to provide for the safety needs of bicyclists and pedestrians in accordance with the designations set forth in the Bicycle Master Plan.

**ICS-8.10 Coastal Trail Development**

Encourage, plan, and participate in development of an aesthetic, educational, safe and convenient trail program in the coastal resource areas in cooperation with other agencies, where environmentally appropriate.

**ICS-8.11 Bicycle Parking and Storage**

Develop standards for safe and adequate facilities for storing and locking bicycles at business and employment centers, recreation areas, and major public facilities.

**ICS-8.12 Roadway Surfacing**

Maintain and improve the surface quality of the right shoulder of roadways so that it is suitable for bicycle travel.

**ICS-8.13 Importance of Pedestrian and Bicycle Access in Site Planning**

Require that new development treat pedestrian and bicycle circulation as equal to or preferred to vehicular access in site design including, but not limited to, access to neighborhood and commercial shopping centers, schools, and parks.

**ICS-8.14 Connecting Facilities**

Create a physical link for pedestrian and bicycle traffic between parks and recreation facilities as specified in the Bike and Pedestrian Master Plan.

## Parking

<b>Goal ICS-9</b>	Adequate parking and loading facilities to support residential and commercial parking needs.
-----------------------	--

- ICS-9.1 *Beach and Coastal Parking***  
Maintain and improve beach and coastal area access and parking that accommodate visitors while monitoring and protecting the impacts of parking on the natural environment and surrounding neighborhoods.
- ICS-9.2 *Development Has Adequate Parking***  
Review development proposals to encourage shared parking use and ensure adverse parking impacts are minimized or avoided.
- ICS-9.3 *Neighborhood Parking Permits***  
Continue to implement permit parking programs in residential neighborhoods, as requested by the neighborhoods.
- ICS-9.4 *Monitoring of Parking Conditions and Revise Regulations***  
Periodically evaluate the adequacy of parking standards in light of actual parking patterns and vehicle sizes; evaluate existing parking conditions, re-evaluate parking and loading demands, and develop and revise regulations as appropriate.

## Air Transportation

<b>Goal ICS-10</b>	Improved and safe commercial air carrier services.
------------------------	--

- ICS-10.1 *Support Oxnard Airport***  
Continue to support commercial air service at Oxnard Airport as outlined in the Oxnard Airport Master Plan.
- ICS-10.2 *Oxnard Airport Compatible Land Use***  
Continue to ensure that the land use and zoning adjacent to Oxnard Airport is compatible in order to minimize potential noise and safety problems.
- ICS-10.3 *Airport Operations Monitoring***  
 Monitor impacts, such as vehicle congestion, overflight noise, and air pollution, from operations at the Oxnard Airport and work with the County Department of Airports to reduce these impacts if they are excessive.

# Appendix G

**THE CITY OF OXNARD  
SUCCESSOR AGENCY  
Taxing Entity Shares of Tax Revenue - 2013-14**

Taxing Entity		General Levy Incr	Wtd Avg
Acct. No.	Taxing Entity Name	Revenue	on 1%*
001015	Port Hueneme Elementary School District	\$503,671.31	2.32095%
001029	Ocean View Elementary School District	\$586,516.07	2.70271%
001031	Oxnard Elementary School District	\$1,900,033.35	8.75548%
001037	Rio Elementary School District	\$1,200,266.59	5.53091%
002007	Oxnard High School District	\$2,992,530.36	13.78978%
002015	Ventura Community College District	\$1,215,921.56	5.60305%
002019	Ventura Community College Childrens Center	\$6,267.65	0.02888%
004001	Ventura County General Fund	\$5,286,645.13	24.36122%
004002	E.R.A.F.	\$733,180.66	3.37855%
004004	E.R.A.F. 93-94 Shift	\$1,467,661.76	6.76309%
004005	Ventura County Office of Education	\$456,390.79	2.10308%
006100	County Flood Control District - Zone ADM	\$65,220.75	0.30054%
006120	County Flood Control District - Zone #2	\$573,884.64	2.64450%
006140	County Flood Flood Control District - Zone #4	\$2.39	0.00001%
007260	Ocean View Municipal Water District	\$307.92	0.00142%
007735	Oxnard Drainage District #1	(\$632.86)	0.00000%
007770	United Water Conservation District	\$172,292.79	0.79394%
008031	City of Oxnard General Fund	\$4,295,400.45	19.79350%
008600	Calleguas Municipal Water District	\$244,872.37	1.12839%
		<b>\$21,700,433.67</b>	<b>100.00000%</b>

\*Negative revenue amounts are excluded from weighted average

**Data Source: 2013/14 Combined Tax Rolls**

# Appendix H

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City of Oxnard

DOWNTOWN STRATEGIC PLAN

*Project Report*



APRIL 2005



## ACKNOWLEDGEMENTS

### OXNARD CITY COUNCIL

Dr. Thomas E. Holden, Mayor  
Andres Herrera, Mayor Pro Tem  
Dean Maulhardt  
John C. Zaragoza  
Timothy B. Flynn

### CITY OF OXNARD STAFF

Edmund F. Sotelo, City Manager  
Karen Burnham, Assistant City Manager  
Matthew Winegar, AICP, Development Services Director  
Sue Martin, AICP, Planning and Environmental Services Manager  
Ashley Jackson, Acting Senior Planner  
Curtis Cannon, Community Development Director  
Brian Pendleton, Redevelopment Services Manager

### OXNARD DOWNTOWN PARTNERSHIP

Lorena Pintor, Program Manager

### URS CORPORATION

Bob Lagomarsino, AICP  
Paul Gabriel  
Robert Pankonin, RLA

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## 1.0 INTRODUCTION AND STUDY OVERVIEW

### 1.1 PURPOSE OF THE STUDY

Over the past decade, the City of Oxnard has prepared and adopted a variety of plans, policies, and guidelines addressing land use and design issues in Downtown Oxnard. This includes the *Oxnard Downtown District Master Plan* and its accompanying *Oxnard Downtown Design Guidelines* in 1996, the Central Business District (CBD) provisions of the City's Zoning Ordinance, and the *Meta Street Master Plan* in 1990. The primary focus of these efforts has generally been on design elements, with an emphasis on architectural design. Prompted by the recent initiation of two focused planning projects in the Downtown Area (the *Oxnard Transportation Center Master Plan* and the *Five Points Circulation and Land Use Study*), as well as several private development initiatives, the City decided to undertake a broader, overarching evaluation of many elements of the Downtown area. That is the purpose of this study.

The overall intent of this study is to establish priorities for public and private investment in the downtown area, as well as address land use issues. The result will be a new Downtown Strategic Plan that incorporates previously adopted design standards but also provides clear guidance concerning the appropriate land uses for the Downtown. This Plan emphasizes strategic implementation that will include prioritization of actions for public and private investment in the Downtown Oxnard.

### 1.2 HISTORY OF THE STUDY AREA

**Pre-Industrial.** The Chumash Indians were the earliest known inhabitants of the Oxnard area. They lived in round, thatched houses and gained some notoriety for their well-constructed plank canoes and fine basketwork.

**Westward Expansion.** During the mid-nineteenth century immigrants began to pour into the area from Europe and the East Coast of the United States. They proceeded to produce great crops of barley and lima beans, which quickly became the major industry. Achille and Henry Levy were

thus inspired to open an agricultural brokerage business in 1882, and finally a bank, which encouraged and assisted farmers.

**Agriculture Builds the City:** In 1897, ranchers Albert Maulhardt and Johannes Borchard decided that sugar beets would be a profitable crop for the area, and invited Henry Oxnard to construct a local factory to process the harvests. Oxnard and his three brothers, further encouraged by a pledge of 18,000 acres of sugar beets from local farmers, agreed, and built a factory in the heart of the rich fields. The Southern Pacific Railroad constructed a spur right to the factory site so the processed beets could be shipped out.

Prior to this in 1876, Thomas Bard had already constructed a wharf to serve as a port for the shipping of foodstuffs and goods grown and produced in this rich agricultural area. Taking advantage of the submarine Hueneme Canyon, a 1,500-foot wharf was constructed in 1872 to transfer lighter goods from the coast to the offshore ships.

A town quickly sprang up near the beet factory. Almost overnight, businesses and residences appeared around the town square known as *the Plaza*. Schools and churches emerged just as rapidly to serve the expanding population. The City of Oxnard was incorporated in 1903, taking its name from the Oxnard brothers who had founded the sugar beet factory.



**Diversity.** The beet factory and other nearby agricultural operations attracted many Chinese, Japanese, and Mexican workers to Oxnard and

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the sugar beet industry brought diversification to agriculture. Major crops then included beans, beets, and barley, and businesses in town expanded to include general merchandisers, restaurants, laundries, saloons, and banks. Oxnard built its first public library, a classically styled, Andrew Carnegie gift, on the northwest corner of the plaza in 1907. The building stands today as a county historical landmark, the only remaining structure from the early days of the plaza.

**Connecting to the Nation.** By the early 1920s, lemons had outstripped lima beans and sugar beets as the number one crop. In 1922, two giant Sunkist lemon-packing plants were built and Sunkist became one of the port village's largest employers. A much-needed port became crucial to the role of fulfilling the region's commercial interests. It finally came to pass through the efforts of Thomas Bard's son, Richard, who is credited with leading the charge for the approval and formation of the Oxnard Harbor District in 1937.

### 1.3 THE STUDY AREA DEFINED

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#### 1.3.1 Regional Boundaries

While the focus of the study is on the Oxnard downtown area, a much larger area has been taken into consideration in formulating recommendations for the Downtown. It includes all of the adjacent residential neighborhoods to the north, northeast, south, and west, as well as the industrial area to the east. In addition, a more regional context is considered in looking at the Downtown in terms of its relationship to the rest of Oxnard and Ventura County as a whole, including the central business districts of Ventura and Camarillo, and other significant retail and commercial districts in and around Oxnard.

#### 1.3.2 Project Area

The project area for this study consists of the area designated as the Central Business District (CBD) in both the *City of Oxnard 2020 General Plan* and the *City Zoning Map*. Its boundary is defined by 2<sup>nd</sup> Street on the north, the Ventura County railroad and Factory Lane on the east, Wooley

Road on the south, and C and D Streets on the west. This area, which covers approximately 200 acres, is interchangeably referred to as "Downtown Oxnard" or the "CBD."

### 1.4 GOALS FOR THE DOWNTOWN

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#### 1.4.1 Reinventing Downtown Oxnard

A city's downtown is a special place. Traditionally, it has been a place to work, recreate, shop, gather for civic activities, or, simply, to hang-out. But like many downtowns around the nation, Downtown Oxnard has become increasingly isolated from an outwardly expanding city, losing some of its former vitality and historic functions in the process. As the city becomes further distanced from both its center and its past, the challenge of maintaining its identity becomes greater.

The particular challenge for Downtown is, first, to strengthen what remains. Its present lack of a clear character and identity hinders its prospects as a destination attraction, although its rich history of settlement, physical structure, and central location establish a solid foundation to build on. The goal and challenge of this Strategic Plan is therefore to set the stage for resurrection of Oxnard's sense of itself as both a city of historic import, and a vibrant community that is intimately connected to its core. This core will be a modern downtown with the amenities and cultural attractions of a regional destination center.

#### 1.4.2 The Strategic Plan

The overall goal of this study is to establish a guiding framework and a plan for the future development and redevelopment of Downtown Oxnard. This new Downtown Strategic Plan incorporates some previously adopted policies and standards, but also expands upon them to establish priorities for public and private investment in the downtown area as well as to address land use issues. This Plan includes an Implementation Program that prioritizes actions for public and private investment in Downtown Oxnard.

### 1.4.3 Community Vision for Downtown Oxnard

Through consultation with key stakeholders in the Downtown area, the City gathered a wide variety of input concerning the future of Downtown. A public outreach process engaged the participation of all interested Downtown property and business owners in discussion with key City staff and others interested in the future of Downtown. One of the most active groups in the process was the Oxnard Downtown Partnership (ODP), which is also referred to as the property-based improvement district (PBID).

As part of a leadership retreat conducted in February 2003, the ODP Board crafted the following vision statement for Downtown Oxnard over the next several years:

*Downtown Oxnard will be a multi-faceted commercial center—a unique, pedestrian scale shopping district boasting a clean and safe environment, a wide selection of appealing shopping and business options, high quality entertainment and dining venues attractive to both visitors and residents. Downtown Oxnard will feature a unique balance of being, all at once, a center suitable for everyday shoppers to fill their everyday needs, an authentic, charming commercial enterprise where visitors can discover unique values, a sophisticated business center offering vital professional services and opportunity, and a convenient, enticing residential neighborhood. Downtown Oxnard will be family oriented, fun, friendly, alive, attractive and profitable—it will again be the “Heart” of Oxnard and a measure of civic pride.*

These statements reflect the similar results of a separate outreach conducted by the City in February 2003. Five workshop-style meetings employed a variety of discussion exercises to focus discussion on the following key issues:

- Market Conditions
- Land Use
- Transportation/Parking
- Infrastructure
- Architectural Design
- Streetscape

Nearly 100 Downtown stakeholders participated in that process, providing a broad range of perspectives on the Downtown and a solid basis for the development of strategic recommendations for future City action.





## 2.0 STUDY CONTEXT

### 2.1 THE REGIONAL CONTEXT

Downtown Oxnard is one of several city and sub-regional centers in the region. It sits between the downtown centers of neighboring Camarillo and Ventura, and is surrounded by a variety of other retail centers that both complement and compete with Downtown Oxnard businesses and attractions. Each of these centers and sub-centers has developed a distinctive form and character created to serve the surrounding communities.

#### 2.1.1 Downtown Ventura

Downtown Ventura, approximately 11 miles northwest of Downtown Oxnard, is a well-developed city center with retail, office, civic, and some residential uses. It is currently Ventura County's most active cultural and commercial center with art galleries, bookstores, coffee houses, boutiques, a wide variety of restaurants and entertainment, all within walking distance of each other. Downtown Ventura is the largest shopping area in the county with over 400 shops and restaurants, most of which are small, independent businesses.

#### 2.1.2 Downtown Camarillo

The focus of Downtown Camarillo is the redeveloped strip of shops and restaurants that run along Highway 101 approximately 11 miles northeast of Downtown Oxnard. Though it is only a strip development, it is attractively renovated with landscaping and a renovated street façade. It serves the shoppers at the nearby Premium Factory Stores and travelers on the freeway, as well as local residents.

#### 2.1.3 Retail Centers

Several retail centers within and around Oxnard provide shopping opportunities for Ventura County residents and visitors. Following are brief profiles of the most significant of these:

**Shopping at the Rose:** Located on Highway 101 at Rose Avenue in Oxnard, approximately two miles away from Downtown Oxnard. The center's main tenants are Sam's Club, Wal-Mart, CompUSA and Vons.

**Centerpoint Mall:** This center is approximately two miles south of Downtown Oxnard at the intersection of Saviers Road and Channel Islands Boulevard. Its main tenants are Mervyn's, Payless and Albertsons.

**Oxnard Factory Outlet/Oxnard Home and Lifestyle Center:** Located on the south side of Highway 101 between Rice Road and Rose Avenue in Oxnard just over two miles from Downtown, this discount center features a variety of housewares, home furnishings, luggage, and electronics retailers, including Gap and Florsheim. It is currently being renovated as "The Palms."

**Plaza del Norte Marketplace:** Located on the north side of Highway 101 between Rice and Rose Avenues, this shopping area includes Costco, Marshall's, Wickes Furniture, Home Depot, a variety of restaurants, and additional retail stores.

**The Esplanade:** This "power center" is located approximately 2.5 miles north of Downtown Oxnard off Highway 101 at Vineyard and Oxnard Boulevards. Its major tenants include Cost Plus, Borders Books, Staples, Home Depot, and Nordstrom Rack.



**Pacific View Mall:** This enclosed regional mall is located at 3301 East Main Street in Ventura, about 7 miles northwest of Downtown Oxnard. Its anchor tenants are Macy's, J.C. Penney, Robinsons-May, and Sears.

**Camarillo Premium Outlet:** Located approximately nine miles northeast of Downtown Oxnard on Highway 101 in Camarillo, this outlet mall offers a variety of upscale retail outlets. Among these are Coach, Off 5th-Saks Fifth Avenue, Barneys of New York, Versace, Donna Karan, Liz Claiborne, and Nike.

### 2.1.4 Planned/Emerging Centers

In addition to these existing regional sub-centers, there are two significant centers that will soon add to the mix in Oxnard.

**RiverPark:** This mixed-use community is located immediately north of the Ventura Freeway (U.S. 101) between Vineyard Avenue and the Santa Clara River. In addition to a variety of residential uses, it will include a significant retail and office component. The specific plan for the 700-acre project calls for the following distribution of uses: 244 acres of residential (2,800 units), 147 acres of commercial (2.5 million square feet), 44 acres of public facilities (including schools and community playfields), and 265 acres of open space (water storage and basins, parks). The commercial uses will consist of retail and entertainment uses, office space, a hotel and convention center, and groundfloor retail in residential buildings in selected locations.

**Wagon Wheel:** The proposed Wagon Wheel project, located just south of Highway 101 at the northern terminus of Oxnard Boulevard, involves the redevelopment of an 80-acre area of first generation commercial and industrial uses into a mixed-use, transit-oriented development.

### 2.1.5 Downtown Oxnard in Context

In contrast to these retail centers, Oxnard's Downtown presents itself as more sophisticated in both history and content. It is the oldest center in the region with more infrastructure and buildings, and its redevelopment will include the establishment of a different type of commercial activity. A major focus of development will be on smaller-scale, pedestrian-oriented shopping, with an emphasis on boutique style stores. Downtown Oxnard will therefore not compete with existing retail centers, but will both complement and supplement them by offering regional shoppers an interesting and exciting addition to the commercial typology of the area, as well as a qualitatively different shopping experience.

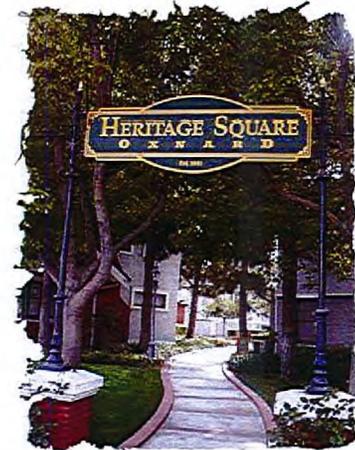
## 2.2 DOWNTOWN LAND USE

Downtown Oxnard retains the basic structure of the traditional downtown that it once was. Following are brief descriptions of the types of use by broad classification:

### 2.2.1 Commercial

Three north-south streets define the main commercial areas of Downtown: Oxnard Boulevard (State Route 1) is home to a variety of uses, with a preponderance of the auto-oriented businesses typical of a state highway (e.g., auto service, tire shops, gas stations); "A" Street is Downtown Oxnard's "main street," hosting a mix of retail and services, with some small offices; and C Street includes a similar a mix of uses, albeit without the same sort of traditional Downtown scale. There are also some small commercial uses along Meta Street.

Another prominent commercial node is Heritage Square, which occupies the block bound by 7<sup>th</sup>, "A," 8<sup>th</sup>, and C Streets. This complex of relocated historic buildings hosts a variety of uses, including professional offices, a visitor center, a community theatre, and facilities for weddings, meetings, and other special events.

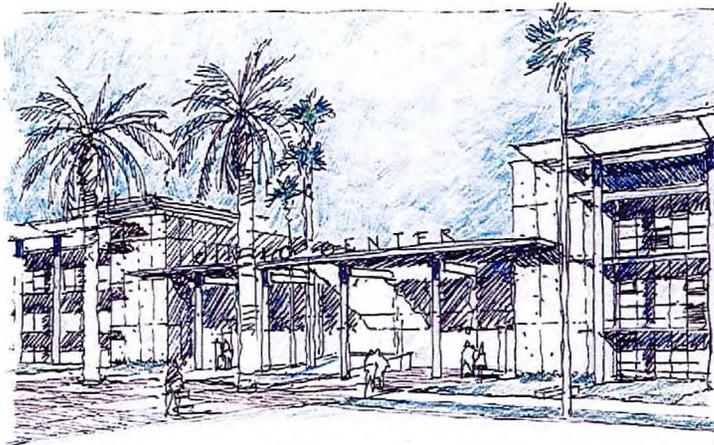


### 2.2.2 Public/Institutional

Public and quasi-public institutional uses have a major presence in Downtown Oxnard. The most prominent concentration of such uses is in the northern part of Downtown, where City facilities dominate. These include City Hall, the City Hall annex, and the Main Library. The prominence of municipal facilities will increase in this part of Downtown,

with the planned reconstruction of the Civic Center complex and the completion of the Civic Center Parking Structure.

The southern edge of Downtown also includes some prominent public and public quasi-public facilities, with the Ventura County Human Services Agency, the Oxnard School District Education Service Center, and the Elks Club. The School District's Operations Service Center and Driffill School, which are west of C Street, just north of Wooley, also occupy a considerable amount of land, although they are outside of Downtown as defined for this study.



On the east side of Oxnard Boulevard, there are also some prominent public/quasi-public uses. The most prominent of these is the Oxnard Transportation Center, which lies at the eastern extension of 4<sup>th</sup> Street and the northern extension of Meta Street. Also, toward the southern end of Meta Street are Clinicas del Camino Real, which provides health services to medically underserved residents, and Oxnard Boys and Girls Club, which offers a variety of youth programs.

### 2.2.3 Residential

Residential uses in Downtown Oxnard are concentrated in three areas: along B Street south of 7<sup>th</sup> Street (the 105-unit Mariners Place apartments and the 95-unit Casa Marina Condominiums); along Meta Street (the 24-unit Meta Street Apartments and several small single-family homes); and between east of Oxnard Boulevard between 7<sup>th</sup> Street and Wooley (the 104-unit Royal Palms Mobile Home Park and the 32-unit Villa Solimar apartment complex).



In addition to the housing that currently exists within Downtown Oxnard, as defined for this study, single-family neighborhoods surround the area to the north, west, and south. This includes the Henry T. Oxnard Historic District, which is placed on the National Register of Historic Places.

### 2.2.4 Parks and Recreation

The only formal park in Downtown Oxnard is Plaza Park, a passive park that dates back to the original layout of the city in 1898. It includes one of Oxnard's key landmarks in the Pagoda, which was constructed in 1910.

### 2.2.5 Industrial

While there are no industrial uses within the Downtown, there is a significant concentration of industrial development to east of Downtown, along 5<sup>th</sup> Street. This development is significant because it frames the entry into Downtown from the east.

## 2.3 PHYSICAL STRUCTURE

Downtown Oxnard retains the essentially the same block and street layout that was originally designed in 1898 when the town was founded. The basic structure consists of 300- by 400-foot blocks with 80-foot wide rights-of-way for streets and 20-foot wide north-south running alleys bisecting the blocks. The basic scale established by this pattern of 2.75-acre blocks is typical of traditional, turn-of-the-century downtowns, and is very hospitable to pedestrians.

There are a few important anomalies in the structure and function of Downtown streets and blocks. For instance, in some cases the blocks have been consolidated, including at the Civic Center site and at the southern edge of Downtown, immediately north of Wooley Road. These changes have had the effect of terminating B Street within the Downtown at both the north and south ends. In other cases, the alleyways have been vacated and resorbed into the blocks, particularly south of 7<sup>th</sup> Street (e.g., Heritage Square, Mariner's Place apartments, Casa Marina townhomes). Another prominent example of both consolidation of blocks and vacation of public rights of way is the Royal Palms Mobile Home Park, which at 16 acres is by far the largest parcel of land in Downtown Oxnard.

Finally, the character of two Downtown streets has been changed by physical alterations or changes in function. As a State Highway, Oxnard Boulevard has assumed a higher order role in the regional transportation network; it is no longer a local, Downtown street. With the relocation of



Highway 1 to the east of town and the associated relegation of authority for the Boulevard from Caltrans to the City, however, this could change. The other street that has been altered considerably is 3<sup>rd</sup> Street, with the construction of the bridge over the railroad tracks, which essentially eliminated the stretch between the Boulevard and "A" Street from the local network, as well as disrupting the continuity of the Downtown grid.

## 2.4 CIRCULATION

As noted in Section 2.3, Downtown Oxnard was developed on a traditional grid of intersecting local streets, with a few exceptions. Most streets serve a primarily local function. The exceptions are Oxnard Boulevard, which is a state highway (State Route 1), and 5<sup>th</sup> Street (State Route 34) and Wooley Road, which extend from the eastern edge of town all the way to the beach. These facilities attract many through travelers who are not destined for Downtown or its immediate environs.

All of Downtown Oxnard's streets are designed to carry two-way traffic and most are just two-lane facilities within Downtown. The exception is Oxnard Boulevard, which is a four-lane facility with a wide landscaped median that is interrupted by left-turn pockets at cross-streets, until it approaches the Five Points intersection, at which becomes a six-lane arterial continuing to the southeast (as Oxnard Boulevard) and south (as Saviers Road). C Street also includes a paved median with a turn lane through Downtown.

### 2.4.1 Traffic

Traffic analyses conducted over the past several years for projects such as the Downtown Theater Project (2000) and the Five Points Land Use-Circulation Study (2003) have arrived at similar conclusions concerning the quality of traffic in the Downtown area. Generally, with planned system improvements, the intersections within the area operate at good levels of service (i.e., LOS A through D) for both current and forecast conditions, except for the Five Points intersection, which is forecast to operate at LOS F during both the AM and PM peak periods. As noted

above, the Five Points intersection is the subject of a separate study that is evaluating changes in both the configuration of the intersection and the land use in the area around the intersection. That study is particularly crucial for the Downtown area because it will influence decisions on the future of Oxnard Boulevard once Caltrans relinquishes control to the City.

Notwithstanding the Five Points intersection, it appears that the Downtown street network, with its current operating design, will accommodate future traffic efficiently without major changes.

#### 2.4.2 Transit

The Oxnard Transportation Center (OTC), located at the northeast corner of Oxnard Boulevard and 4<sup>th</sup> Street, is an operations hub for South Coast Area Transit (SCAT) bus service, a station for Amtrak and Metrolink passenger rail service and several other transit operations. These other transit operations include Greyhound, Ventura Intercity Service Transit Authority (VISTA) regional commuter bus service, and several paratransit services.



SCAT routes serve activity centers in the area from several roadways, including along C Street. Notably, no local transit service is provided in the downtown area on Oxnard Boulevard south of Gonzales Road (although some regional and intercity operators use the route to access OTC).

SCAT officials have indicated that a primary obstacle to operations along Oxnard Boulevard is the lack of opportunities for stops not in a through

traffic lane. A secondary obstacle is the congestion around the Five Points intersection.

#### 2.4.3 Bicycle Facilities

The Ventura County Transportation Commission's Bikeway Plan map shows that designated On-Street Bike Routes are located along H Street to the west and along Pacific and Rose Avenues to the east. Oxnard Boulevard is currently designated a "Class Four" Bike Route, which means that the corridor is a State Highway Route where bicycles are permitted, but the roadway is not signed as a bike route. This designation may change as the State Route One designation is being relocated east to Rose Avenue.

### 2.5 PARKING

For the past several years, the City has been evaluating parking issues in Downtown, particularly as they relate to the theater project and the reconstruction of the Civic Center complex. This includes the completion of a Downtown Parking Management Plan in February 1998. That study, which the City is in the process of updating, concluded the following:

- **Parking Space Supply:** As of 1998, there were 1,379 off-street public parking spaces located in 29 lots within Downtown Oxnard (excluding the area south of 7<sup>th</sup> Street) and 772 private parking spaces located in 52 lots. This included the lots and spaces that have since been removed to accommodate the theater project and the new parking structure. There were also 861 public parking spaces located on the streets (curb parking) within Downtown. The total combined parking supply thus totaled 3,022 spaces.
- **Parking Space Demand:** Demand for parking spaces in Downtown Oxnard varies considerably by time-of-day and day-of-week, with the demand peaking during the weekday business hours (8 am to 5 pm). With development of the theater, peak demand would spread to include evenings and nights on weekdays and weekends.

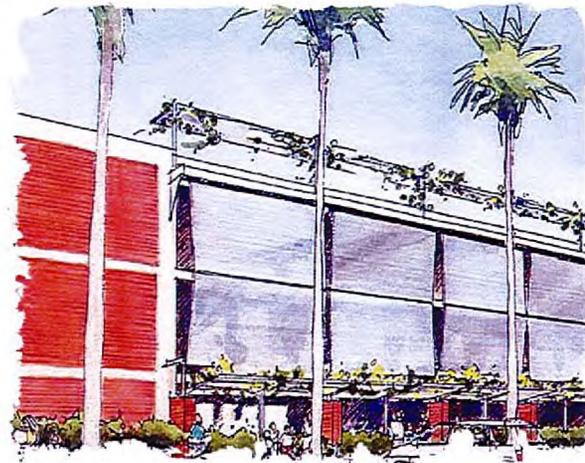
Demand occupancy varies throughout the downtown area by time-of-day and day-of-week, by type of parking facility (public lot, private lot, on-street), location, and by type of land use. Composite weekday demand for public parking spaces is currently approximately 43 percent occupancy during the weekday (7 am to 5 pm) and 40 percent occupancy during the weekend (noon to 5 pm), based upon parking code requirements in effect in the late 1990s.

- **Redevelopment Activity and Future Parking Space Demand:** The theater project was expected to spur redevelopment in the area surrounding the theater. Specifically, the Parking Management Plan assumed that office uses would be supplanted by retail uses complementing the theater, thus resulting in a change in different parking accumulation patterns. The net result was estimated to be an increase in the demand for public parking spaces to approximately 74 percent occupancy during the weekday (7 am to 5 pm) and 79 percent during the weekend (noon to 5 pm), based upon parking code requirements in effect in 1998.
- **Shared Parking:** The Parking Management Plan recommended a change in parking code requirements to recognize the benefit of shared parking in order to provide for more efficient utilization of parking spaces for future land use development and to better reflect future parking space demand. The principle of shared parking is that a broader mixture of land uses will result in some Downtown business patrons visiting more than one business/property during each trip Downtown (trip-chaining), without reparking their vehicle. Thus fewer spaces would be required for each business.
- **Parking Management:** The Plan recommended several techniques to maximize the Downtown parking supply and provide for safer parking areas. These included using the public parking lot space more efficiently through redesign and re-striping, which, according to the Plan, could have yielded between 200 and 250 additional spaces. These additional spaces would decrease the future peak occupancy levels to 66 percent for weekdays and 71 percent for weekends, based

upon the shared parking concept applied to the theater project and the anticipated future redevelopment.

The 1998 Parking Management Plan summarized these findings, along with others, in an Action Plan for management of both supply of and demand for parking in Downtown Oxnard. This included the following measures:

- Improved Signage
- Regular Maintenance
- Enhanced Lighting and Security
- Implementation of Time Restrictions
- Periodic Monitoring of Parking Demand
- Redesign of Public Lots
- Establishment of a Downtown Parking Committee
- Construction of More Parking
- Adoption of a Shared Parking Policy



While the Plan did not conclude that parking demand warranted the development of a new parking structure, it did include an evaluation of potential locations for a new structure. Among these was the site where

the new 466-space Civic Center Parking Structure is being constructed, which was not the preferred location; a site at the northwestern corner of 4<sup>th</sup> Street and Oxnard Boulevard was instead judged to be the most promising location.

The Parking Management Plan also observed that the relinquishment of Oxnard Boulevard as a State Highway would provide an opportunity to construct 90 curb spaces on the Boulevard.

## 2.6 DOWNTOWN'S IMAGE AND CHARACTER

A downtown's image depends, essentially, on two things: (1) its architecture and (2) the character and condition of its streets.

A repeating architectural style or element helps to create a distinct identity for a single development, a district, or an entire community. The street, in concert with the architecture, is the tie that binds it all together. Building facades, street landscaping, and street furniture combine to compose the physical images of streets, districts, downtowns, and ultimately, the city.

Most downtowns present a variety of architectural styles, facades, and streetscapes representing different eras of their past and manifesting the city as a living organism with a history of incremental development. Oxnard's downtown is no exception; its diversity of architecture and landscaping designs reflect the different eras of Oxnard's history.

The essential task for Downtown development is to bring coherence to these distinct urban elements of downtown by understanding the history and the dynamics that generated them. The following discussions describe these elements by first explaining the architectural styles evident in Downtown and then discussing the character of the streets in Downtown Oxnard.

### 2.6.1 *Styles of Architecture in the Downtown*

A site survey together with a review of the Downtown Design Guidelines confirms the existence of the following eight architectural styles in downtown Oxnard:

- Early Twentieth Century Commercial
- Classical Revival (Greek Revival)
- Art Deco (Moderne)
- Spanish Revival
- Early Renaissance Revival
- Eclectic
- Bungalow
- International/ Contemporary

#### ***Early Twentieth Century Commercial***

This is a popular "Main Street" architectural style that began in the late 1800s and is evident in most urban centers around the country. Buildings were square or rectangular with flat roofs terminating in some form of a cornice.

Ornamentation was minimal and windows filled a great

proportion of the street wall space, establishing the character of the building. Projecting bay windows were typically used on the ground floor for display; on the second floor, often used for office space, the windows normally included a fixed central pane flanked by two narrow casements that opened to provide ventilation. This style was a shorter version of the Chicago School high-rise commercial architecture.



- Building Materials:** Brick, concrete, steel, and wood
- Architectural Elements:** Recessed entries, bay windows, canopies, and awnings
- Examples:** Woolworth Building, and shops on East 5<sup>th</sup> Street

**Classical Revival (Greek Revival)**

This style flourished in the United States around the second quarter of the 19<sup>th</sup> Century. Its popularity was a reflection of the country's self-awareness as a place of democratic ideals, a successor to ancient Greece. Churches, banks, courts, libraries, and even some houses sported the characteristic and



distinctive columns, pilasters, and pedimented roofs, with their heavy cornices and friezes. These white buildings had carefully proportioned, symmetrical facades.

- Building Materials:** Stone, brick, concrete, marble, and wood
- Architectural Elements:** Columns, pediments, cornices, and friezes
- Examples:** The Carnegie Art Museum

**Art Deco (Moderne)**

Art Deco, Moderne, or Modernistic, as it is variously called, was the first widely popular style in the United States to arrive from Europe, as it did in

the late 1920s. It is, essentially, a style of decoration that was applied to buildings, furniture, jewelry, and even clothing. The Art Deco ornamentation consists largely of geometrical designs, often in the form of parallel straight lines (as seen in the Vogue Theater on B Street and The Teatro on the Boulevard). Though Art Deco buildings exist throughout the country, the style was particularly popular in Los Angeles, Miami Beach, and New York City.

Both of the above mentioned Downtown buildings have Art Deco characteristics applied to their elevations, as in the marquees, and although the buildings themselves do not contain elements of the style, they should be considered for renovation and preservation. Their presence in the Downtown is a strong asset marking the city's historic and cultural history, and its participation in a national (and international) trend of style during the Art Deco era.



- Building Materials:** Concrete, smooth-faced stone, and metal are characteristic exterior coverings, often including vivid colors and accents in glass and terra cotta
- Architectural Elements:** Simplified and streamlined forms and futuristic effects
- Examples:** Vogue Theater on B Street and Teatro on Oxnard Boulevard.

**Spanish Revival**

This style was popular during the 20s and 30s where Spanish settlement occurred in California, Florida, and Arizona. The original adobe structures consisting of massive walls and flat roofs were eventually made more

elaborate with masonry construction, red clay tile roofs, and ornate entrance portals.



**Building Materials:** Masonry, concrete, wood, stucco, and red clay  
**Architectural Elements:** Arches, columns, ornate entrances, and red clay tile roofs  
**Examples:** US Post Office on "A" Street at 4<sup>th</sup> Street

### **Early Renaissance Revival**

Popular in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries, this style was represented in many public and major institutional buildings. As an interpretation of classical and Renaissance designs by American architects trained in the Beaux-Arts tradition, it can be considered a distinctively American style. Among other things, it was characterized by close attention to the location of the



buildings on the site. In perspective views, elevations are subtly different yet strongly related to each other.

**Building Materials:** Masonry, concrete, steel, and decorative elements  
**Architectural Elements:** Arched windows, columns, recessed entrances, and friezes  
**Examples:** Former Bank of A. Levy on A and 5<sup>th</sup> Streets

### **Eclectic**

These buildings bend the rules or do not follow a particular architectural style, which results in a mixture of building facades.

**Building Materials:** Varies  
**Architectural Elements:** Varies  
**Examples:** Cabo Restaurant

### **The Bungalow**

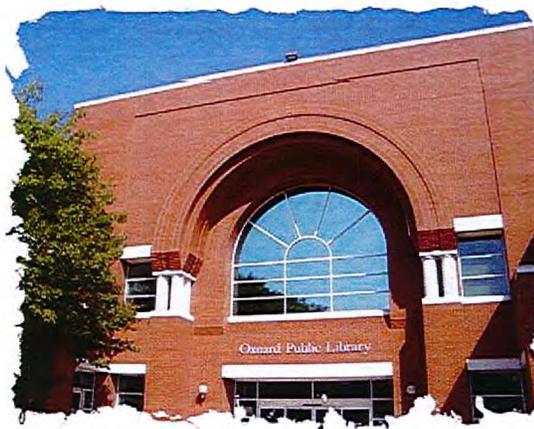
This term applies to small, single-story houses with a porch or porches. They were very popular in many parts of the country early in the 20<sup>th</sup> Century, especially in California. They display a high degree of craftsmanship and are constructed of materials left as much as possible in their original states. "There is nothing either affected or insincere about these little houses. They are neither consciously artistic nor consciously rustic." (Fred Thompson, 1916).



<i>Building Materials:</i>	Wooden frames, stucco, bricks, roof tiles, shingles, or any other local materials
<i>Architectural Elements:</i>	Walls, porches, chimneys, pitched roofs, and overhangs
<i>Examples:</i>	Former American Beet Company manager homes serving as offices at the northeast corner of 7 <sup>th</sup> and B Streets.

**International / Contemporary Style**

This style, based on modern structural principles and materials, began in Europe and the United States (the Chicago School) towards the end of the 19<sup>th</sup> Century. It was recognized in the United States as a style after the New York Museum of Modern Art exhibit in 1932, where it gained legitimacy and definition. It rejected decoration; solid planes and large glass windows were an important aspect of the style, and structural systems were expressed in different forms in the building elevations.



<i>Building Materials:</i>	Concrete, glass, and steel
<i>Architectural Elements:</i>	Skeleton-frame construction, ribbon windows, corner glass windows
<i>Examples:</i>	Government buildings, including City Hall, the City Annex Building, and the Main Library

**2.6.2 Street Character in Downtown Oxnard**

Building facades, sidewalks, trees and plants, street furniture and signage all play important roles in creating the final image and identity of a street. In his book *The Image of the City*, Kevin Lynch identifies building facades as important elements in creating a distinctive street image and identity: “A distinctive façade is a factor that strengthens path identity.”

**Building Facades**

The building façades of Downtown Oxnard are as varied as the mixed land uses and the mixed architectural styles resident within it. But in spite of the jumble of elevations, the architecture of downtown Oxnard does possess many of the elements that contribute to successful street facades: an uninterrupted continuity of buildings along the streets, controlled heights, and a bold use of colors.

**Overhead Utilities**

While most parts of Downtown have had the overhead utilities placed underground, there are still several areas where poles and overhead lines clutter the streetscape. In particular, the following streets/locations exhibit such clutter:

- 3<sup>rd</sup> Street: The south side of 3<sup>rd</sup> Street, between Oxnard Boulevard and C Street.
- Meta Street Area: This area has, by far, the greatest concentration of overhead utilities, with poles and lines along Meta, 6<sup>th</sup>, and 7<sup>th</sup> Streets, as well as on the alleys between Oxnard Boulevard and Meta Street and just south of 5<sup>th</sup> Street.
- West of Oxnard Boulevard: Perhaps the most visually intrusive lines run along the alley between the Boulevard and “A” Street from Wooley Road on the south to 6<sup>th</sup> Street on the north. Because there are several vacant properties along this stretch, these poles and lines can be seen easily from both of these streets.
- 9<sup>th</sup> Street: The north side of the street from Oxnard Boulevard to C Street.

- East of C Street: The north-south running alley just east of C Street from 9<sup>th</sup> Street to Wooley Road.
- Wooley Road: The most significant corridor runs along the south side of Wooley Road until it reaches the Five Points intersection, where it crosses over to the north side.



In addition to these areas, there are a few other spots where overhead poles and lines remain.

### **Overall Street Conditions**

The existing quality of Downtown streets varies widely. An evaluation of street conditions in the Downtown produced three categories: poor, moderate, and good.

**Poor Conditions:** Meta Street and the adjacent sections of 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets are in need of improvements: overhead utility lines appear at many locations along the street, sidewalks are narrow and have little or no landscaping along their edges, and there is no street furniture.

**Moderate Conditions:** The majority of Downtown falls within this category. These streets have standard sidewalks, handicap ramps at major intersections, and some street trees. With the exception of streetlights, there is no other street furniture. Vegetation and signage are sparse.

**Good Conditions:** “A” Street and the streets surrounding Heritage Square and Plaza Park present good streetscapes. They have scored sidewalks, enhanced handicap ramps, dense landscaping, and signage. The street furniture includes benches, lighting, and refuse containers.

## **2.7 GATEWAYS, LANDMARKS, AND WAYFINDING/SIGNAGE**

### **2.7.1 Gateways**

Downtown Oxnard currently lacks well-defined gateways, but several entry points into Downtown hold promise as distinctive entrances once their shortcomings are addressed. Additional emphasis can be added through design and signage.

- The northern entrance to Downtown currently lacks definition or identification as a gateway. The most visible object as one approaches from the north is the 3<sup>rd</sup> Street overpass of Oxnard Boulevard, which is an isolated element in the townscape, lacking psychological or visual connection to both its surroundings and downtown.
- The Five Points Intersection at the southern entrance of Downtown is well known as a difficult traffic intersection, but it is currently being evaluated for redesign by the City. Due to its importance and its natural location as an important entrance, it cannot be overlooked as a southern gateway.
- 5<sup>th</sup> Street as it intersects with the railroad (the section of 5<sup>th</sup> Street leading to the downtown – from the eastern entrance) abuts an industrial area. Thus, the path into Downtown is cluttered and chaotic, with very little streetscaping. Furthermore, there is no definitive physical sense of entry into Downtown.
- The 5<sup>th</sup> and C Street intersection is the western entrance to Downtown, providing an attractive entry point with Plaza Park and its associated

landscaping. The fact that this gateway lies at the seam between the historic neighborhoods to the west and the Downtown commercial core limits opportunities for pronounced gateway treatments that might conflict with the character and scale of the residential neighborhoods.

### 2.7.2 Landmarks, Order, and Orientation

Landmarks provide orientation and points of reference for navigating the urban environment. They include physical objects such as distinctive or historical buildings, signs, natural features, historical monuments, or even distinctive commercial signs or venues. They are usually visible from many locations and contrast with their surroundings.

A variety of structures, landmarks, and street/alley patterns come together in Downtown to help establish order and orientation. These represent great assets and contribute to creating a strong downtown image. For example:

- The City Hall complex creates a natural terminus to B Street, allowing it to act as a north-south view corridor
- Fourth Street looking east towards the OTC tower creates an east-west view corridor
- The OTC tower as a landmark offers a clear orientation to the eastern edge of the downtown
- The mid-block alleys in Downtown create an interesting hierarchy of street sizes and systems, including pedestrian pathways, and they are great north-south view corridors.
- Important landmarks, such as Heritage Square, Plaza Park, and the Carnegie museum offer points of orientation within Downtown.

All of these elements are existing assets in Downtown Oxnard. Their preservation and enhancement are, therefore, essential to Downtown redevelopment efforts.

### 2.7.3 Wayfinding/Signage

The City's downtown signs, with their vibrant colors and graphics, are very visible, are effective announcements of the presence of Downtown

Oxnard, but they do not provide information about Downtown, nor are they intended to. An integrated downtown/ district directional sign system that is unique in its character to Downtown and uniform in its design and contents, would greatly benefit the downtown on two levels:

- The existing sign system is unique to Downtown Oxnard and should be augmented to offer increased clarity of location, and a sense of arrival to the Downtown for both motorists and pedestrians. The sign system should also act as one of the street furniture elements that provide a distinctive and easily recognizable image for Downtown.
- Specific Downtown District signs would promote the unique identity of each District and point to sites of interest within them.



### 3.0 PREVIOUSLY APPROVED PLANS, POLICIES, AND PROPOSALS

Over the past ten years the City of Oxnard has prepared and adopted a variety of plans, polices, and guidelines addressing land use and design issues for its downtown. This includes the 1992 *Oxnard Master Plan*, and the 1996 *Oxnard Downtown District Master Plan* (with its accompanying *Oxnard Downtown Design Guidelines*, the *Central Business District (CBD) provisions of the City's Zoning Ordinance*, and the 1990 *Meta Street Master Plan*). These plans contributed to the development standards and building codes that have regulated both building and street design in downtown Oxnard in the last decade. They are described below.

#### 3.1 DOWNTOWN DISTRICT MASTER PLAN (1996)

Four design firms contributed to this 1996 plan prepared for the Oxnard Community Development Commission: Civitas, Andres Duany and Elizabeth Plater-Zyberk, the Gibbs Planning Group, and Curtis Stiles, A.S.L.A. Its purpose was to establish guidelines and regulations for the physical and economic revitalization of the downtown district. The plan has two regulatory components: (1) the Code, and (2) the Public Realm. An advisory third component proposes a business and an operation plan for the systematic transformation of both the physical fabric and the economy of the downtown district.

##### 3.1.1 The Code

The first regulatory component of the 1996 Downtown District Master Plan, the *Code*, presented the land use standards, development standards, architectural design criteria, and development design review procedures for the development of private property in the downtown. Civic buildings were excused from these requirements so that distinct and identifiable civic buildings could be built for the community. (They are, however, subject to a review by the Development Advisory Committee—the DAC.) These regulations specified and defined the different uses of buildings, their architectural elements, their building materials, and the

construction method for each different element. The Code also includes prototype plans and elevations for the different types of downtown buildings (e.g., storefront, urban town house, urban apartment house, courtyard apartment house, and parking structures).

##### Allowed Uses

The Central Business District Code clearly spells out details of the allowed commercial uses in the following four categories: (1) service uses, (2) retail, (3) cultural uses, and (4) technology. (Sec. 34-105.2. *Permitted Uses*) It also allows some other conditionally permitted uses / activities on approval of a special use permit. Uses requiring special permits include hotels and motels, concert halls, nightclubs, public or private schools, parking garages, theaters, ... etc. (Sec. 34-105.3. *Conditionally Permitted Uses*). It prohibits certain uses such as mini warehouses, drive-in restaurants, swap meets, thrift shops, and privately operated social services. (Sec. 34-105.4. *Prohibited Uses*)

##### Development Standards

The CBD code contains detailed development standards for the CBD, including lot coverage, setback regulations, parking location and requirements, and residential density as well as minimum standards for residential units. (Sec. 34-105.5.) It also provides standards and guidelines for architectural design, building elements (walls, colors, roofs, windows, entryways, awnings), landscaping, lighting, and outdoor storage and refuse enclosures. (Sec. 34-105.6)

##### 3.1.2 The Public Realm

The Public Realm component of the 1996 Downtown District Master Plan presented regulations for all public spaces within the downtown district (including streets, plazas, parks, paseos, and parking lots between buildings). Its purpose was to ensure that public space improvements were to be constructed in coordination with the development of private land.

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The Public Realm component of the Plan emphasized the importance of public spaces and places and included a recommendation to introduce public art into the downtown (in both public and private projects). This included improvement of street furniture, trees, and parking plans and policies, as well as streetscape proposals for the following streets: 2<sup>nd</sup> Street through 9<sup>th</sup> Street, Meta Street, Oxnard Boulevard, and B and C Streets.

The plan also identified the following as important public spaces to be rehabilitated and reconstructed by the City:

**Plaza Park.** A schematic plan for major improvements of Plaza Park was recommended to provide an attractive, safe, and clean public gathering space for the district. Additionally, it would anchor the west end of the 5<sup>th</sup> Street retail corridor and improve the flow of traffic from 5<sup>th</sup> Street into the downtown retail core. The plan recommended adding a Pergola, renovating the existing Pagoda and pavement, and incorporating a carousel or other facility for family attraction. The first phase of these improvements, including renovation of the Pagoda, has been constructed.

**Plaza de la Estacion.** The 1996 Plan included a recommendation to develop a plaza by incorporating portions of 4<sup>th</sup> and Meta Streets with an abutting parking lot to create an “incubator retail” center. The prototype plan was a one-story building type with small retail spaces to be built on the east edge of the plaza, opening directly onto the plaza. This would allow the space to host festivals and special events, while still allowing the accommodation of parking and the streets’ functions. No action has been taken to implement these recommendations.

**Oxnard Boulevard.** The program envisioned a more intimate urban typology for Oxnard Boulevard, including a recommendation to redesign the portion that extends from 7<sup>th</sup> Street to 3<sup>rd</sup> Street into a “downtown avenue” street type. It also recommended a future light-rail line (on the existing right-of-way from the south end of Saviers Road to a point just north of the district, where it would connect to the existing Southern

Pacific right-of-way and allow for a major stop at the Plaza de la Estacion). No action has been taken to implement these recommendations.

**Restoration of “A” Street.** The Plan recommended restoration of “A” Street to its original linear character (from its former meandering quality) and addition of as many angled on-street parking spaces as possible on both sides of the street. (Both of these recommendations have been implemented.) The plan also envisioned placement of street trees at 40-foot intervals behind the curb and the installation of traditional streetlights at 80-foot intervals (centered between the trees). The location of a future light-rail line on “A” Street was also considered.

**Heritage Square.** The Plan recommended preservation and augmentation of the successful character of Heritage Square by adapting its existing buildings to accommodate restaurant and entertainment uses.

#### ***Public Improvement Implementation Priorities***

The 1996 Oxnard Downtown District Master Plan prioritized the implementation of the recommended projects as follows:

- The restoration of “A” Street (completed)
- The selection of a municipal color to unify street signage, traffic lights, and streetlights (partially accomplished)
- The development of Oxnard Boulevard (subject to Caltrans transfer of jurisdiction to the City, which has not yet occurred)
- The provision of directional signage throughout the Downtown (partially accomplished)
- Improvements to major cross streets (2<sup>nd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and 7<sup>th</sup>) in gateway blocks between Oxnard Boulevard and “A” Street (partially accomplished)
- Implementation of the Plaza Park Master Plan (partially accomplished)
- Construction of Plaza de la Estacion (not yet accomplished)
- An annual evaluation of the public parking need in the downtown (partially accomplished)

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### 3.2 THE CENTRAL BUSINESS DISTRICT ZONE

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In January of 2002, the Oxnard City Council adopted *Ordinance No. 2587* of the City Code, pertaining to a Central Business District Zone (CBD). Its purpose was to assist in the creation of a high quality, mixed-use urban environment for Downtown Oxnard. The provisions of the CBD Zone were intended to implement the recommendations of the Downtown District Master Plan by promoting a mixture of land uses (residential, commercial, cultural, and recreational), minimizing dependence on auto travel by encouraging pedestrian-oriented commercial activities, and locating employment and retail centers close to residential development (of varying densities). It also sets guidelines for permitted uses, prohibited uses, and conditionally permitted uses in the district.

To support its objective of high urban quality, the CBD zone ordinance encourages flexibility in architectural design, but also provides guidelines for design and development. It builds on past decisions, enforcing the existing *Oxnard Downtown District Master Plan* design guidelines, and provides additional regulations (regarding building styles, materials, colors, and advertising and building signs). All new construction, and remodeling of more than 50 percent of existing structures, must conform to the design standards set out in the ordinance. The ordinance also provides development standards for lot areas, building heights, setbacks, parking requirements, street elevations, and landscaping.

The CBD zone ordinance resulted in the establishment of the City Council-appointed Downtown Design Review Committee (DDRC) to review applications for both major and minor downtown design projects. It also identified the City's Planning and Environmental Services Manager as the key staff person responsible for administration of the CBD zone provisions. The Manager and the DDRC, by a set procedure, together oversee the approval / denial process for all new development in the Downtown District.

All major or minor changes to buildings or other property in the CBD require a *downtown design review permit*. The Planning and Environmental Services Manager evaluates the over-the-counter applications, but refers all accepted applications for major and minor *downtown design review permits* to the DRC for recommendations.

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### 3.3 DOWNTOWN DESIGN GUIDELINES

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This series of design guidelines interprets the urban design standards and the intended vision of the 1996 *Downtown District Master Plan*. They focus mainly on architectural styles and elements and building materials and details (including attention to exterior building elements such as exterior lighting, awnings, and signs). The Guidelines are divided into the following seven sections:

- **Section I: Overview:** Summary of the Downtown District Master Plan, which, along with the CBD Zone, the guidelines are intended to implement.
- **Section II: Permit Process:** Procedural guidance on how to obtain permits for various activities, as well as enforcement.
- **Section III: Architectural Styles:** Summary guidance for architectural design. Much of the information in this section is repeated in Section 2.6.1 of this report.
- **Section IV: Renovations:** Guidance for renovation of buildings, including remodels, as well as advice on how to address key elements of a building's façade.
- **Section V: Storefront Design:** Directions for development or renovation of street-level storefronts.
- **Section VI: Design Details:** Advice on a variety of issues related to building design, including building materials, color, awnings, and lighting.
- **Section VII: Signs:** Guidance on sign design, including prohibited types of signs.

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The guidance contained in these seven sections is primarily advisory, with very few mandates. Essentially, the Guidelines were prepared as a convenient means to communicate the intent of the Downtown District Master Plan in a user-friendly, easily-distributable form.

### 3.4 META STREET MASTER PLAN (1990)

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The *Meta Street Master Plan* examined an area of approximately four blocks of the Downtown on a parcel-by-parcel basis and recommended new land uses as well as design guidelines for its redevelopment (for both the public and private sectors). It was not intended as a regulatory instrument, but instead to be used by City as a means to stimulate private development commitments in the area.

The plan recommended major land use changes, from industrial and specialty retail to residential. The Master Plan was presented and discussed at a work session of the City Council, which produced these four final goals and policies regarding the plan:

- An enhancement of the Latino cultural characteristics of Meta Street
- The introduction of well-designed forms of housing as the predominant new land use of Meta Street
- The establishment of uses that will support the new residential character of the street
- To upgrade and rebuild the infrastructure of the street to consistent with contemporary standards

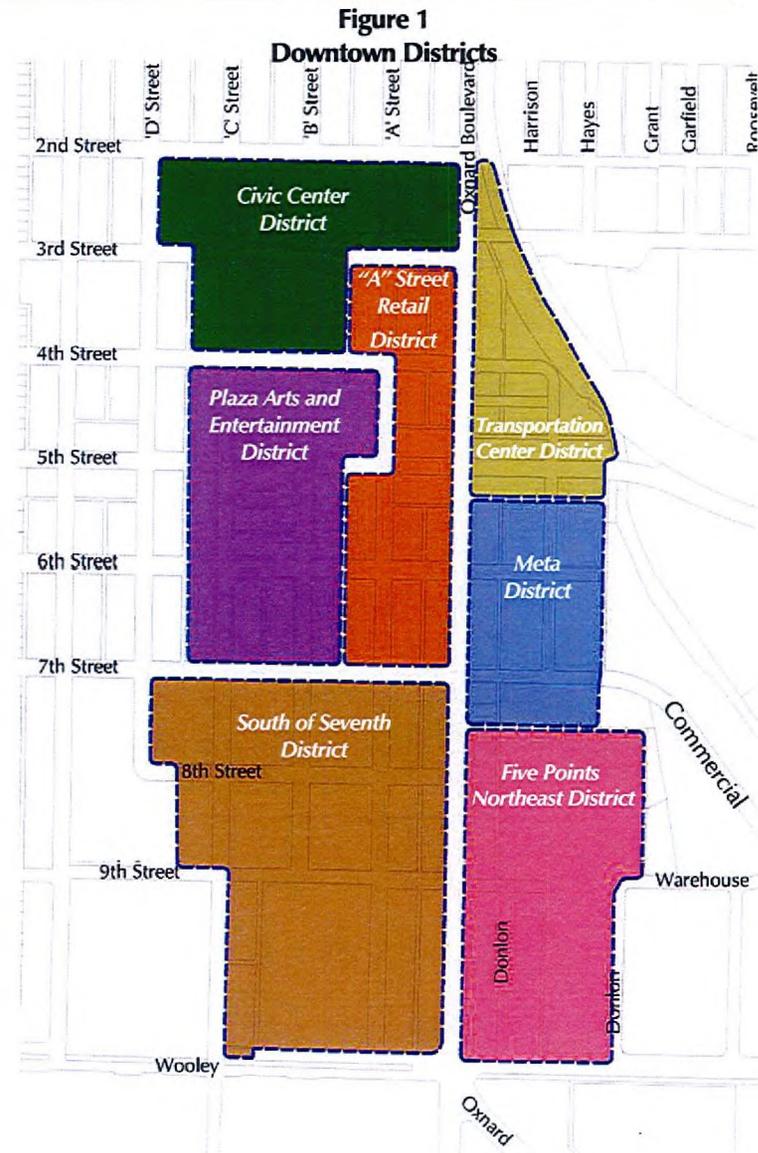
## 4.0 STRATEGIC DEVELOPMENT PLAN FOR THE DOWNTOWN

### 4.1 THE CONCEPT OF DISTRICTS

Among the many objectives pursued by the City in preparing the *Downtown Strategic Plan* is the articulation of a more detailed program for land use in the Downtown. For several years, land use regulations in Downtown have been painted with the broad-brushed CBD zone and land use designation, with no articulation of the City's expectations for the type and character of development for specific locations within Downtown. Thus, one of the City's challenges in crafting this Strategic Plan was effectively defining the geographic scope of Downtown Oxnard. At approximately 200 acres, the area covered by the City's CBD zoning is relatively large for a community of Oxnard's size. As a result, there is a lack of land use focus in the downtown.

In response to this issue, a series of seven districts reflecting particular identities in terms of land use, character, and function have been identified. This plan's intent is to further redefine and strengthen them by recognizing their unique contributions to creating a vital downtown and recommending strategies that promote or enhance these contributions. The seven districts established for this effort (see Figure 1) are as follows:

- The Civic Center District
- The Plaza Entertainment and Arts District
- "A" Street Retail District
- The Transportation Center District
- The Meta District
- The South of Seventh District
- The Five Points Northeast District



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One aspect of this effort was the identification of opportunity sites that might act as catalysts for development. This approach is based on a theory that has been validated in many different cities, nationally and internationally. A catalyst development works well in a well-defined area (e.g., the districts) where investors can feel confident in the character and nature of future development in the area. A catalyst is often a significant building, street improvement, retail centers, cultural venue, or even an intention, or future plan.

#### 4.2 THE FUNCTION AND CHARACTER OF DISTRICTS AND CONNECTIVITY

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Each downtown district, though distinctive in function and character, has a part to play in the overall integrity of downtown. While it is important to enhance and emphasize the uniqueness of each, it is equally important to connect them together into a larger, clearly identified Downtown. This can be effectively done by the use of urban design elements such as landscaping, street furniture, and the treatments of street surfaces. Though these would vary somewhat according to location and function, the use of common design characteristics that are exclusive to Downtown create a visual connection of the various districts into a cohesive whole. North-South streets such as Oxnard Boulevard, and “A,” B, and C Streets—along with the alleys in the middle of the blocks between those streets—could create and strengthen that connectivity through the use of urban design elements that share a common theme or design.

An examination and comprehension of development issues entails an investigation of the many scales of urban context, beginning with the district and continuing on down to a block-by-block analysis. As the details of each district are considered, it is important to keep in mind the larger picture question: How does this district or this block’s development fit in with the Downtown, the city, and the region? To understand these complex interrelationships, a near simultaneous analysis of the issues at each scale is appropriate, beginning with the

regional and working downward, and by limiting the examination to the level of detail pertinent to each scale.

#### 4.3 OVERARCHING FABRIC/RECOMMENDATIONS

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Historic photographs of Downtown Oxnard depict an established town center with general stores, a green public space (Plaza Park), and well-defined architecture. Present day Downtown Oxnard has built on its historical heritage to add important landmarks, and a well-defined hierarchical system of streets and alleyways. With its firm connections to the expanded metropolis (including Oxnard itself and the surrounding region), it continues to be central to the life of the city. While the seven districts that compose Downtown reflect different facets of Oxnard, they unite in presenting a common identity for the city. This identity is supported by the unifying pattern of its streets and alleyways, which form a network of movement throughout the Downtown (for both pedestrians and automobiles). In concert with this is the relatively uniform scale of the buildings, which adds an element of human scale and comfort to the experience of both residents and visitors. The City has done an admirable job of maintaining this comfort of uniformity, while at the same time allowing for individual differences in buildings that add texture to the Downtown experience. In addition to many interesting styles of architecture that can be exploited to enhance the cityscape, the street trees and other lush foliage are also instrumental in creating a distinctive character for the downtown.

This view is based on a thorough study of Downtown Oxnard’s history, a review of all of the previously approved plans, policies, and proposals for Downtown development, as well as an inventory analysis of its existing resources. The fundamental goal of this process is thus to build on the considerable strengths that the Downtown already possesses and to augment areas of weakness so that they may contribute to the overall development strategy.

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The following sections of this report first present overarching recommendations for Downtown, then district-by-district recommendations that are consistent with and nested within these broader recommendations. Each set of recommendations addresses land use and development, streetscape, traffic and pedestrian circulation, and architectural character. These recommendations in many cases reflect or reiterate the recommendations of the various plans that have been completed over the last ten years (as described in Section 3.0).

#### **4.3.1 Land Use and Development Strategies**

The following are the broad land use and development strategies for Downtown that establish the framework for more focused strategies for each of the Downtown Districts:

- Mixed-use development (commercial / office / retail) in northern Downtown along Oxnard Boulevard and A and B Streets to augment the existing commercial character of those streets.
- Niche retail commercial uses on the northern section of Oxnard Boulevard, and on A and B Streets, between 3<sup>rd</sup> and 7<sup>th</sup> Streets.
- Diverse commercial, including automobile-oriented uses, along the southern section of the east side of Oxnard Boulevard.
- Government uses concentrated in the Civic Center District and the Oxnard Transportation Center District.
- Cultural amenities and mixed-uses focused around the Carnegie Museum and Plaza Park (in the Plaza Entertainment and Arts District).
- Residential uses south of 7<sup>th</sup> Street and along Meta Street or as part of mixed-use projects in other districts.
- Modify the City's CBD zoning provisions to be consistent with the district-based recommendations of the Downtown Strategic Plan.

#### **4.3.2 Streetscape Improvements**

A variety of streetscape improvements will benefit either all of Downtown or multiple districts within Downtown. These are as follows:

- Replace all overhead utility lines and poles in Downtown with underground utilities. The City has an ordinance requiring all new development or redevelopment to place the utilities serving that development underground. The City might consider an in-lieu fee for small-scale projects that would not otherwise permit efficient undergrounding. This fee could then be used to support City-initiated efforts. The City should evaluate prospects for acquiring funding under the California Public Utilities Commission's (CPUC) Rule 20, which sets policies and procedures for the conversion of overhead power lines and other equipment to underground facilities. This program is coordinated through Southern California Edison.
- Unify the light fixtures throughout the Downtown. This includes replacing the high-mounted cobra-head light poles on key pedestrian corridors with pedestrian-scale streetlights. On streets with high traffic volumes and high pedestrian activity, the City should consider a two-tiered fixture that provides illumination for both the automobile travel lanes and the sidewalks.
- Lower the height of the existing median on Oxnard Boulevard and plant it with low-growing trees and shrubs. This would lessen the barrier effect created by the existing built-up median.
- Provide features at mid-block crossings and at street intersections to clearly identify and enhance pedestrian crossings and ensure pedestrian safety. (Such treatments are already in place at the five mid-block points along "A" Street between 7<sup>th</sup> Street and 2<sup>nd</sup> Street).
- Add a unified design of street furniture (including bus shelters, benches, refuse containers) to all Downtown streets.

- Implement the recommendations of the *Downtown Street Tree Master Plan*, with an emphasis on establishing and maintaining shaded pedestrian pathways and areas of refuge.
- Establish and redefine gateways and entry points to the Downtown through land use adjustments, graphic wayfinding signage, and landscape treatment.
- Establish a wayfinding system within Downtown that recognizes the distinct identities and qualities of each district, while promoting an overall Downtown theme. The system should include a signage program that includes directional maps for pedestrians.
- Develop public plazas, of many different scales, where public art may be displayed.
- Amend the City's Art in Public Places program to allow funds to be used to locate art throughout the Downtown area.

#### **4.3.3 Traffic and Pedestrian Circulation**

While there is no need to or benefit associated with altering the fundamental traffic patterns in Downtown, there are several measures that the City could take that would benefit the overall traffic and pedestrian circulation within Downtown. These are as follows:

- Traffic calming devices should be installed throughout Downtown wherever feasible. This will enhance safety and encourage more pedestrian activity. This could include diagonal on-street parking, corner "bumpouts," and mid-block pedestrian crossings similar to those on "A" Street.
- Provision of new parking structures in Downtown and establishment of Downtown as a parking district (where parking in lieu payments are permitted).
- Integration of Downtown's north-south alleyways into the pedestrian circulation network. This could include installing clearly identified paved pedestrian pathways in the alleys and improving pedestrian connections between streets and alleys. This could also involve creating secondary building access to promote alley-loaded

entrances or thruways, as well as development of mid-block "paseos" that connect the alleys with parallel streets.

#### **4.3.4 Overall Architectural Style/Theme for the Downtown**

As described in Section 2.6.1 of this report, Downtown Oxnard encompasses a variety of architectural styles that reflect the historical development of the area. There is no predominant architectural theme or style, so it would be neither practical nor advisable to impose an architectural program that attempts to unify the appearance of buildings in Downtown (or any of its districts), either through design of new structures or redesign of existing structures (including installation of facades). The following recommendations reflect this general perspective, while elaborating on specific aspects of the architecture of Downtown.

- The use of any particular architectural style should not be dictated in any of the Downtown districts. Design elements of a special architectural style could, however, be incorporated into contemporary building design not in the form of reproduction, but as a contemporary interpretations of that style; this approach could be particularly effective for larger scale retail, office, residential, and mixed-use projects.
- New smaller scale commercial and residential buildings should be encouraged to follow one of the Downtown existing non-eclectic architectural styles. The choice of styles should consider the context established by existing buildings along the adjacent street frontage.
- New larger scale buildings (especially on Oxnard Boulevard, A and B Streets, and around Plaza Park) should be allowed to exceed the CBD height limitations of 45 feet in exchange for a publicly accessible space on the project site or other design amenities (based on the approval of the Downtown Design Review Committee).

#### 4.3.5 Parking

As Downtown Oxnard continues to fill-in and intensify with new development, parking will become an increasingly important issue, particularly as surface lots are converted to development. The following recommendations reflect a range of actions that the City could take to ensure that parking supply remains sufficient to meet the demands of Downtown residents, business owners, and visitors.

- Shared parking facilities in Downtown are strongly encouraged in order to eliminate the need for surface parking lots. New commercial and mixed-use developments should share space in the proposed new parking structures; the number of parking spaces allocated to each will be based on each business's actual usage, and operating hours.
- Consider establishing Downtown as a parking district to fund new parking structures and on-grade parking improvements.
- All new downtown development, new additions, and each change of use that necessitates more parking within the district should adhere to the City's guidelines regarding parking space requirements. They must provide the required number of parking spaces relative to their size, or pay an in-lieu fee on a per-space basis.
- A system of in-lieu payments will facilitate the development of smaller sites within the Downtown area as it allows developers to confine their land acquisition to the development site only. It will maximize the site's potential and make it more attractive for development. It is also beneficial to the City because the fees, acquired from many developers, will enable the City to build public parking structures within Downtown.
- The fee/parking space requirement should be a formula based on the total number of spaces in the immediate area (within 1,000 ft of the nearest point of the subject property) and the projected cost of building a public parking structure per space.

- New parking structures should be placed along the main pedestrian streets, and should include retail or commercial office on the ground level.
- Parking structure ingress and egress, if applicable, should be placed on the existing alleys and should be well-defined in order to minimize interference with pedestrian and car circulation.
- Parking lots should be landscaped and secured where necessary.

#### 4.4 CIVIC CENTER DISTRICT

The Civic Center District encompasses the Civic Center site and the blocks immediately south thereof (approximately 18 acres). It is intended to be the primary location for public and government uses in the Downtown area, acting as the northern "cap" of Downtown. The area is currently dominated by the City's Civic Center, including City Hall and its Annex, the main Library, and the Public Safety Building. The Civic Center will become even more prominent and distinct when the complex is renovated and expanded. The expansion project includes upgrades and additions to the existing City Hall building (including the Council Chambers), conversion of the old library building into a new development services center, parking lot improvements, and demolition of an existing 58,000 square foot building. Building additions will total 47,000 square feet. Accounting for the demolition of the existing building, the net square footage reduction will be 11,000 square feet.

In addition to the City's offices, which together account for between 500 and 600 employees, the Civic Center District is envisioned as an area that will accommodate other public offices as well as private offices for supporting businesses

##### 4.4.1 Land Use and Development Strategies

The land use in this area is mainly for government office uses and associated services. The many catalyst projects that are taking place in this District, including the renovated Civic Center and the new

parking structure, will establish the District as the Oxnard's government center. The new projects will contribute to the creation of that strong identity and image of a government center, which should encourage government agencies from all other districts to relocate to it, taking advantage of the efficiency of their proximity to each other, and of the centralized prestigious location.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Government and Private Office</li> </ul>	<ul style="list-style-type: none"> <li>▪ Office</li> <li>▪ Retail</li> <li>▪ Parking Facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Residential</li> <li>▪ Social Services</li> <li>▪ Institutional Uses</li> </ul>

**Development Strategies**

- The development of more office buildings on C Street between 3<sup>rd</sup> and 4<sup>th</sup> Streets, which could potentially accommodate existing government agencies that are presently located in other parts of the Downtown.
- Opportunities for a new office building on “A” Street east of the Library, which could be developed for private offices that need to be in proximity to government offices.
- An increase in the permitted height of buildings in the area.

Such a concentration of employment would benefit the Downtown as a whole by bringing together a critical mass of daytime office workers who would patronize downtown businesses.

The concentration of offices will also increase pedestrian activity within the area, which will in turn generate demand for some office retail services within the area.

**4.4.2 Streetscape and Public Open Spaces**

The streets within this district contain the major ingredients for a government civic center street, such as 10-foot sidewalks and on-street diagonal parking. The following additional improvements are

recommended in order to encourage pedestrian usage and reinforce the civic and community character of the district:

- New street landscaping at the pedestrian scale, including trees and shrubs (per the *Downtown Street Tree Master Plan*).
- Decorative and textured paving patterns in crosswalks that extend to the entrances of the government buildings.
- Open space setbacks at street intersections and traffic calming techniques.
- Pedestrian scale street lighting at the intersections.
- Unified street furniture: bus shelters, benches, and refuse containers.
- District signage and directional maps.
- Public art in and around government buildings that invites participation and interaction.

**4.4.3 Traffic and Pedestrian Circulation**

Changes to the existing traffic pattern in the Civic Center District are not necessary. However, in order to encourage pedestrian activity within the district, traffic calming measures should be considered within the district in the three-block area between Oxnard Boulevard (on the east) and D Street (on the west) including 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Streets. This will reinforce pedestrian movement both within the district, and to and from the Entertainment and Arts District across 4<sup>th</sup> Street. Slower traffic in a government center provides for better security, allows drivers better recognition of government buildings and services, and accommodates pedestrian movement within the area.

**4.4.4 Architectural Character**

All the new government buildings currently in the design stage (such as the City Hall expansion and the parking structure) are intended to represent the Contemporary / International style, which promotes sustainable design and flexibility in the use of building materials, colors, and building forms. Public civic buildings should be image-

making, designed to act as landmarks for the community. All new buildings should be designed to connect visually with the street and to the surrounding structures. Taller government and office buildings should relate to the common 2- to 3-story height of the Downtown by being set back from the street enough to include public plazas on the street frontage.

#### 4.5 "A" STREET RETAIL DISTRICT

The "A" Street Retail District is focused on "A" Street, which for all intents and purposes is Downtown Oxnard's "Main Street." In addition, the Downtown Retail Core includes block fronts along 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets. The intent of this District, which covers approximately 28 acres, is to establish a traditional downtown "Main Street," with a mix of retail, service, and offices, all within buildings whose architectural designs reinforce the pedestrian scale and orientation of the streets. These buildings should be at least two, but no more than four, stories tall to conform to Sec. 34-105.5 of the CBD Development Standards. This will create a sense of enclosure along the street. Uses may be mixed within the buildings (e.g., ground-floor retail, with offices or residential units above).

The "A" Street Corridor has attracted considerable attention over the past few decades as the City, in sequence, converted it into a pedestrian mall in the early 1970s, then reopened it to vehicular traffic in a serpentine configuration in the late 1980s, and finally restored it as a traditional Main Street, with diagonal parking, corner "bumpouts," mid-block pedestrian crossings, and a unified streetscape theme in 1996. The current configuration provides a preliminary framework for improved private investment in the area, but the existing 10-foot wide sidewalks—currently interrupted by street lights and tree wells—are not sufficient for the anticipated retail oriented pedestrian activities. As development begins to occur on the street, more street improvements will be needed in order to attract a stronger and more economically diversified retail market.

#### 4.5.1 Land Use and Development Strategies

This district contains three categories of opportunity sites: (1) vacant sites that are temporarily used for parking; (2) underutilized surface parking lots; and (3) underutilized retail space. All of the vacant sites, excepting the one on the NW corner of 7<sup>th</sup> and "A" Streets, are along Oxnard Boulevard. These lots offer an opportunity for redevelopment into mixed-use buildings with retail/restaurants/offices on the street level and one or two floors of office or live/work space or residential units above the ground floor.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Retail               <ul style="list-style-type: none"> <li>▪ Required on ground floor of all buildings between 4<sup>th</sup> and 6<sup>th</sup> Streets on "A" Street</li> <li>▪ Encouraged on ground floor of all buildings</li> </ul> </li> <li>▪ Services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Retail</li> <li>▪ Service</li> </ul>	<ul style="list-style-type: none"> <li>▪ Office</li> <li>▪ Residential</li> <li>▪ Institutional Uses</li> <li>▪ Public/Quasi-Public</li> </ul>

#### Development Strategies

- A multi-story parking structure to accommodate the projected demand for parking generated by new development. It would also accommodate some of the parking now occupying the plaza on the SE corner of 4<sup>th</sup> Street and Oxnard Boulevard, freeing it to be used to create a development of retail stores surrounding an open public space.
- Mixed-use development, with retail on the ground floor and offices above.

- Many of the existing structures on “A” Street have the potential to improve or increase their retail space by either adding an extra floor to the existing structure or by adding adjacent square footage.
- Adjacent alleys offer possibilities for retail stores and other businesses to have double access and visibility: from both “A” Street and the alleys.

#### 4.5.2 Streetscape and Public Open Spaces

As the major streets of the Downtown District, Oxnard Boulevard and “A” Street could also act as connectors between districts. Their development, therefore, will play an important role in the revitalization of the area.

“A” Street with the existing scale and character of its buildings is able to support a commercial district. A future possibility for sidewalk widening and additional street furniture, combines excellent design ingredients for a thriving commercial district. Development of the street in this manner will accommodate a type of retail that is able to attract a diversity of people from the region.

**Oxnard Boulevard** currently operates as State Route 1, the Pacific Coast Highway (PCH), to Highway 101, but the improvement of the Rice Avenue corridor will allow the rerouting of State Route 1 traffic to bypass Oxnard Boulevard and Downtown. The resulting lower traffic volume presents an opportunity to redesign and convert Oxnard Boulevard into a downtown commercial street with mixed uses and a pedestrian friendly environment. This transformation will require some modification of existing street elements that are currently more reflective of high volume traffic. For example, the concrete, sloped medians located along many parts of the boulevard inhibit cross-street visual continuity and are not conducive to safe and comfortable pedestrian crossing. Also, the pedestrian crossing at 8<sup>th</sup> Street lacks both signals and visibility, so it is unsafe for both pedestrians and motorists.

#### **Short-term Improvement of “A” Street and Oxnard Boulevard:**

- Street and directional signage, landscape materials, and street furniture must be placed at calculated heights and distances so as not to impair visibility of the intersections.
- Pedestrian-scale street lighting should be installed at regular intervals along “A” Street, the Boulevard, and at street intersections. These fixtures would also reinforce the sense of arrival to the downtown.
- Pedestrian crosswalks at mid-block and intersections should be incorporated into the pedestrian routes (they could be slightly raised, colored concrete or concrete pavers with integral colored concrete edge banding and LED lighting).
- Alleyways should be secondary to streets in the hierarchal structure of accessibility for pedestrian and car movement. They should also contain bicycle paths that connect to other parts of the Downtown.
- The median on Oxnard Boulevard should be lowered to allow a sense of connectivity across the Boulevard; it should be planted with low-growing flowering shrubs and ground cover. Shade trees should be planted at consistent intervals in designated sections along the sidewalks lining the Boulevard.

#### **Long-term Improvement of “A” Street and Oxnard Boulevard**

- Increase the width of the sidewalk to allow a clear path for pedestrian movement and a planter strip for trees and street furniture (including street lights, benches, directional signs, and trash bins). This will enhance pedestrian activity in the district and will make sidewalks the dominant streetscape element.
- Add planter strips with plant types that contribute a variety of colors to the streetscape
- Employ decorative and textured paving patterns on the sidewalks to clearly identify pedestrian paths and the street furniture strip.

**4.5.3 Traffic and Pedestrian Circulation**

Oxnard Boulevard will experience lower traffic volume initially as bypass traffic is diverted to Rice Avenue. This, along with the proposed street trees, street lighting, and the pedestrian crosswalks at the intersections, will encourage more pedestrian activity on the Boulevard. There is no need to change any existing traffic patterns at this time. However, as the Boulevard continues its transformation into a commercial Main Street, the expected increase in pedestrian activity may require widening the sidewalks and a possible reconfiguration of the existing traffic patterns or lane configurations at a later date. In conjunction with these other changes, the City should consider placement of on-street parking spaces along the Boulevard, as suggested in the 1998 Downtown Parking Strategy. This would have the benefit of providing additional parking, while “calming” traffic and providing a buffer between pedestrians and traffic.

**4.5.4 Architectural Character**

Vacant sites on Oxnard Boulevard present a current opportunity to add new and original contemporary designs that will enhance and complement the existing architecture on the Boulevard. The exterior building design of these new structures should coordinate the use of building materials, forms, and / or color with existing structures in order to create an identifiable character for the district. Building heights along the Boulevard should be at least two, but no more than four, stories tall to conform to Sec. 34-105.5 of the CBD Development Standards. Infill structures should build their ground floors to the front property line, and should be creative in relating their new rooflines to the adjacent property.

The northern section of Oxnard Boulevard between 3<sup>rd</sup> and 8<sup>th</sup> Streets should have the same quality of retail as the downtown core area on A and B Streets, while the southern section between 7<sup>th</sup> Street and the Five Points Intersection will continue to serve a mix of retail, including automobile related retail.

**4.6 PLAZA ENTERTAINMENT AND ART DISTRICT**

This district encompasses the area surrounding Plaza Park, including the new multiplex theatre project that is proposed for the block bounded by 4<sup>th</sup>, “A,” 5<sup>th</sup>, and B Streets. The intent for the District, which covers about 14 acres, is to establish a vital area emphasizing entertainment and arts uses, as well as supporting service uses, including restaurants catering to patrons of the entertainment and arts venues.

**4.6.1 Land Use and Development Strategies**

The focal points of the district are Plaza Park, the Carnegie Museum, and the movie theatre / retail / restaurant complex (currently under construction) on the northeast corner of 5<sup>th</sup> and B Streets. This catalyst project will serve as a recreational node and will help attract pedestrian activity to the surrounding retail core of Downtown.

The proposed land use for the Plaza Entertainment and Arts District is generally mixed-use.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Visitor and Sub-Regional Retail</li> <li>▪ Theaters</li> <li>▪ Museums</li> <li>▪ Galleries</li> </ul>	<ul style="list-style-type: none"> <li>▪ Retail</li> <li>▪ Theaters</li> <li>▪ Museums</li> <li>▪ Galleries</li> </ul>	<ul style="list-style-type: none"> <li>▪ Residential</li> </ul>

**Development Strategies**

- A specialty retail complex that could include the expansion or enhancement of the Carnegie Art Museum. (This could serve as contemporary and historical landmark structures respectively.)
- All blocks surrounding Plaza Park should be considered for mixed-use commercial/office/residential projects.

- Plaza Park should expand north to connect with the Carnegie Museum site (eliminating the section of 5<sup>th</sup> Street between B and C Streets on the north of the Plaza Park).
- A new residential project south of the historic Vogue Theatre. This will allow the Vogue Theatre to remain as an architectural landmark within the community, while the internal use of the theatre may vary to meet market conditions. (For example, the structure could be used to accommodate retail, restaurant, or religious activities.)
- CBD zoning provisions should be modified to allow up to 85 dwelling units per acre and up to 6 stories by special permit.

#### **4.6.2 Streetscape and Public Open Spaces**

The major open space feature within the District, and all of Downtown for that matter, is Plaza Park, which has a very traditional foursquare design. The proposed expansion of Plaza Park to the north will create a public plaza that will enhance the park's role as the heart of the community. The proposed movie theatre and retail shops –located to the northeast of the Plaza–will draw more people to the District. Density will also increase as a result of the expected residential development, which will require services and provide the area with 24-hour a day residents.

The short- and long-term development guidelines proposed for “A” Street should be used for the redevelopment of B and C Streets as well. The resulting uniform character of those streets will help create a linkage between the districts, and will reflect a common character for the Downtown. Short- term improvements for B and C Streets could include the following:

- Mid-block, and intersections pedestrian crosswalks should be incorporated into the pedestrian routes and emphasized (they could be colored concrete or concrete pavers with integral colored concrete edge banding and LED lighting).

- Street and directional signage, landscape materials, and street furniture must be placed at calculated heights and distances so as not to impair visibility of the intersections.
- Pedestrian scale street lighting should be installed at regular intervals along B and C Streets and at intersections. These fixtures would also reinforce a sense of arrival to the downtown.

#### **Long-term Improvements for B and C Streets:**

- Sidewalks widths should be increased to allow a clear path for pedestrian movement and a planting strip for trees and street furniture (including street lights, benches, directional signs, and trash bins). This will enhance pedestrian activity in the District and will make sidewalks the dominant streetscape element.
- Decorative and textured paving patterns should be employed on the sidewalks to clearly identify pedestrian paths, and on the street furniture strip.
- Decorative and textured paving patterns should be employed on the sidewalks to clearly identify pedestrian paths, and on the street furniture strip.

#### **4.6.3 Traffic and Pedestrian Circulation**

The existing traffic on “A”, B, and C Streets, and on the intersecting 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Streets, moves efficiently and is forecast to continue to do so. Thus no change in the existing patterns is warranted.

The planned theater, the potential museum expansion, the expected future residential and commercial projects, and the expansion of Plaza Park will contribute to an increase in pedestrian activity. It is therefore important to plan for a comprehensive network system for pedestrian movement within the area employing sidewalk widening, an emphasis on mid-block and intersection crossings through design, and the incorporation of the existing alleyways into the network.

This area should include a multi-level parking structure to serve patrons of the proposed movie theatre complex, Plaza Park, Carnegie

Center, and adjacent retail stores, as well as the “A” Street Retail District. The ground floor of a new structure could also have some commercial activity. The existing City-owned lot at the northeastern corner of 6<sup>th</sup> and B Streets is a good candidate for such a structure.

#### 4.6.4 Architectural Character

The contemporary design of the new movie theater complex will prepare the District to receive additional contemporary architecture. The contrast between the contemporary design of the theater complex and the classical architecture styles of the existing Carnegie Museum and Vogue Theater marquee will, if handled correctly through landscaping and other strategies, enhance the architectural character of the District. The District should be characterized by contrasts in architecture – the old and the new – each serving to accentuate and enhance the other. This contrast of styles will distinguish the District among the others in the Downtown, and emphasize Oxnard’s position as both an historical and a modern city. Promotion of contemporary forms and materials for all future development in the District would support the establishment of this dynamic contrast in styles.

#### 4.7 THE TRANSPORTATION CENTER DISTRICT

The Oxnard Transportation Center is an important transportation hub that serves the needs of travelers ranging from local bus patrons to train commuters and intercity travelers. With its signature clock tower, it could also be one of Downtown’s more prominent landmarks if firmly incorporated into the Downtown (a challenge faced by this approximately 19-acre district). The recommendation to reclaim Oxnard Boulevard as a commercial, pedestrian-friendly street running through the center of Downtown will help achieve this objective.

The District includes two of the most important entry points into Downtown: westbound 5<sup>th</sup> Street and southbound Oxnard Boulevard. To establish a strong (positive) impression for travelers

entering Downtown from the east along 5<sup>th</sup> Street, this plan recommends pulling the urban edge of Downtown east of the railroad tracks. This could be accomplished through a combination of redevelopment of the properties immediately north and south of 5<sup>th</sup> Street, including the adaptive reuse of the old Amtrak Depot as a focal point for development on the north side.

#### 4.7.1 Land Use and Development Strategies

The presence of excellent transportation access, coupled with the adjacent land that appears ripe for redevelopment, offers strong opportunities for the establishment of transit-oriented uses. Potential uses might include transit-oriented residential uses. Sufficient parking would have to be provided to accommodate parking demand associated with the OTC and other uses along 5<sup>th</sup> Street.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Visitor-Serving Retail and Services</li> <li>▪ Transit -Oriented Uses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Uses within Oxnard Transportation Center (OTC)</li> </ul>	<ul style="list-style-type: none"> <li>▪ All Uses Outside of the OTC</li> </ul>

#### Development Strategies

- A commercial plaza at the SE Corner of 4<sup>th</sup> Street and Oxnard Boulevard (the area currently used for surface parking). Retail stores / restaurants / cafes could be built on the northern and southern boundaries of the site, defining the block while keeping the interior as an open, hard-space public plaza with interactive public art. The retail / restaurant / café would be accessible from both the plaza and the streets. The plaza would expand the Downtown to the east, help connect the OTC to the rest of the Downtown, and act as a pleasant transportation gateway to the Downtown.
- Implement the adopted *OTC Master Plan*, which addresses the need for additional parking, the need for better circulation within

and around the site, and the need to create a better pedestrian path within the District.

- Implementation of the *OTC Master Plan* and the proposal for a commercial plaza at the SE corner of Oxnard Boulevard and 4<sup>th</sup> Street will create a strong eastern boundary and a distinctive transportation gateway to the Downtown.
- Development of a residential/mixed-use project at the northeast corner of 5<sup>th</sup> and Meta Streets.

#### **4.7.2 Streetscape and Public Open Spaces**

The recommended transformation of Oxnard Boulevard into a downtown “Main Street” and the recently developed residential projects in the Meta District will attract pedestrian movement and activity to the area. The proposed *OTC Master Plan* provides a network of pedestrian paths throughout the OTC and extends outward, connecting the OTC to the proposed commercial plaza on both its eastern and northern sides. The proposed additional parking east of the tracks and under the 3<sup>rd</sup> Street overpass, along with the proposed parking structure on the southwest corner of 4<sup>th</sup> Street and Oxnard Boulevard, will provide ample space for parking needs.

#### **Street Improvement Recommendations**

- Reconstruction and repair of existing sidewalks.
- Install street and directional signage, and street furniture and place them at calculated heights and distances so as not to impair visibility of the intersections.
- Install pedestrian scale street lighting at regular intervals and at intersections to match the rest of the Downtown.
- Pave the pedestrian crossing areas with the same textures, and colors as those proposed for the pavement of the plaza (on Oxnard and 4<sup>th</sup>) to create a sense of connectivity within the District.

#### **4.7.3 Traffic and Pedestrian Circulation**

The *OTC Master Plan* will improve traffic circulation in the OTC area. An additional bus island will reduce pedestrian congestion at the existing island, and the network of pedestrian paths will greatly improve pedestrian movement within the area.

#### **4.7.4 Architectural Character**

The distinctive characteristics of the OTC building and its exclusive use of bricks could be repeated in the development of new projects in the District. Using this strategy will help establish a character for the OTC District, and a recognizable architectural image for this transportation gateway.

### **4.8 META DISTRICT**

The intent for this approximately 14-acre district is to establish a unique, primarily residential transit-oriented neighborhood within the Downtown. Consistent with discussions in earlier reports, the 1986 *Meta Street Master Plan* and the 1996 *Oxnard Downtown District Master Plan*, the neighborhood would assume an internal focus with the center located at the intersection of 6<sup>th</sup> and Meta Streets. Here, a commercial intersection adjacent to a hard surface open public space could serve dual roles as a main Downtown public space and as a plaza for neighborhood social and cultural activities.

An objective of new development in the Meta District is to balance the housing stock by introducing market rate units to complement the two affordable projects that are planned for the northwest corner of 6<sup>th</sup> and Meta Streets, and south of 7<sup>th</sup> Street on the Boys and Girls Club site.

#### **4.8.1 Land Use and Development Strategies**

Although this District covers a relatively small area in comparison to other districts, it has perhaps the greatest opportunity for improvement. The predominant use along Meta Street is medium

density residential. There are also several single-family homes in the area, many of which are in need of renovation and repair.

The uses along Oxnard Boulevard on the western edge of the neighborhood are entirely commercial. As recommended above, three vacant lots along Oxnard Boulevard could be developed as mixed-use / commercial.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Transit-Oriented Residential</li> <li>▪ Neighborhood Service Commercial</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>	<ul style="list-style-type: none"> <li>▪ All Uses</li> </ul>

**Development Strategies**

- Neighborhood retail and a small public space. (This space could be developed as a hard surface open space with benches and other street furniture).
- Moderate density infill housing on Meta Street with ownership opportunities.
- Retail is recommended for the vacant lots on Oxnard Boulevard.

**4.8.2 Streetscape and Public Open Spaces**

Meta Street has a number of streetscape issues including the presence of overhead utilities and the lack of a street tree theme and landscaping; it lacks amenities and a character suitable for pedestrian use. The combination of these issues makes Meta Street a rather uninviting streetscape.

**Street Improvement Recommendations**

- Remove existing utility poles and lines and replace them with underground utilities.
- The sidewalks should be repaired and if possible widened to provide for comfortable pedestrian circulation.

- Develop a landscape theme with street trees planted at set intervals. This could simply be an extension of the planting schemes of the Downtown Street Tree Master Plan into the Meta Street area, which is not covered by the Master Plan.
- Provide street furniture and pedestrian scale street lighting along both sides of the street frontage.
- Provide designated pedestrian crossing zones at mid-block and intersections (identified by applying special textures and colors to their surfaces and LED lighting).

**4.8.3 Traffic and Pedestrian Circulation**

The recommended residential/commercial uses, sidewalk reconstruction, creation of intersection and mid-block pedestrian crossings, along with the expected changes in building facades within the District, will produce a new character that is more conducive to pedestrian activity. This will increase pedestrian circulation in the District, creating a livelier streetscape.

No changes in traffic patterns are warranted.

**4.8.4 Architectural Character**

The vacant and underutilized properties in the Meta District dominate the streetscape and overwhelm the few buildings that possess recognizable architecture styles. Exceptions are the billiard bar and the Mexican restaurant on the corner of 7<sup>th</sup> and Meta Streets. These are typical of the Southwest / Santa-Fe style. The new Meta Street Apartments at the northwest corner of 6<sup>th</sup> and Meta Streets are a typical, contemporary California style.

Though vacant properties dominate, the architectural features shared by the buildings in the District could be used to create some character for the District (based on these historic forms). For example: arches, a colonnade, and red brick are used. The lack of a dominant style, apart from the features above, offers some flexibility in proposing new designs. The presence of vacant lots offers an opportunity to use

architectural elements in new buildings to create a recognizable district. An appropriate contemporary architecture could use the elements mentioned above.

#### 4.9 SOUTH OF SEVENTH DISTRICT

This is the largest downtown district, at around 47 acres. As with the Meta District, the intent of this district is to create a distinct residential neighborhood within Downtown. The area already includes some large residential projects (the 105-unit Mariners Place apartments and the 95-unit Casa Marina condominiums). As envisioned, residential infill or redevelopment projects with similar or slightly higher densities could be added to create a very strong residential character to the area. The key to creating the critical mass necessary to establish this character lies in the opportunities for the reuse or redevelopment of several key properties. The existing neighborhood school (Driffill Elementary) and a new neighborhood-scale market (Vallarta Market) on “A” Street would complement the new (and existing) residential uses in the area and help to create a vital urban neighborhood.

##### 4.9.1 Land Use and Development Strategies

This District is envisioned as distinctly residential with neighborhood commercial uses and community retail facilities. The Vallarta Market on the northeast corner of “A” Street and Wooley Road will provide an important service to the increased residential development in the District.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Medium- To High-Density Residential</li> <li>▪ Limited Neighborhood - Serving Commercial Services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Commercial Services</li> <li>▪ Institutional Uses</li> </ul>

##### Development Strategies

- The development of a medium- or high-density two-story townhouses in proximity to Heritage Square would complement the existing Mariners Place apartments by providing a diversity of housing types in the District. Their site design should require a sufficient number of street ties to the adjacent neighborhoods in order to better connect all the housing of the District.
- The development of a two- to four-story high-density residential project close to the edge of the District. Such a large residential development will represent the gateway to the District. It should be designed to preserve community views to the rest of the Downtown, connect its internal pedestrian circulation with the surrounding streets, and enhance the residential image of the District.
- The development of an apartment complex in proximity to the existing Mariners Place complex to balance the need for this type of housing in the District.

##### 4.9.2 Streetscape and Public Open Spaces

The streetscapes of “A,” B, and C Streets between 7<sup>th</sup> and Wooley Streets should be maintained to emphasize the District’s identity as the major downtown residential district. Also in line with this objective, new residential development should include pedestrian and open space systems that are well coordinated with the existing streets within the District. The existing streetscape around Heritage Square is very well developed and could be used as a model for the redevelopment of the District.

##### Street Improvement Recommendations

The following measures will help to improve the pedestrian environment and contribute to the overall residential quality of the streets:

- Replicate the pedestrian enhancements around Heritage Square as remaining block faces in the District are redeveloped (i.e., textured corner bumpouts, sidewalks with planter strips).
- Locate street signage and other street furniture in the planting strip in a way that complements the overall streetscape.
- Introduce new street lighting appropriate to the pedestrian scale with an intensity of lighting that provides safety and security to the neighborhood (remove existing high-mounted cobra-head lights).

#### 4.9.3 Traffic and Pedestrian Circulation

Although no change is proposed regarding the current traffic patterns and the on-street parking, the following changes are recommended:

- Introduce traffic calming devices and residential speed limits.

#### 4.9.4 Architectural Character

The architecture of this district has a variety of styles and character: Heritage Square contains historical residential buildings that now support office uses, and the newer residential projects of high- and medium-density housing are of a contemporary style. This district has the potential to develop into a well-planned and designed residential community with a distinctive character. The following guidelines will assist in this task:

- Craftsman style architecture or elements thereof is encouraged for new residential uses.
- New residential projects should have continuous landscaped open spaces, connecting pedestrian paths with existing developments.
- The roof designs of the new developments should vary, while maintaining the scale and character of adjacent buildings. They should relate to the general character of the District.
- Entries to the new developments should provide both distinct identities and connectivity to the street and surrounding developments and other open public spaces in the neighborhood.

- Architecture styles should not be limited, but should follow some general guidelines such as the design of building facades to create shadow lines.

#### 4.10 FIVE POINTS NORTHEAST DISTRICT

This 28-acre area is currently dominated by the Royal Palms Mobile Home Park, which covers 16 acres and includes approximately 140 dwelling units, most of which are occupied by seniors and families. In addition, Villa Solimar (a 32-unit affordable housing complex) is located immediately west of Royal Palms. The remaining uses in the area are commercial uses fronting the Boulevard and Wooley Road.

##### 4.10.1 Land Use and Development Strategies

While the City does not anticipate major changes in the character of the Five Points Northeast Neighborhood in the near term, there is opportunity for privately initiated redevelopment along the Boulevard. The potential development of two- to three-story mixed-use structures along the Boulevard with retail on the street level, and residential or live/work units above would enhance the urban character of the District.

Principally Permitted/ Encouraged Uses	Zone Clearance/ CBD Design Permit Required	Special Use Permit
<ul style="list-style-type: none"> <li>▪ Residential</li> <li>▪ Commercial uses adjacent to Five Points</li> </ul>	<ul style="list-style-type: none"> <li>▪ Residential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Commercial</li> <li>▪ Institutional Uses</li> </ul>

##### 4.10.2 Streetscape and Public Open Spaces

The same recommendations regarding redevelopment of the northern part of Oxnard Boulevard apply to this section of Oxnard Boulevard. Although the type of commercial retail activity in the southern section of the Boulevard will differ from its northern section, the following street improvements should be carried out for the total length of the Boulevard within the Downtown:

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### ***Street Improvement Recommendations***

- The Oxnard Boulevard median should be lowered to allow a sense of connectivity across the boulevard; it should be planted with low growing flowering shrubs and groundcover.
- Shade trees should be planted at consistent intervals in designated sections along the sidewalks lining the boulevard.
- Pedestrian scale street lighting should be installed at regular intervals along Oxnard Boulevard.
- All pedestrian crossings should have a different texture than the street paving; slightly raised with a different pattern and color.

- Street and directional signage, landscape materials, and street furniture must be placed at calculated heights and distances so as not to impair visibility of the intersections.

### ***4.10.3 Architectural Character***

The dominant existing use in this district is the Royal Palms Mobilehome Park, which has no architectural theme. As noted above, opportunities for new development are limited to the a few properties along Oxnard Boulevard and Wooley Road. The lack of any theme offers some flexibility in proposing new designs. An appropriate contemporary architecture could use elements from adjacent districts along the Boulevard.

## 5.0 SUMMARY OF DISTRICT LAND USE RECOMMENDATIONS, DEVELOPMENT STRATEGIES, AND ACTION PRIORITIES

<p><b>Civic Center District</b></p>	<p>This district is intended mainly to support office uses and associated service retail. Public uses should be encouraged to locate in this district to confirm its identity as Oxnard’s Civic Center. Along with the many catalyst projects that are taking place in this district, there are still opportunities for further development in the district.</p> <p><b>Development Strategies</b></p> <ul style="list-style-type: none"> <li>▪ The development of more office buildings on C Street between 3<sup>rd</sup> and 4<sup>th</sup> Streets, which could potentially accommodate existing government offices that are presently located in other parts of the Downtown.</li> <li>▪ Opportunities for a new office building on “A” Street east of the library, which could be developed for private offices that need to be in proximity to government offices.</li> </ul> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Focus on completing Civic Center complex and parking structure.</li> <li>▪ Initiate discussions with public agencies with offices elsewhere in Downtown to consider moving to the Civic Center District.</li> <li>▪ Work with owners of vacant land in the area to promote projects that will accommodate new government uses.</li> </ul>
<p><b>“A” Street Retail District</b></p>	<p>“A” Street is Downtown Oxnard’s “Main Street.” Thus, the intent of the “A” Street Retail District is to sustain and enhance the existing character by continued support of retail/office mixed-use, with retail/restaurant on the street level and one or two floors of office, live-work, or residential space above. The existing scale and character of the buildings on “A” Street, together with the pedestrian-oriented streetscape, set the stage for a thriving commercial district. This includes capitalizing on the district’s mid-block alleys and paseos to add visual interest and streetscape amenities, as well as additional access and enhanced visibility to ground-floor uses.</p> <p><b>Development Strategies</b></p> <ul style="list-style-type: none"> <li>▪ A multi-story parking structure to accommodate the projected demand for parking generated by new development. It would also accommodate some of the parking now occupying the plaza on the SE corner of 4<sup>th</sup> Street and Oxnard Boulevard, freeing it to be used to create a development of retail stores surrounding an open public space.</li> <li>▪ Mixed-use development, with retail on the ground floor and offices or residential above.</li> <li>▪ Improve or increase the retail space for many of the existing structures on “A” Street by either adding an extra floor to the existing structure or by adding adjacent square footage.</li> <li>▪ Allow retail stores, offices, and other businesses on “A” Street to have double access and visibility from both “A” Street and the alley.</li> <li>▪ New structures in the “A” Street Retail District should be designed in such a way as to provide commercial and retail services from the ground floor, preferably from a storefront condition. Existing retail space within the district shall not be permitted to convert to non-retail uses. Existing offices within purpose-built office buildings shall be allowed to continue.</li> </ul> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Initiate a parking structure and parking district feasibility study to determine the most appropriate location(s) for a new structure in the “A” Street District, and parking facilities in the balance of Downtown.</li> <li>▪ Continue to promote “A” Street as Downtown Oxnard’s “Main Street.”</li> </ul>

<p><b>Plaza Entertainment and Arts District</b></p>	<p>The intent of the Plaza Arts and Entertainment District is to provide for a mixture of urban uses with an emphasis on entertainment and arts uses, as well as supporting service uses (including restaurants and specialty retail). The focal points of the district are Plaza Park, the new movie theater, and the Carnegie Museum. The complete revitalization of this district should, however, entail the following development strategies:</p> <p><b>Development Strategies</b></p> <ul style="list-style-type: none"> <li>▪ A specialty retail complex that could include the expansion of the Carnegie Art Museum. (This could serve as contemporary and historical landmark structures respectively.)</li> <li>▪ All blocks surrounding Plaza Park should be considered for mixed-use commercial/office/residential space.</li> <li>▪ Plaza Park should expand north to connect with the Carnegie Museum and adjacent buildings (eliminating the section of 5<sup>th</sup> Street between B and C Streets on the north of the Plaza Park).</li> <li>▪ A multi-level parking structure that could serve patrons of the proposed movie theatre complex, Plaza Park, Carnegie Center, and adjacent retail stores. This proposed parking could also serve the adjacent Downtown Commercial District. The ground floor could also have some commercial activity.</li> <li>▪ A new residential project south of the currently unoccupied, historic Vogue Theatre, while encouraging the theatre building to remain as an architectural landmark, with the internal use varying to address market demand.</li> <li>▪ CBD zoning provisions should be modified to allow up to 85 dwelling units per acre and up to 6 stories by special permit.</li> </ul> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Continue working with private development interests to promote projects consistent with the development strategies described above.</li> <li>▪ Parking structure feasibility study (see “A” Street Retail District)</li> </ul>
<p><b>Transportation Center District</b></p>	<p>The presence of excellent transportation access, coupled with the adjacent land that appears ripe for redevelopment, offers strong opportunities for the establishment of transit-oriented uses. Sufficient parking would have to be provided to accommodate parking demand associated with the OTC and other uses along 5<sup>th</sup> Street.</p> <p><b>Development Strategies</b></p> <ul style="list-style-type: none"> <li>▪ A commercial plaza at the southeast corner of 4<sup>th</sup> Street and Oxnard Boulevard (the area currently used for surface parking). Retail stores/restaurants/cafes could be built on the northern and southern boundaries of the site, defining the block while keeping the interior as an open, hard-space public plaza with interactive public art. The retail/restaurant/café would be accessible from both the plaza and the streets. The plaza would expand the Downtown to the east, help connect the OTC to the rest of the Downtown, and act as a pleasant transportation gateway into Downtown.</li> <li>▪ Implementation of the adopted <i>OTC Master Plan</i> which addresses the need for additional parking, the need for better circulation within and around the site, and the need to create a better pedestrian path within the district.</li> </ul> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Develop a plan for establishing a commercial plaza at 4<sup>th</sup> Street and Oxnard Boulevard.</li> <li>▪ Parking structure feasibility study (see “A” Street Retail District)</li> </ul>
<p><b>Meta Street District</b></p>	<p>The vision of the Meta District is to establish a unique, mixed-use urban neighborhood. To achieve this vision, future development would consist of medium-density infill housing and neighborhood-oriented retail uses. The following development strategies for more infill housing and retail would balance the housing stock (by introducing market rate housing to complement the two ongoing affordable housing project in the neighborhood), and would provide new retail opportunities:</p>

	<p><b>Development Strategies</b></p> <ul style="list-style-type: none"> <li>▪ The 6<sup>th</sup> Street intersection could be developed for commercial and community function with retail at the intersection and a small public space along the south edge of 6<sup>th</sup> Street between the alley and Meta Street.</li> <li>▪ Infill housing on 6<sup>th</sup> and Meta Streets.</li> <li>▪ Retail is recommended for vacant lots on 7<sup>th</sup> Street and Oxnard Boulevard.</li> </ul> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Prepare and adopt a utility undergrounding ordinance that requires project developers to either bury overhead utilities or contribute in-lieu fees to support a City-sponsored program to do so.</li> <li>▪ Work with the Southern California Edison to acquiring funding for utility undergrounding under the PUC’s Rule 20.</li> <li>▪ Prepare a streetscape improvement plan for Meta and 6<sup>th</sup> Streets that would further the strategies listed above.</li> </ul>
<p><b>South of Seventh District</b></p>	<p>The South of Seventh District is the largest downtown district and is intended to evolve into an urban residential neighborhood. The eventual conversion of existing non-residential uses to mid- to high-density residential uses will enhance the already-established residential character of the district. This will result in the further envelopment of Downtown’s office, retail, and entertainment districts with residential neighborhoods that will provide vitality and contribute substantially to the built-in consumer base for the other districts.</p> <p><b>Development Strategies</b></p> <ul style="list-style-type: none"> <li>▪ The development of a medium / high density two-story townhouses, in proximity to Heritage Square would complement the existing residential uses by providing a diversity of housing in the district. The site design of any new projects should ensure connectivity with the adjacent neighborhoods.</li> <li>▪ The development of a two to four-story high-density condominiums close to the edge of the district. Such a large residential development will represent the gateway to the district. It should be designed to preserve community views to the rest of the downtown, connect its internal pedestrian circulation with the surrounding streets, and enhance the residential image of the district.</li> <li>▪ The development of an apartment complex in proximity to the existing Mariners Place complex to balance the need for this type of housing in the district</li> <li>▪ The development of a small-scale street corner facility for neighborhood services</li> </ul> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Meet with public agency property owners in the area (i.e., the County, School District) to discuss prospects for relocating existing operations to the Civic Center District, thus opening-up opportunities for residential development in the South of Seventh District.</li> <li>▪ Pursue undergrounding program (see discussion under Meta District).</li> <li>▪ Work with owners of vacant properties along Oxnard Boulevard to identify appropriate infill projects.</li> </ul>
<p><b>Five Points Northeast District</b></p>	<p>The Five Points Northeast District will continue to be anchored by residential uses in the interior of its blocks, but will be buoyed by the addition of new retail and mixed-use projects along Oxnard Boulevard and Wooley Road. These new projects could range from two- to three-story mixed-use structures with retail or office uses on the street level and residential units above to high-volume retail uses dependent on automobile transportation.</p> <p><b>Action Priorities</b></p> <ul style="list-style-type: none"> <li>▪ Work with owners of vacant properties along Oxnard Boulevard to identify appropriate infill projects.</li> </ul>



## 6.0 SUMMARY OF GENERAL RECOMMENDATIONS

Urban Systems	Urban Elements	Recommendations	Implementation Responsibility
Utilities	Overhead Utilities	<ul style="list-style-type: none"> <li>Replace the overhead lines on 3<sup>rd</sup> Street, Meta Street, and the alleyways with underground utilities.</li> </ul>	<ul style="list-style-type: none"> <li>Public Works</li> <li>Community Development</li> <li>Private Development Interests</li> <li>Utility Companies</li> </ul>
Streets	Street Lights	<ul style="list-style-type: none"> <li>Replace the high-mounted, widely spaced cobra-head light poles located at downtown street intersections with pedestrian scale streetlights that match the existing style.</li> <li>Install streetlights at regular intervals to create a dynamic environment that illuminates the downtown architecture and street landscape, ensures nighttime pedestrian security, and facilitates the safe movement of vehicles.</li> <li>Use standard light fixtures throughout the downtown to reinforce a sense of identity and arrival to the downtown.</li> </ul>	<ul style="list-style-type: none"> <li>Public Works</li> <li>Community Development</li> </ul>
	Street Pavement and Sidewalks	<ul style="list-style-type: none"> <li>Consider establishing a special assessment district for the financing of improvements within the public right-of-way, such as medians, utilities, and streetscapes.</li> <li>Street improvements for Oxnard Boulevard, "A" Street, and B Street should include the following:                             <ul style="list-style-type: none"> <li>Lower the height of the existing median on Oxnard Boulevard and plant it with low-growing flowering shrubs and groundcover.</li> <li>Apply decorative paving patterns and textures on the sidewalks to clearly identify the pedestrian paths and the street furniture strip.</li> <li>Provide colored concrete pavers at mid-block and street intersections to mark pedestrian crossings.</li> <li>Increase sidewalk width on B Street and Oxnard Boulevard, as a long-term improvement strategy.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Community Development</li> <li>Public Works</li> </ul>
	Street Trees and Landscaping	<ul style="list-style-type: none"> <li>Implement the Downtown Street Tree Master Plan.</li> <li>Add planter strips that contain tree wells and plant types that will contribute a variety of color to the streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>Recreation and Community Services</li> <li>Public Works</li> </ul>
	Street Furniture	<ul style="list-style-type: none"> <li>Add street furniture (including bus shelters, benches and refuse containers) to all downtown streets.</li> </ul>	<ul style="list-style-type: none"> <li>Public Works</li> </ul>

Urban Systems	Urban Elements	Recommendations	Implementation Responsibility
		<ul style="list-style-type: none"> <li>▪ Add seating areas to bus shelters and strategically selected locations along pedestrian paths.</li> <li>▪ Bus shelters, paving patterns, light posts, benches, and all other street furniture designs should be of consistent design and quality throughout the downtown district in order to clearly define and create an identity for the downtown, including a sense of connection between downtown districts.</li> </ul>	
<b>Signage</b>	Street and District Signs	<ul style="list-style-type: none"> <li>▪ Add specific district signs representing the seven proposed districts within Downtown to help establish district identities. These signs should include district logos that signal the defining character of each district. The proposed directional signs should also include Downtown maps with distances between locations, and locations of important landmarks and destinations. The design of the signs should be integrated with the street furniture and total streetscape design.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community Development</li> <li>▪ Public Works</li> </ul>
<b>Common Areas</b>	Plazas, Sculptures and Murals	<ul style="list-style-type: none"> <li>▪ All new government buildings, and high-density mixed-use projects should incorporate in their design common public areas/plazas that display public art of the kind that invites participation and interaction.</li> <li>▪ Public plazas should connect to each other, and to the surrounding streets, and alleys in order to enhance pedestrian activity within the downtown.</li> <li>▪ The City has an adopted Art-In-Public-Places policy, which requires significant art works in major new developments.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development Services</li> <li>▪ Community Development</li> </ul>
<b>Architectural Design</b>	Buildings	<p>The use of any particular architectural style should not be dictated in any downtown district. However, the use of design elements from any particular style in contemporary Design should be encouraged. The following are district specific recommendations:</p> <p><b>Civic Center District</b></p> <ul style="list-style-type: none"> <li>▪ New government buildings in the Civic Center district should be image making, designed to reflect the regional and cultural history of the area, and act as landmarks for the community. The proposed new buildings should be designed to connect firmly to the street and to the surrounding structures. Contemporary, sustainable design</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development Services</li> <li>▪ Community Development</li> </ul>

Urban Systems	Urban Elements	Recommendations	Implementation Responsibility
		<p>should be encouraged, with flexibility in the use of building material and colors.</p> <ul style="list-style-type: none"> <li>▪ Taller government and office buildings should relate to the common 2-3 story height of the downtown by being set back from the street enough to include public plazas on the street frontage.</li> </ul> <p><b>“A” Street Retail District</b></p> <ul style="list-style-type: none"> <li>▪ Vacant sites on Oxnard Boulevard and renovations on “A” Street present opportunities to add new and original contemporary designs that will enhance and complement the existing architecture on the Boulevard and on “A” Street. The exterior building design of these new structures should coordinate the use of building materials, forms, and / or color with existing structures in order to create an identifiable character for the district.</li> </ul> <p><b>The Transportation Center District</b></p> <ul style="list-style-type: none"> <li>▪ The distinctive characteristics of the OTC building and its exclusive use of bricks could be repeated as architectural elements (either conceptual or a direct repetition) in the development of new projects in the Transportation Center District.</li> </ul> <p><b>Meta Street District</b></p> <ul style="list-style-type: none"> <li>▪ The architectural features shared by some existing buildings in the Meta Street District could be used to create a character for the district. These should be incorporated into new, contemporary designs for new buildings in order to create a distinctive character for the Meta District.</li> </ul> <p><b>Plaza Entertainment and Arts District</b></p> <ul style="list-style-type: none"> <li>▪ Contemporary forms and contemporary materials should be used in the development of any new buildings in this district. The contrast of styles between the existing Carnegie Museum and the proposed new buildings will distinguish the district among the others in the downtown.</li> </ul> <p><b>The South of Seventh District</b></p> <ul style="list-style-type: none"> <li>▪ The new residential developments in the South of Seventh District should have continuous landscaped open spaces that</li> </ul>	

Urban Systems	Urban Elements	Recommendations	Implementation Responsibility
		<ul style="list-style-type: none"> <li>connect pedestrian paths with existing developments.</li> <li>▪ New roof designs should vary while maintaining the scale and character of adjacent buildings; they should relate to the general character of the district.</li> <li>▪ Entries to proposed new developments should provide both distinct identities and connectivity to surrounding developments and other open public spaces within the existing neighborhood.</li> </ul>	
	Building Heights on Oxnard Boulevard, "A" Street, and around Plaza Park	<ul style="list-style-type: none"> <li>▪ New buildings should be allowed to exceed the CBD height limitations of 45 feet in exchange for public space on the project site (upon the approval of the Downtown Design Review Committee) or other amenity acceptable to the City.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development Services</li> <li>▪ Community Development</li> </ul>
<b>Traffic and Pedestrian Circulation</b>	Crosswalks and Pedestrian Paths	<ul style="list-style-type: none"> <li>▪ No changes are recommended in the existing traffic pattern. However, raised crosswalks at mid-block and street intersections would help cause traffic calming in the three-block area between Oxnard Boulevard (on the east) and D Street (on the west).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community Development</li> <li>▪ Public Works</li> <li>▪ Development Services</li> </ul>
<b>Parking</b>	Parking Structures and Surface Lots	<ul style="list-style-type: none"> <li>▪ Shared parking facilities in the downtown are strongly encouraged in order to eliminate the need for surface parking lots. New commercial and mixed use developments should share space in the proposed new parking structures; the number of parking spaces allocated to each will be based on each business's actual usage, and operating hours.</li> </ul> <p><b>Parking Districts and Parking In-Lieu Payments</b></p> <ul style="list-style-type: none"> <li>▪ Consider a Downtown parking district to fund parking structures and surface parking improvements.</li> <li>▪ All new downtown development, new additions, and each change of use that necessitates more parking within the district should adhere to the City's guidelines regarding parking space requirements. They must provide the required number of parking spaces relative to their size, or pay a fee on a per-space basis.</li> <li>▪ A system of in-lieu payments will facilitate the development of smaller sites within the Downtown area as it allows developers to confine their land acquisition to the development site only. It will maximize the site's potential</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development Services</li> <li>▪ Community Development</li> </ul>

Urban Systems	Urban Elements	Recommendations	Implementation Responsibility
		<p>and make it more attractive for development. It is also beneficial to the city because the fees, acquired from many developers, will enable the city to build public parking structures within the downtown.</p> <ul style="list-style-type: none"> <li>▪ The fee/parking space requirement should be a formula based on the total number of parking spaces in the immediate area (within 1,000 feet of the nearest point of the subject property) and the projected cost of building a public parking structure per space.</li> <li>▪ New parking structures should be placed along the main pedestrian streets, and should include retail or commercial office on the ground level.</li> <li>▪ Parking structure ingress and egress, if applicable, should be placed on the existing alleys and should be well-defined to minimize interference with pedestrian and car circulation.</li> <li>▪ Parking lots should be screened at their periphery while still allowing observation into the lot.</li> </ul>	
Alleyways		<ul style="list-style-type: none"> <li>▪ Alleyways should have identified paved pedestrian paths</li> <li>▪ Improve pedestrian access across alleys.</li> <li>▪ Replace existing high mounted cobra-head lights with pedestrian scale lights.</li> <li>▪ Replace overhead utility lines with underground utilities.</li> <li>▪ Enhance rear entries to commercial buildings where provided.</li> <li>▪ Provide additional landscape material on the alley, and at rear of commercial buildings.</li> <li>▪ Protect the alleys' north/south view corridors from obstruction.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Public Works</li> <li>▪ Community Development</li> </ul>
Gateways		<p>Four well identified entry points to the Downtown should be established through land use adjustments, graphic design, and landscape design, as follows:</p> <p><b>The Overpass on Oxnard Boulevard and 3<sup>rd</sup> Street</b></p> <ul style="list-style-type: none"> <li>▪ A graphic representation of the Downtown logo should be displayed on the currently blank surfaces of the Overpass.</li> <li>▪ Redesign the access roads to the overpass to reflect the concept of a gateway.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Development Services</li> <li>▪ Public Works</li> <li>▪ Community Development</li> </ul>

Urban Systems	Urban Elements	Recommendations	Implementation Responsibility
		<ul style="list-style-type: none"> <li>▪ Incorporate some of the materials and colors from the graphics in all the road paving and landscaping in order to unify all the gateway elements.</li> </ul> <p><b>East 5<sup>th</sup> Street as it intersects with the Railroad Tracks</b></p> <ul style="list-style-type: none"> <li>▪ Reconstruct the road section of 5<sup>th</sup> Street east of the Ventura County railroad tracks to Rose Avenue, providing turning lanes and traffic islands.</li> <li>▪ Plant trees and shrubs on both sides of 5<sup>th</sup> Street from Rose Avenue to Oxnard Boulevard, including the existing island on the south side of 5<sup>th</sup> between Richmond and Mountain View Avenues.</li> <li>▪ Sponsor a facade improvement plan for the section of 5<sup>th</sup> Street between the railroad tracks and Oxnard Boulevard.</li> <li>▪ Develop a specific area plan for the 5<sup>th</sup> Street corridor between Rice Avenue and Oxnard Boulevard to guide streetscape improvements, and examine existing areas for reuse when land use transition occurs.</li> <li>▪ Consider a freestanding structure in the form of a gate just across the railroad tracks on 5<sup>th</sup> Street framing the view of the Downtown and defining the eastern gateway.</li> </ul> <p><b>The Five Points Intersection</b></p> <ul style="list-style-type: none"> <li>▪ Request the developers of the four corner sites at the Five Points intersection to contribute a small open space from the anticipated redevelopment for the display of public art</li> <li>▪ Connect the four open spaces resulting at the four corners of the intersection with well-defined pedestrian pathways.</li> <li>▪ The proposed larger open space made out of independent smaller open spaces displaying public art and connected by pedestrian pathways should create a unique Southern gateway to Downtown.</li> </ul> <p><b>The 5<sup>th</sup> and C Street intersection</b></p> <ul style="list-style-type: none"> <li>▪ This is a well-defined entry point to the Downtown; the Plaza Park, the Carnegie Museum, and the new theater are visible to both pedestrians and automobiles as they approach the Downtown on 5<sup>th</sup> Street.</li> </ul>	

# Appendix I

# **AMENDED AND RESTATED REDEVELOPMENT PLAN**

**for the:**

## **MERGED DOWNTOWN RENEWAL (R-108) AND CENTRAL CITY REVITALIZATION PROJECT AREA**

**Adopted by the:**

**OXNARD COMMUNITY DEVELOPMENT COMMISSION**

**Date Adopted: June 27, 2000; Resolution No. 57**

**Adopted by the:**

**OXNARD CITY COUNCIL**

**Date Adopted: July 18, 2000; Ordinance No. 2526**

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**AMENDED AND RESTATED REDEVELOPMENT PLAN  
FOR THE  
MERGED DOWNTOWN RENEWAL (R-108) AND CENTRAL CITY REVITALIZATION  
PROJECT AREA**

**I. [§100] INTRODUCTION**

**A. [§101] Scope**

This is the Amended and Restated Redevelopment Plan for the Merged Downtown Renewal (R-108) and Central City Revitalization Project Area (the "Merged Project Area") in the City of Oxnard (the "City"), County of Ventura, State of California, and consists of the Text, the Project Area Map (Attachment A) the Legal Description of the Project Area Boundaries (Attachment B), the Eminent Domain Exclusions (Attachment C), the Proposed Public Projects (Attachment D), the Redevelopment Land Use Map (Attachment E). This Amended and Restated Redevelopment Plan has been prepared by the Community Development Commission of the City of Oxnard (the "Commission" or "CDC") pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 et seq.), the California Constitution and all applicable local laws and ordinances.

This Amended and Restated Redevelopment Plan replaces and supercedes the Redevelopment Plans for the: (i) Downtown Renewal (R-108) Project adopted by Ordinance No. 1142 on May 14, 1968, and as further amended by Ordinance No. 2075 on May 6, 1986, Ordinance No. 2344 on November 8, 1994, and Ordinance No. 2478 on January 12, 1999, imposing various operative dates and financial limits in compliance with California Redevelopment Law; and (ii) Central City Revitalization Project adopted by Ordinance No. 1524 on July 6, 1976, and as further amended by Ordinance 1744 on February 6, 1979, adding authority for the acquisition of real property, providing relocation assistance and authorizing a Project Area Committee, Ordinance 2038 on May 7, 1985, adding 138 acres of new territory to the original Project Area, hereinafter referred to as "CCRP Annex", Ordinance 2075 on May 6, 1986 Ordinance No. 2343 on November 8, 1994, Ordinance No. 2477 on January 12, 1999, imposing various operative dates and financial limits in compliance with California Redevelopment Law, Ordinance No. 2524 on July 18, 2000, adding tax increment and eminent domain authority to the CCRP Annex and establishing initial statutory limits, and Ordinance No. 2525 on July 18, 2000, merging the Downtown Renewal (R-108) and Central City Revitalization Projects. This Amended and Restated Redevelopment Plan was adopted by Ordinance No. 2526 on, July 18, 2000, and revises various deadlines and financial limits, as provided in Community Redevelopment Law, and incorporates textual changes to reflect current law.

B. [§102] Definitions

Except where otherwise noted, the definitions appearing in this Section apply throughout this Plan.

1. [§103] “Community Redevelopment Law” or “CRL”

The term “Community Redevelopment Law” means and includes the provisions set forth in California Health and Safety Code Sections 33000 et.seq. Except as otherwise noted, the definitions of general terms which are contained in the Community Redevelopment Law (“CRL”) govern the construction of this Plan.

2. [§104] “Redevelopment Plan” or “Plan”

“Redevelopment Plan” means the Amended and Restated Redevelopment Plan for the Merged Downtown Renewal (R-108) and Central City Revitalization Project Area adopted on July 18, 2000, by City Council Ordinance No. 2526. The Amended and Restated Redevelopment Plan is hereafter referred to as “Redevelopment Plan” or “Plan.”

3. [§105] Project Area

The term “Project Area” or “Merged Project Area” means and includes the area shown on the “Project Area Map” (Attachment A) and described in the “Legal Description of the Project Area Boundaries” (Attachment B).

a. [§105.1] Constituent Projects

The term “Constituent Projects” means and includes the Downtown Renewal (R-108) and Central City Revitalization Projects. The Constituent Projects are individually referred to as “Project” or “Constituent Project.”

b. [§105.2] Merged Project

The term “Merged Project” means and includes the Downtown Renewal (R-108) and Central City Revitalization Projects. The Merged Project has been combined for financing purposes as permitted by Sections 33485-33489 of the CRL.

c. [§105.3] Urban Renewal Plan

In order that the Downtown Renewal Project may qualify for federal financial assistance, this Redevelopment Plan also functions as an Urban Renewal Plan under federal law. For federal purposes, this Constituent Project has been designated as Downtown Renewal Area Project Number 1 (California R-108).

C. §106] Authority

The CDC is constituted under the authority of Section 34110 et. seq. of the California Health and Safety Code. By Ordinance No. 2358 adopted on February 7, 1995, the City Council of the City of Oxnard is designated as the CDC for purposes of administering redevelopment and community development functions as are from time to time designated by the legislative body. This Plan provides the CDC with powers, duties and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation and revitalization of the Project Area. Because of the long-term nature of this Plan and the need to retain in the CDC the flexibility to respond to market and economic conditions, property owner and developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or select from among possible specific projects for the redevelopment, rehabilitation and revitalization of any area within the Project Area, nor does this Plan present an exhaustive list of potential programs and implementing actions that may be used to solve or alleviate the concerns and problems of the community relating to the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established and specific solutions will be proposed, and by which tools are provided to the CDC to fashion, develop and proceed with such specific plans, projects and solutions.

D. §107] General Plan Consistency

The proposed redevelopment of the Project Area is consistent with the General Plan for the City of Oxnard adopted by the City Council of the City of Oxnard (the "City Council") as it exists as of the date of adoption of this Plan. In the event of any conflict between the provisions of the Plan and the provisions of the City's General Plan, the General Plan shall control.

E. §108] Project Area Goals and Objectives

The Redevelopment Plan provides a mechanism by which the CDC can utilize a range of projects and programs and work with residents, businesses and property owners, to alleviate the blighted conditions that exist in the Project Area. The following goals and objectives have been identified for the Project Area and the Community to attain the purposes of the CRL.

1. Establish, by effective use of the redevelopment process, a planning and implementation framework that will ensure proper, long-term development of identified blighted areas.

2. Eliminate and prevent the spread of blight and deterioration, and the conservation and rehabilitation of the Project Area in accordance with the City's General Plan, applicable Specific Plans, and other local codes and ordinances.

3. Re-plan, redesign, and redevelop underdeveloped or poorly developed areas that are underutilized or improperly utilized.
4. Strengthen the economic base of the Project Area by redevelopment and rehabilitation of structures and the installation of needed improvements.
5. Promote private sector investment within the Project Area.
6. Provide, through economic growth, for increased sales tax revenue, business licensee fees, and other fees, taxes and revenues to the City of Oxnard.
7. Eliminate or mitigate certain environmental deficiencies such as insufficient off-street and on-street parking, storm water drainage, and other similar public improvements, facilities and utility- deficiencies that adversely affect the Project Area.
8. Create local job opportunities and preserve the existing employment base.
9. Preserve and rehabilitate existing low- and moderate-income housing.
10. Provide, by rehabilitation or new construction, improved housing for individuals and/or families of very-low, low or moderate incomes.

F. [\$109] Merged Project

Upon the effective date of the ordinance merging the Constituent Project Areas, the Downtown Renewal (R-108) Project Area and the Central City Revitalization Project Area (as amended to incorporate the territory within the CCRP Annex) are hereby merged and may, collectively, hereinafter be known and referred to as the "Merged Project Area." The Downtown Renewal (R-108) and Central City Revitalization Projects are merged so that the taxes attributable to each Constituent Project Area which are allocated to the CDC pursuant to Section 33670(b) of the CRL shall be allocated to the entire Merged Project Area for the purpose of paying the principal of, and interest on, indebtedness incurred by the CDC to finance or refinance, in whole or in part, the Merged Project, except that any such taxes attributable to a Constituent Project Area shall first be used to pay indebtedness in compliance with the terms of any bond resolution or other agreement pledging such taxes from that Constituent Project Area, which resolution or other agreement was adopted or approved by the CDC prior to the merging of the Downtown Renewal (R-108) and Central City Revitalization Projects. Except as otherwise noted herein, tax increment revenue attributed to each Constituent Project Area may be used for any lawful purpose in either or both of the Downtown Renewal (R-108) or Central City Revitalization Projects.

## II. [§200] DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area are shown on the "Project Area Map," attached hereto as Attachment A, and described in the "Legal Description of the Project Area Boundaries," attached hereto as Attachment B, and incorporated herein by reference.

## III. [§300] PROPOSED REDEVELOPMENT ACTIONS

### A. [§301] General

The CDC proposes to eliminate and prevent the spread of blight and deterioration in the Project Area and to accomplish the goals of this Plan as set forth in Section 111 by:

1. The acquisition of property;
2. The demolition or removal of certain buildings and improvements;
3. The provision for participation by owners of property in the Project Area and the extension of preferences to business occupants desiring to reestablish within the redeveloped portions of the Project Area;
4. The management of any property under the ownership and control of the CDC;
5. The provision of relocation assistance to displaced occupants of acquired property;
6. The installation, construction or reconstruction of streets, utilities and other public facilities and improvements;
7. The disposition of property for uses in accordance with this Plan;
8. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
9. The rehabilitation of structures and improvements by present owners, their successors and the CDC;
10. Assisting in the construction, improvement and preservation of affordable housing;

11. The assembly of adequate sites for the development and construction of industrial, retail, residential, and commercial facilities, and the resulting increase in employment opportunities; and
12. Other actions as appropriate.

In the accomplishment of these purposes and activities, and in the implementation and furtherance of this Plan, the CDC is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

B. §302 Participation Opportunities and Extension of Preferences for Reentry Within Redeveloped Project Area

1. §303 Owner Participation Rules

In accordance with this Plan and the rules for owner participation adopted by the CDC pursuant to this Plan and the Redevelopment Law, persons who are owners of real property in the Project Area shall be given the opportunity to participate in redevelopment by rehabilitation, retention of improvements, or new development, by retaining all or a portion of their properties, acquiring and developing adjacent or other properties in the Project Area, or selling their properties to the CDC and purchasing and developing other properties in the Project Area.

If conflicts develop between the desires of participants for particular sites or land uses, the CDC is authorized to establish reasonable priorities and preferences among the participants.

In accordance with this Plan and the rules for preferences for business occupants to re-enter redeveloped areas within the Project Area, adopted by the CDC pursuant to this Plan and the Redevelopment Law, the CDC shall extend reasonable preferences to persons who are engaged in business in the Project Area to re-enter in business within the redeveloped area if they otherwise meet the requirements prescribed by the Plan.

2. §304 Owner Participation Agreements

The CDC may require that, as a condition to participating in redevelopment, each participant who has submitted an acceptable proposal to the CDC shall enter into a binding agreement with the CDC by which the participant agrees to rehabilitate, develop or use and maintain the property in conformance with this Plan and to be subject to the provisions hereof. In such agreements, participants who retain real property shall be required to join in the recordation of such documents as are necessary to make the provisions of this Plan applicable to their properties.

Whether or not a participant enters into a participation agreement with the CDC, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant fails or refuses to maintain, or rehabilitate or newly develop their real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the CDC.

C. [§305] Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the redevelopment of the Project Area. The CDC shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The CDC, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The CDC, however, will seek the cooperation of all public bodies, which own or intend to acquire property in the Project Area. Any public body, which owns or leases property in the Project Area, will be afforded all the privileges of owner participation if such public body is willing to enter into a participation agreement with the CDC.

The CDC is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures or other improvements within or without the Project Area, which land, buildings, facilities, structures or other improvements are or would be of benefit to the Project Area.

D. [§306] Property Acquisition

1. [§307] Real Property

Except as specifically exempted herein, the CDC may acquire, but is not required to acquire, any real property located in the Project Area by any means authorized by law. The CDC shall not acquire, by eminent domain, any property on which any persons reside.

It is in the public interest and is necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the CDC to acquire real property in the Project Area which cannot feasibly be acquired by gift, devise, exchange, purchase or any other lawful method. Eminent domain proceedings, if used, must be commenced within twelve (12) years from the date the City Council ordinance adopting this Amended and Restated Redevelopment Plan becomes effective.

The CDC is authorized to acquire structures without acquiring the land upon which those structures are located. The CDC is authorized to acquire either the entire fee or any other interest in real property less than a fee.

The CDC shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner unless: (a) such building requires structural alteration, improvement, modernization or rehabilitation; (b) the site, or lot on which the building is situated, requires modification in size, shape or use; or (c) it is necessary to impose upon such property any of the controls, limitations, restrictions and requirements of this Plan, and the owner fails or refuses to execute a participation agreement in accordance with the provisions of this Plan.

The CDC is not authorized to acquire real property owned by public bodies, which do not consent to such acquisition. The CDC is authorized, however, to acquire public property transferred to private ownership before redevelopment of the Project Area is completed.

The CDC is not authorized to acquire real property by eminent domain for those properties which conform to this Plan and for which a Certificate of Conformance has been issued to qualifying properties prior to adoption of this Plan. Properties for which a Certificate of Conformance has been issued are listed in the "Eminent Domain Exclusions," attached hereto as Attachment C, incorporated by reference herein. The exclusion from eminent domain shall continue so long as the qualifying property continues to conform to this Plan and such further terms and conditions as the CDC may require as necessary or appropriate to carry out this Plan.

## 2. [§308] Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the CDC is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain, except as to those properties for which a Certificate of Conformance has been issued pursuant to Section 309.

## F. [§309] Property Management

During such time as property, if any, in the Project Area is owned by the CDC, such property may be under the management and control of the CDC. Such property may be rented or leased by the CDC pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the CDC may adopt.

G. §310 Payments to Taxing Agencies

In accordance with Section 33401 of the CRL, in any year during which it owns property in the Project Area, the CDC is authorized, but not required, to pay directly to any city, county, city and county, district, including, but not limited to, a school district, or other public corporation for whose benefit a tax would have been levied upon such property had it not been exempt, an amount of money in lieu of taxes.

H. §311 Relocation of Persons (including Individuals and Families), Business Concerns and Others Displaced by CDC Undertakings

1. §312 Assistance in Finding Other Locations

In order to carry out the redevelopment of the Project Area with a minimum of hardship to persons (including individuals and families), business concerns and others, if any, displaced from their respective places of residence or business by the CDC, the CDC, to the extent required by law, shall assist such persons (including individuals and families), business concerns and others in finding new locations that are decent, safe, sanitary, within their respective financial means, in reasonably convenient locations and otherwise suitable to their respective needs. The CDC may also provide housing inside or outside the Project Area for displaced persons.

2. §313 Relocation Payments

The CDC shall make relocation payments to persons (including individuals and families), business concerns and others displaced by the CDC for moving expenses and direct losses of personal property and additional relocation payments as may be required by law. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260 et seq.) and CDC rules and regulations adopted pursuant thereto. The CDC may make such other payments as may be appropriate and for which funds are available.

I. §314 Demolition, Clearance, and Building and Site Preparation

1. §315 Demolition and Clearance

The CDC is authorized to demolish and clear buildings, structures and other improvements from any real property acquired.

2. §316 Preparation of Building Sites

The CDC is authorized to prepare, or cause to be prepared, as building sites, any real property in the Project Area owned or acquired by the CDC. In connection therewith, the CDC may cause, provide for or undertake the installation or construction of streets, utilities, parks, playgrounds and other public improvements necessary to carry out this Plan. The CDC is also authorized to construct foundations,

platforms and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, industrial and other uses provided in this Plan.

J. §317] Property Disposition and Development

1. §318] Real Property Disposition and Development

a. §319] General

For the purposes of this Plan, the CDC is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust or otherwise dispose of any interest in real property. To the extent permitted by law, the CDC is authorized to dispose of real property by negotiated lease, sale or transfer without public bidding. Property acquired by the CDC for rehabilitation and resale shall be offered for resale within one (1) year after completion of rehabilitation or an annual report concerning such property shall be published by the CDC as required by law.

Real property acquired by the CDC may be conveyed by the CDC without charge to the City and, where beneficial to the Project Area, without charge to any public body. All real property acquired by the CDC in the Project Area, except property conveyed by the CDC to the City or any other public body, shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

All purchasers or lessees of property acquired from the CDC shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the CDC fixes as reasonable, and to comply with other conditions which the CDC deems necessary to carry out the purposes of this Plan.

b. §320] Disposition and Development Documents

The CDC shall reserve such powers and controls in the disposition and development documents as may be appropriate to assure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements and declarations of restrictions of the CDC may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the CDC, such documents, or portions thereof, shall be recorded in the office of the Recorder of the County.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area. All property sold, leased, conveyed or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases or contracts for the sale, lease, sublease or other transfer of land in the Project Area shall contain such nondiscrimination and non-segregation clauses as required by law, including, but not limited to the clauses required by Section 33436 of the CRL.

c. §321] Development by the CDC

To the extent now or hereafter permitted by law, the CDC is authorized to pay all or part of the value of the land for and the cost of the installation and construction of any building, facility, structure, or other improvement which is publicly owned either within or without the Project Area, if the City Council determines that the buildings, facilities, structures, or other improvements are of benefit to the Project Area or the immediate neighborhood in which the Project is located, and that no other reasonable means of financing such buildings, facilities, structures, or other improvements are available, and that the payment of funds involved will assist in the elimination of one or more blighting conditions inside the Project Area. The CDC may enter into contracts, leases and agreements with the City or other public body or entity pursuant to this Section and the obligation of the CDC under such contract, lease or agreement shall constitute an indebtedness of the CDC which may be made payable out of the taxes levied in the Project Area and allocated to the CDC under subdivision (b) of Section 33670 of the Redevelopment Law and under Section 500 of this Plan, or out of any other available funds. Each facility referred to in the "Proposed Public Projects," attached hereto as Attachment D and incorporated herein by reference, is eligible for CDC funding. This Redevelopment Plan does not obligate the CDC to finance or otherwise assist the installation or construction of any particular facility or improvement.

d. §322] Development Plans

All development in the Project Area must conform to this Plan and the applicable City design review standards.

2. §323] Personal Property Disposition

For the purposes of this Plan, the CDC is authorized to lease, sell, exchange, transfer, assign, pledge, encumber or otherwise dispose of personal property which is acquired by the CDC.

K. [§324] Rehabilitation, Conservation and Moving of Structures

1. [§325] Rehabilitation and Conservation

The CDC is authorized to rehabilitate and conserve, or to cause to be rehabilitated and conserved, any building or structure in the Project Area owned by the CDC. The CDC is also authorized and directed to advise, encourage and assist in the rehabilitation and conservation of property in the Project Area not owned by the CDC. The CDC is also authorized to acquire, restore, rehabilitate, move and conserve buildings of historic or architectural significance.

2. [§326] Moving of Structures

As necessary in carrying out this Plan, the CDC is authorized to move, or to cause to be moved, any standard structure or building or any structure or building which can be rehabilitated, to a location within or outside the Project Area.

L. [§327] Low- and Moderate-Income Housing

1. [§328] Replacement Housing

In accordance with Section 33413 of the CRL, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low and moderate income housing market as part of a redevelopment project that is subject to a written agreement with the CDC or where financial assistance has been provided by the CDC, the CDC shall, within four (4) years of such destruction or removal, rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, for rental or sale to persons and families of low or moderate income, an equal number of replacement dwelling units at affordable rents within the Project Area or within the territorial jurisdiction of the CDC in accordance with all of the provisions of Sections 33413 and 33413.5 of said CRL. At least seventy-five percent (75%) of the replacement dwelling units shall replace dwelling units available at affordable housing cost in the same income level of very low income households, lower income households, and persons and families of low and moderate income, as the persons displaced from those destroyed or removed units.

2. [§329] Increased and Improved Housing Supply

Subject to any limitations and exceptions authorized by law and exercised by the CDC, not less than twenty percent (20%) of all taxes which are allocated to the CDC pursuant to subdivision (b) of Section 33670 of the CRL and Section 502 of this Plan shall be used by the CDC for the purposes of increasing, improving and preserving the City's supply of housing for persons and families of very low, low or moderate income. In carrying out this purpose, the CDC may exercise any or all of its powers, including but not limited to the following:

- improvements;
- Code Section 33136;
- a. Acquire land or building sites;
  - e. Improve land or building sites with on-site or off-site
  - f. Donate land to private or public persons or entities,
  - g. Finance insurance premiums pursuant to Health and Safety
  - h. Construct buildings or structures;
  - i. Acquire buildings or structures;
  - j. Rehabilitate buildings or structures;
  - k. Provide subsidies to or for the benefit of persons or families of very low, low or moderate income;
  - l. Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness or pay financing or carrying charges;
  - m. Maintain the community's supply of mobile homes; and
  - k. Preserve the availability of affordable housing units which are assisted or subsidized by public entities and which are threatened with conversion to market rate housing units.

The CDC may use these funds to meet, in whole or in part, the replacement housing provisions in Section 328 above. These funds may be used inside or outside the Project Area provided, however, that funds may be used outside the Project Area only if findings of benefit to the Project Area are made as required by Section 33334.2 of the CRL.

The funds for this purpose shall be held in a separate Low and Moderate Income Housing Fund until used. Any interest earned by such Low and Moderate Income Housing Fund shall accrue to the Fund.

### 3. [\$330] Inclusionary Housing

To the extent and in the manner provided by the CRL, at least thirty percent (30%) of all new and substantially rehabilitated dwelling units developed by the CDC, if any, shall be available at affordable housing cost to persons and families of low or moderate income. Not less than fifty percent (50%) of the dwelling units required to be available at affordable housing cost to persons and families of low or moderate

income shall be available at affordable housing costs to, and occupied by, very low income households.

To the extent and in the manner provided by the CRL, at least fifteen percent (15%) of all new or rehabilitated dwelling units developed within the Project Area by public or private entities or persons other than the CDC shall be available at affordable housing cost to persons and families of low or moderate income. Not less than forty percent (40%) of the dwelling units required to be available at affordable housing cost to persons and families of low or moderate income shall be available at affordable housing cost to very low-income households.

#### 4. §331 Affordability Covenants

The aggregate number of replacement dwelling units and other dwelling units rehabilitated, developed, constructed, or price-restricted pursuant to Sections 330 and 332 shall remain available at affordable housing cost to persons and families of low or moderate income and very low income households for the longest feasible time, as determined by the CDC, but for not less than the periods set forth in Section 800 for the duration of this Plan, except to the extent a longer period of time is required by other provisions of law.

All new or substantially rehabilitated housing units developed or otherwise assisted with moneys from the Low and Moderate Income Housing Fund pursuant to Section 331 shall remain available at affordable housing cost to persons and families of low or moderate income and very low income households for the longest feasible time, except to the extent a longer period of time may be required by other provisions of law, as set forth below.

a. §332 Rental Units. Rental units shall remain available at affordable housing costs for a minimum of fifteen (15) years. However, the CDC may replace rental units with equally affordable and comparable rental units in another location with the City of Oxnard if: (i) the replacement units are available for occupancy prior to the displacement of any persons and families of low or moderate income residing in the units to be replaced; and (ii) the comparable replacement units are not developed with money's from the Low and Moderate Income Housing Fund.

b. §333 Owner Occupied Units. Owner occupied units shall remain available at affordable housing costs for a minimum of ten (10) years. However, the CDC may permit sales of owner-occupied units prior to the expiration of the ten-year period pursuant to an adopted program which protects the CDC's investment of moneys from the Low and Moderate Income Housing Fund, including, but not limited to, an equity sharing program which establishes a schedule of equity sharing the permits retention by the seller of a portion of those proceeds based on the length of occupancy.

c. §334 Extended Covenants. For dwelling units developed with moneys deposited into the Low and Moderate Income Housing Fund and

attributable to the Merged Project Area on and after the effective date of the Merger, both rental and owner occupied units shall remain available at affordable housing costs for a minimum of thirty (30) years. All funds accruing to the Low and Moderate Income Housing Fund from the Constituent Projects prior to the effective date of the Merger shall be subject to the provisions of Sections 332 and 333.

#### IV. **[§400] LAND USES PERMITTED IN THE PROJECT AREA**

##### A. **[§401] Redevelopment Land Use Map**

The "Redevelopment Land Use Map," attached hereto as Attachment E and incorporated herein by reference illustrates the location of the Project Area boundaries, major streets within the Project Area and the proposed land uses to be permitted in the Project Area for all land -- public, semi-public and private. The City will from time to time update and revise its General Plan. It is the intention of this Redevelopment Plan that the major and other land uses to be permitted within the Project Area shall be as provided within the City's General Plan, as it currently exists or as it may from time to time be amended, and as implemented and applied by City ordinances, resolutions and other laws. The major land uses authorized within the Project Area by the General Plan are described below. Other uses may be authorized from time to time by General Plan amendments. Attachment E, shall be deemed amended without further CDC action to reflect changes in the City's General Plan from time to time.

##### B. **[§402] Designated Land Uses**

###### 1. **[§403] Residential Uses**

The areas shown on the Redevelopment Land Use Map (Attachment E) for residential uses which are located in the Project Area shall be used for the permitted residential uses set forth and described in the City's General Plan.

###### 2. **[§404] Commercial Uses**

The areas shown on the Redevelopment Land Use Map (Attachment E) for commercial uses which are located in the Project Area shall be used for the permitted commercial uses set forth and described in the City's General Plan.

###### 3. **[§405] Industrial Uses**

The areas shown on the Redevelopment Land Use Map (Attachment E) for industrial uses which are located in the Project Area shall be used for the permitted industrial uses set forth and described in the City's General Plan.

4. §406 Open Space Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for open space uses which are located in the Project Area shall be used for the permitted open space uses set forth and described in the City's General Plan.

5. §407 Public/Semi-Public Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for public/semi-public uses which are located in the Project Area shall be used for the permitted public facilities uses set forth and described in the City's General Plan.

6. §408 Airport Compatible Use

The areas shown on the Redevelopment Land Use Map (Attachment E) for airport compatible uses which are located in the Project Area shall be used for the permitted industrial or commercial uses set forth and described in the City's General Plan.

7. §409 School Uses

The areas shown on the Redevelopment Land Use, Map (Attachment E) for schools which are located in the Project Area shall be used for the permitted uses set forth and described in the City's General Plan.

8. §410 Open Space

The areas shown on the Redevelopment Land Use Map (Attachment E) for open space uses which are located in the Project Area shall be used for the permitted industrial or open space uses set forth and described in the City's General Plan.

9. §411 Mixed Uses

The areas shown on the Redevelopment Land Use Map (Attachment No. 3) for mixed uses which are located in the City shall be used for the permitted uses set forth and described in the City's General Plan.

C. §412 Other Land Uses

1. §413 Public Rights-of-Way

The principal streets within each Project Area are shown on the Project Area Map in Appendix A. Additional public streets, alleys and easements may be created in the Project Area as needed for proper development. Existing streets,

alleys and easements may be abandoned, closed or modified as necessary for proper redevelopment of the Project Area. Any changes in the existing interior or exterior street layout shall be in accordance with the City's General Plan, the objectives of this Plan and the applicable City's design standards, shall be effectuated in the manner prescribed by state and local law and shall be guided by the following criteria:

a. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access, vehicular parking and delivery loading docks with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners under the rules for owner participation adopted by the CDC for the Project Area and any participation agreements executed thereunder;

b. The requirements imposed by such factors as topography, traffic safety and aesthetics; and

c. The potential need to serve not only the Project Area and new or existing developments but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities and activities typically found in public rights-of-way.

2. [\$414] Other Public, Semi-Public, Institutional and Nonprofit Uses

In any area shown on the Redevelopment Land Use Map (Attachment E), the CDC is authorized to permit the maintenance, establishment or enlargement of public, semi-public, institutional or nonprofit uses, including park and recreational facilities, libraries, educational, fraternal, employee, philanthropic, religious and charitable institutions, utilities, railroad rights-of-way and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The CDC, to the extent permitted by law, may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

3. [\$415] Interim Uses

Pending the ultimate development of land by developers and participants, the CDC is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan.

4. [\$416] Non-Conforming Uses

The CDC may permit an existing use to remain in an existing building in good condition which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property may be required to enter into a participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

The CDC may authorize additions, alterations, repairs or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project Area where, in the determination of the CDC, such improvements would be compatible with surrounding Project uses and development.

D. [\$417] General Controls and Limitations

All real property in the Project Area is made subject to the controls and requirements of this Plan in addition to applicable City controls and requirements. No real property shall be developed, rehabilitated or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

1. [\$418] Construction

All construction in the Project Area shall comply with all applicable state and local laws and codes in effect from time to time. In addition to applicable codes, ordinances or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the CDC to control and direct redevelopment activities in the Project Area.

2. [\$419] Rehabilitation and Retention of Properties

Any existing structure within the Project Area approved by the CDC for retention and rehabilitation shall be repaired, altered, reconstructed or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

3. [\$420] Limitation on the Number of Buildings

The number of buildings in the Project Area shall not exceed the number of buildings permitted within such area under the City's General Plan.

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4. [§421] Number of Dwelling Units

The number of dwelling units presently in the Project Area is approximately 446 and shall not exceed the number of dwelling units permitted under the City's General Plan.

5. [§422] Limitation on Type, Size and Height of Buildings

Except as set forth in other sections of this Plan, the type, size and height of buildings shall be as limited by applicable federal, state and local statutes, ordinances and regulations.

6. [§423] Open Spaces, Landscaping, Light, Air and Privacy

The approximate amount of open space to be provided in the Project Area is the total of all areas, which will be in the public rights-of-way, the public ground, the space around buildings, and all other outdoor areas not permitted to be covered by buildings. Landscaping shall be developed in the Project Area to ensure optimum use of living plant material.

Sufficient space shall be maintained between buildings in all areas to provide adequate light, air and privacy.

7. [§424] Signs

All signs shall conform to the applicable City sign ordinances as they now exist or are hereafter amended.

8. [§425] Utilities

The CDC shall require that all utilities be placed underground whenever physically and economically feasible.

9. [§426] Incompatible Uses

No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor or similar factors would be incompatible with the surrounding areas or structures shall be permitted in any part of the Project Area.

10. [§427] Non-Discrimination and-Non-Segregation

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area.

11. [§428] Minor Variations

Under exceptional circumstances, the CDC is authorized to permit a variation from the limits, restrictions and controls established by this Plan. In order to permit such variation, the CDC must determine that:

a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;

b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions and controls;

c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and

d. Permitting a variation will not be contrary to the objectives of this Plan or of the applicable General Plan of the City.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the CDC shall impose such conditions as are necessary to protect the public peace, health, safety or welfare and to assure compliance with the purposes of this Plan. Any variation permitted by the CDC hereunder shall not supersede any other approval required under applicable City codes and ordinances.

E. [§429] Design for Development

Within the limits, restrictions and controls established in this Plan, the CDC is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access and other development and design controls necessary for proper development of both private and public areas within the Project Area.

No new improvement shall be constructed, and no existing improvements shall be substantially modified, altered, repaired or rehabilitated except in accordance with this Plan and any such controls.

F. [§430] Building Permits

No permit shall be issued for the construction of any new building or for any construction of an existing building in the Project Area unless the application for such permit has been made and processed in a manner consistent with all applicable City requirements.

**V. [§500] METHODS OF FINANCING THE PROJECT**

**A. [§501] General Description of the Proposed Financing Method**

The CDC is authorized to finance redevelopment of the Project Area with financial assistance from the City, County, State of California, federal government, tax increment funds, interest income, CDC bonds, donations, loans from private financial institutions, the lease or sale of CDC-owned property or any other available source, public or private.

The CDC is also authorized to obtain advances, borrow funds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds and indebtedness may be paid from tax increments or any other funds available to the CDC. Advances and loans for survey and planning and for the operating capital for administration of the Project may be provided by the City until adequate tax increment or other funds are available, or sufficiently assured, to repay the advances and loans and to permit borrowing adequate working capital from sources other than the City. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities.

The City, County or any other public agency may expend money to assist the CDC in carrying out redevelopment of the Project Area. As available, funds from the City's capital improvements program derived from gas tax funds from the state and county may be used for street improvements and public transit facilities.

The CDC may enter into joint powers authorities and other mechanisms for cooperative development of public facilities or arrange for other public entities to provide those facilities.

**B. [§502] Tax Increment Funds**

**1. [§503] Base Allocation**

a. General Provisions. In substance, the interest and principal on CDC bonds, as well as on any other loans, monies advanced to, or indebtedness incurred by the CDC to finance or refinance, in whole or in part, the Merged Project will be paid by the increase in tax revenues which will be realized because of the redevelopment of the Constituent Project Areas. Accordingly, pursuant to the provisions of Chapter 6, Articles 5 and 6 of the CRL, the taxes, if any, levied upon taxable property in the Constituent Project Areas each year by or for the benefit of the State of California, any city, county, city and county, district, or other public corporation (herein sometimes called "taxing agencies") after the effective date of the ordinance approving the original Redevelopment Plan for each Constituent Project Area, shall be divided as follows:

(1) That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of the said taxing agencies upon the total sum of the assessed value of the taxable property in the Constituent Project Areas as shown upon the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid (for the purpose of allocating taxes levied by and for any taxing agency or agencies which did not include the territory of the Constituent Project on the effective date of such ordinance but to which such territory has been annexed or otherwise included after such effective date, the assessment roll of the county last equalized on the effective date of the ordinance shall be used in determining the assessed valuation of the taxable property in the Constituent Project on the effective date), provided that such allocation shall be adjusted as necessary to reflect an election made by an affected taxing agency pursuant to Section 33676 of the CRL; and

(2) Except as otherwise provided in Section 503.c. hereof, that portion of said levied taxes each year in excess of such amount shall be allocated to and when collected shall be paid into a special fund of the CDC to pay the principal of and interest on loans, monies advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the CDC to finance or refinance, in whole or in part, the Merged Project. Unless and until the total assessed valuation of the taxable property in a Constituent Project Area exceeds the total assessed value of the taxable property in that Constituent Project Area as shown by the last equalized assessment roll referred to in Section 503.a.(1) hereof, all of the taxes levied and collected upon the taxable property in the Constituent Project Area shall be paid into the funds of the respective taxing agencies. When said loans, advances, and indebtedness, if any, and interest thereon, have been paid, all monies thereafter received from taxes upon the taxable property in the Constituent Project Area shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.

b. Special Provisions. The provisions of Section 503.a.(2) hereof are subject to the stipulations set forth in Section 112 regarding the use of taxes and priority of debt incurred and accruing to the Constituent Project Areas.

c. CCRP Annex. On May 7, 1985, the City Council of the City of Oxnard adopted Ordinance No. 2038, adding 138 acres of territory to the Central City Revitalization Project Area (hereinafter referred to as "CCRP Annex"). For the purpose of Section 503.a. hereof, the assessment roll of the county last equalized prior to the effective date of Ordinance 2038 shall be used in allocating taxes levied upon the assessed valuation of the taxable property in the CCRP Annex; provided, however, that the allocation of taxes as provided in Section 503.a.(2) shall not commence until the effective date of the ordinance adding the provisions for the allocation of taxes set forth in Section 33670 of the CRL.

2. §504 Distribution to Affected Taxing Entities

To the extent required by applicable law, the CDC shall make the required payments to affected taxing entities.

C. §505 Limitation on Taxes

The amount of tax which may be divided and allocated to the CDC from the entire Merged Project Area shall not exceed \$329,000,000.00.

D. §506 Establishment and Payment of Debt

The CDC shall not establish or incur loans, advances, or indebtedness to be repaid from tax increment derived from a Constituent Project Area beyond the following dates.

1. §506.1 Downtown Renewal (R-108) Project

All loans, advances, and indebtedness to be repaid from tax increment revenues received from the Downtown Renewal (R-108) Project Area shall be established not later than January 1, 2009. Subject to the provisions of paragraphs (g) and (h) of Section 33333.6 of the CRL, no indebtedness shall be repaid from the division and allocation of taxes to the CDC from the Downtown Renewal (R-108) Project Area beyond ten years from the date of termination of the effectiveness of the original Redevelopment Plan for the Downtown Renewal (R-108) Project, or January 1, 2019.

2. §506.2 Central City Revitalization Project

All loans, advances, and indebtedness to be repaid from tax increment revenues received from the Central City Revitalization Project Area (excluding the CCRP Annex) shall be established not later than January 1, 2014. Subject to the provisions of paragraphs (g) and (h) of Section 33333.6 of the CRL, no indebtedness shall be repaid from the division and allocation of taxes to the CDC from the Central City Revitalization Project Area (excluding the CCRP Annex) beyond ten years from the date of termination of the effectiveness of the original Redevelopment Plan for the Central City Revitalization Project, or July 5, 2026.

3. §506.3 CCRP Annex

All loans, advances, and indebtedness to be repaid from tax increment revenues received from the CCRP Annex shall be established not later than May 6, 2015. Subject to the provisions of paragraphs (g) and (h) of Section 33333.6 of the CRL, no indebtedness shall be repaid from the division and allocation of taxes to the CDC from the CCRP Annex beyond May 6, 2035.

E. [\$507] Limit on Bond Indebtedness

The amount of bonded indebtedness which may be outstanding at one time for the entire Merged Project Area shall not exceed \$135,944,000.00.

F. [\$508] Other Loans and Grants

Any other loans, grants, guarantees or financial assistance from the United States, the State of California or any other public or private source may be utilized if available.

**VI. [\$600] ACTIONS BY THE CITY**

The City shall aid and cooperate with the CDC in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight. Actions by the City shall include, but not be limited to, the following:

A. Institution and completion of proceedings for opening, closing, vacating, widening or changing the grades of streets, alleys and other public rights-of-way and for other necessary modifications of the streets, the street layout and other public rights-of-way in the Project Area. Such action by the City shall include the requirement of abandonment, removal and relocation by the public utility companies of their operations of public rights-of-way as appropriate to carry out this Plan, provided that nothing in this Plan shall be construed to require the cost of such abandonment, removal and relocation to be borne by others than those legally required to bear such cost.

B. Institution and completion of proceedings necessary for changes and improvements in private and publicly-owned public utilities within or affecting the Project Area.

C. Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.

D. Imposition wherever necessary (by conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.

E. Provision for administrative enforcement of this Plan by the City after development.

F. Performance of the above actions and of all other functions and services relating to public peace, health, safety and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

G. The undertaking and completing of any other proceedings necessary to carry out the Plan in the Project Area.

The foregoing actions to be taken by the City do not involve or constitute any commitment for financial outlays by the City.

## VII. **[§700] ENFORCEMENT**

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the CDC and/or the City.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by court litigation instituted by either the CDC or the City. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions, which are expressly for the benefit of owners of property in the Project Area, may be enforced by such owners.

## VIII. **[§800] DURATION OF THIS PLAN**

Except for the nondiscrimination and non-segregation provisions, which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective for the time periods indicated below. After the expiration of the applicable time limit on the effectiveness of the Amended and Restated Redevelopment Plan for a Constituent Project Area, the CDC shall have no authority to act in that Constituent Project Area pursuant to the Redevelopment Plan except to pay previously incurred indebtedness and to enforce existing covenants or contracts, unless the CDC has not completed its housing obligations pursuant to Section 33413 of the CRL, in which case the CDC shall retain its authority to implement requirements under Section 33413, including its ability to incur and pay indebtedness for this purpose, and shall use this authority to complete these housing obligations as soon as is reasonably possible.

### A. **[§801] Downtown Renewal (R-108) Project**

The term of plan effectiveness for the Downtown Renewal (R-108) Project shall expire on January 1, 2009

### B. **[§802] Central City Revitalization Project**

The term of plan effectiveness for the Central City Revitalization Project (excluding the CCRP Annex) shall expire on July 5, 2016.

C. **[§803] CCRP Annex**

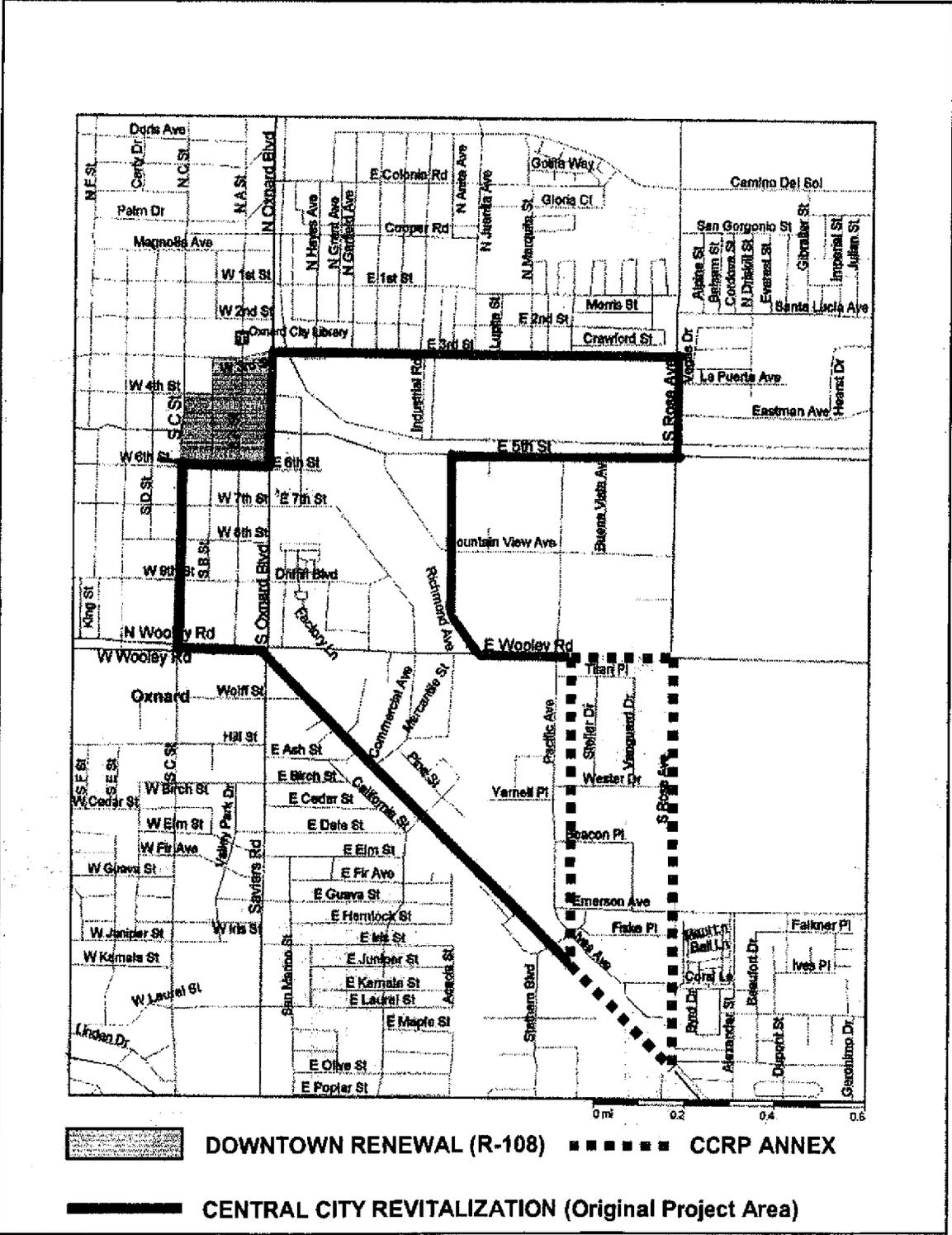
The term of plan effectiveness for the CCRP Annex shall expire on May 6, 2025.

**IX. [§900] PROCEDURE FOR AMENDMENT**

This Plan may be amended by means of the procedure established in the CRL or by any other procedure hereafter established by law.

# **ATTACHMENT A PROJECT AREA MAP**

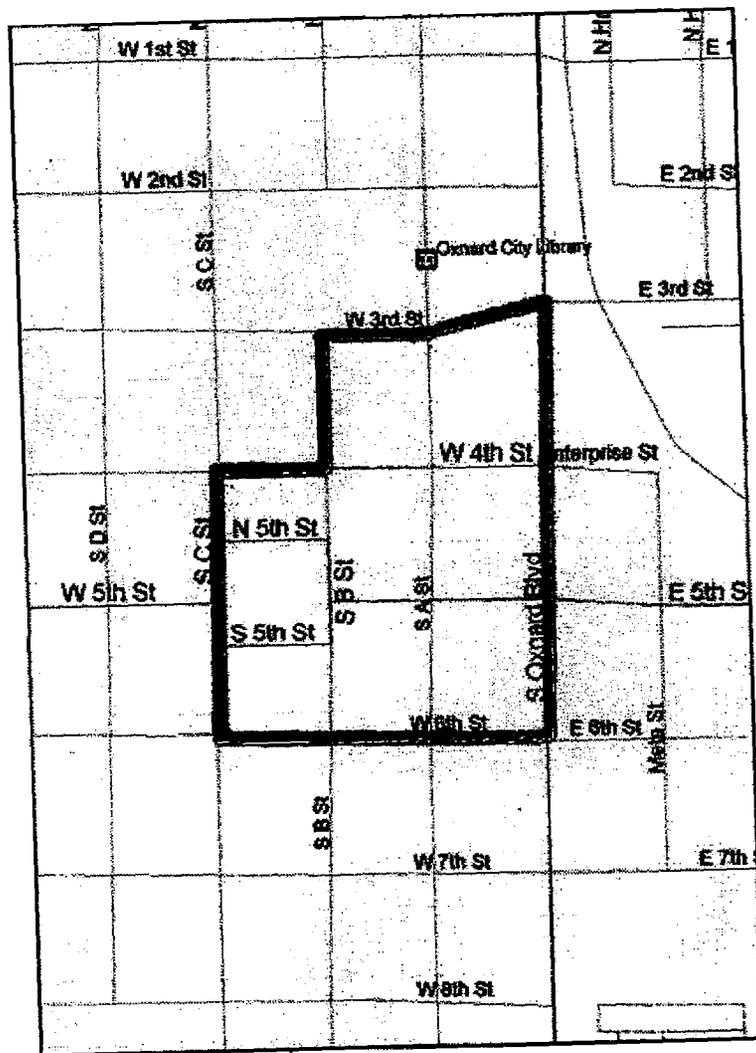
# ATTACHMENT A MERGED PROJECT



**ATTACHMENT B  
PROJECT AREA  
BOUNDARY DESCRIPTION**

# ATTACHMENT B MERGED PROJECT LEGAL DESCRIPTION

## DOWNTOWN RENEWAL (R-108) PROJECT



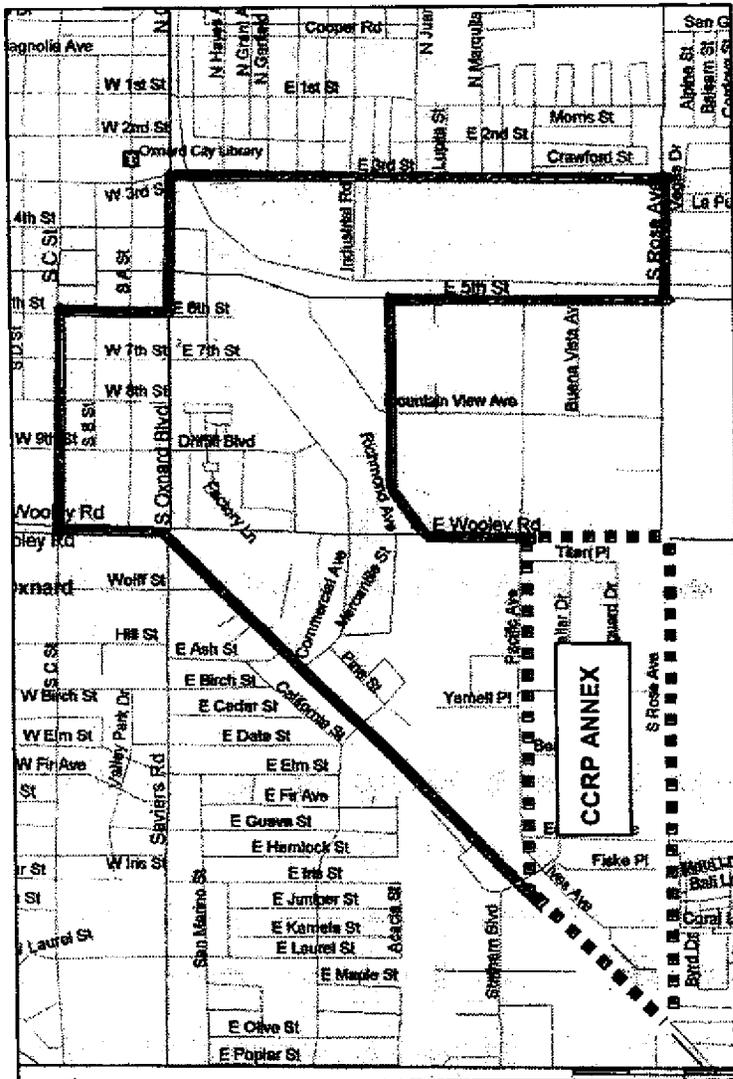
That portion of the Town of Oxnard, as shown on a map recorded in Book 5, page 9 of Miscellaneous Records, in the office of the County Recorder of Ventura County, State of California, and more particularly described as follows:

Beginning at the Southeast corner of Lot 8, Block D, as said lot and block are shown on said map of the Town of Oxnard, thence along a line which is the Westerly prolongation of the Southerly line of Block C of said Town and along said Southerly line,

- 1st: - East 380.00 feet to a point on the Southeast corner of Block C of said Town of Oxnard, thence along the Easterly line of said block and its Northerly prolongation,
- 2nd: - North 480.00 feet to the Southeast corner of Block 8, of said Map of the Town of Oxnard, thence along the Westerly prolongation of the Southerly line of Block 9, and along the Southerly line of said block and along the Southerly line of Block 10,
- 3rd: - East 830.00 feet to a point on the Easterly line of Oxnard Boulevard, said point being also the Westerly line of Lot 2, of the Resubdivision of Subdivision 31 of the Rancho Colonia, as shown on a map recorded in Book 8, page 41 of Maps, thence along the Easterly line of said Boulevard,
- 4th: - South 1,520.00 feet to a point, that point being the Easterly prolongation of the North line of Lot 1, Block T, thence along the line which is the Easterly prolongation of the North line of Block T, as shown on said map of the Town of Oxnard and along the North line of said Block T, S, R, then,
- 5th: - West 1,210.00 feet to a point which is the Northeast corner of Block Q of said Town of Oxnard, thence along the Westerly line of "C" Street, 80.00 feet wide,
- 6th: - North 1,040.00 feet to the point of beginning.

## ATTACHMENT B (Continued) MERGED PROJECT LEGAL DESCRIPTION

### CENTRAL CITY REVITALIZATION PROJECT Original Project Area Boundaries



That portion of the City of Oxnard described as follows:

Beginning at the Southerly terminus of the 2nd course of the annexation to the City of Oxnard No. 72-14 (Ruggles) filed as Document No. 7098, recorded February 5, 1974, in Book 4220, Pages 133-140 of Official Records, in the County of Ventura, State of California; thence following the boundary of said Annexation 72-14, and its Northerly prolongation,

- 1st: North 00° 03' 05" East to a point of intersection with the Southerly line of Wooley Road (60 feet wide); thence,
- 2nd: Westerly along the Southerly line of said Wooley Road, to a point of intersection with the Southerly prolongation of the Easterly line of Richmond Avenue (60 feet wide); thence,
- 3rd: Northerly along said Southerly prolongation and the Easterly line of Richmond Avenue, and its Northerly prolongation, to a point of intersection with the Southerly line of that certain parcel of land, recorded as Parcel "A" in Book 11, Page 18 of Parcel Maps of said Ventura County; thence along the Southerly line of said Parcel "A," and its Easterly prolongation,
- 4th: Easterly to a point of intersection with the Southwest corner of Parcel "B" as recorded in Book 17, Page 18 of Parcel Maps of said Ventura County; thence,
- 5th: Easterly along the Southerly boundary of said Parcel "B," and its Easterly prolongation, to a point of intersection with the Easterly line of Rose Avenue (79.00 feet); thence,
- 6th: Northerly along said Easterly line of Rose Avenue to a point of intersection with the Easterly prolongation of the Northerly line of Third Street (42.00 feet wide); thence,
- 7th: Westerly along said Easterly prolongation and the Northerly line of Third Street, to a point on the Easterly line of Oxnard Boulevard; thence along the Easterly line of said Boulevard,
- 8th: Southerly to a point, that point being the Easterly prolongation of the North line of Lot 1, Block "T," as shown on a map recorded in Book 5, Page 9 of Miscellaneous Records of said Ventura County; thence along the line which is the Easterly prolongation of the North line of Block "T," as shown on said map (5 MR 9) and along the North line of said Block "T," "S," "R," thence,
- 9th: Westerly to a point which is the Northeast corner of Block "Q" of said Map (5 MR 9); thence along the Westerly line of "C" Street (80 feet wide); thence,

## ATTACHMENT B (Continued) MERGED PROJECT LEGAL DESCRIPTION

### CENTRAL CITY REVITALIZATION PROJECT Original Project Area Boundaries

### CCRP ANNEX Original Project Area Boundaries

<p>10th: Southerly to a point of intersection with the Northerly line of Eighth Street (80 feet wide); thence,</p> <p>11th: Easterly along the Easterly prolongation of said Eighth Street, to a point on the East line of "C" Street and being the Southwest corner of Lot 9, Block "W;" thence along said East line,</p> <p>12th: Southerly to a point on the Easterly prolongation of the South line of the land described in Book 835 at Page 333 of Official Records of said Ventura County, said line also being the South line of Ninth Street (60 feet wide); thence along said South line,</p> <p>13th: Westerly to a point of intersection with the Westerly line of "C" Street; thence,</p> <p>14th: Southerly along the Westerly line of said "C" Street, to a point of intersection with the Southerly line of Wooley Road (45 feet wide); thence,</p> <p>15th: Easterly along said Southerly line of Wooley Road to a point of intersection with the Northwesterly line of Oxnard Boulevard (100 feet wide); thence,</p> <p>16th: Southeasterly along said Oxnard Boulevard to a point, said point being the Southerly most terminus of the 3rd Course of the Annexation to the City of Oxnard No. 72-14 filed as Document No. 7098, recorded in Book 4220, Page 6 133-140 of Official Records, in said Ventura County; thence following the boundary of said Annexation 72-14,</p> <p>17th: North 46° 07' 30" East to the point of beginning.</p> <p><u>EXCEPT that property being bounded as follows:</u></p> <p>Easterly of a strip of land 25.00 feet in width whose Westerly boundary is contiguous with the Easterly boundary of a certain strip of land 15.00 feet in width conveyed to the Ventura County Railroad Company, recorded in Book 899, Page 60 of Official Records in said Ventura County; Southerly of the South line of Wooley Road, 60.00 feet wide to the Northerly line of Highway 1 (Oxnard Boulevard).</p>	<p>That portion of the City of Oxnard described as follows:</p> <p>Beginning at the Southerly terminus of the 2nd course of the annexation to the City of Oxnard No. 72-14 (Ruggles) filed as Document No. 7098, recorded February 5, 1974, in Book 4220, Pages 133-140 of Official Records, in the County of Ventura, State of California; thence, following the boundary of said Annexation 72-14, and its Northerly prolongation,</p> <p>1st: North 00° 03' 05" East to a point of intersection with the Southerly line of Wooley Road (60 feet wide); thence, along the Southerly line of said Wooley Road,</p> <p>2nd: Easterly to the Easterly line of the future Rose Avenue (110 feet wide); thence, along said Easterly line,</p> <p>3rd: Southerly to the Southwesterly line of Oxnard Boulevard (156 feet wide); thence, along said Southwesterly line,</p> <p>4th: Northwesterly along said Oxnard Boulevard to a point, said point being the Southerly most terminus of the 3rd Course of the Annexation to the City of Oxnard No. 72-14 filed as Document No. 7098, recorded in Book 4220, Pages 133-140 of Official Records, in said Ventura County; thence, following the boundary of said Annexation 72-14,</p> <p>5th: North 46° 07' 30" East to the point of beginning.</p>
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**ATTACHMENT C  
PROJECT EMINENT  
DOMAIN EXCLUSIONS**

**ATTACHMENT C  
EMINENT DOMAIN EXCLUSIONS**

**No Exclusions**

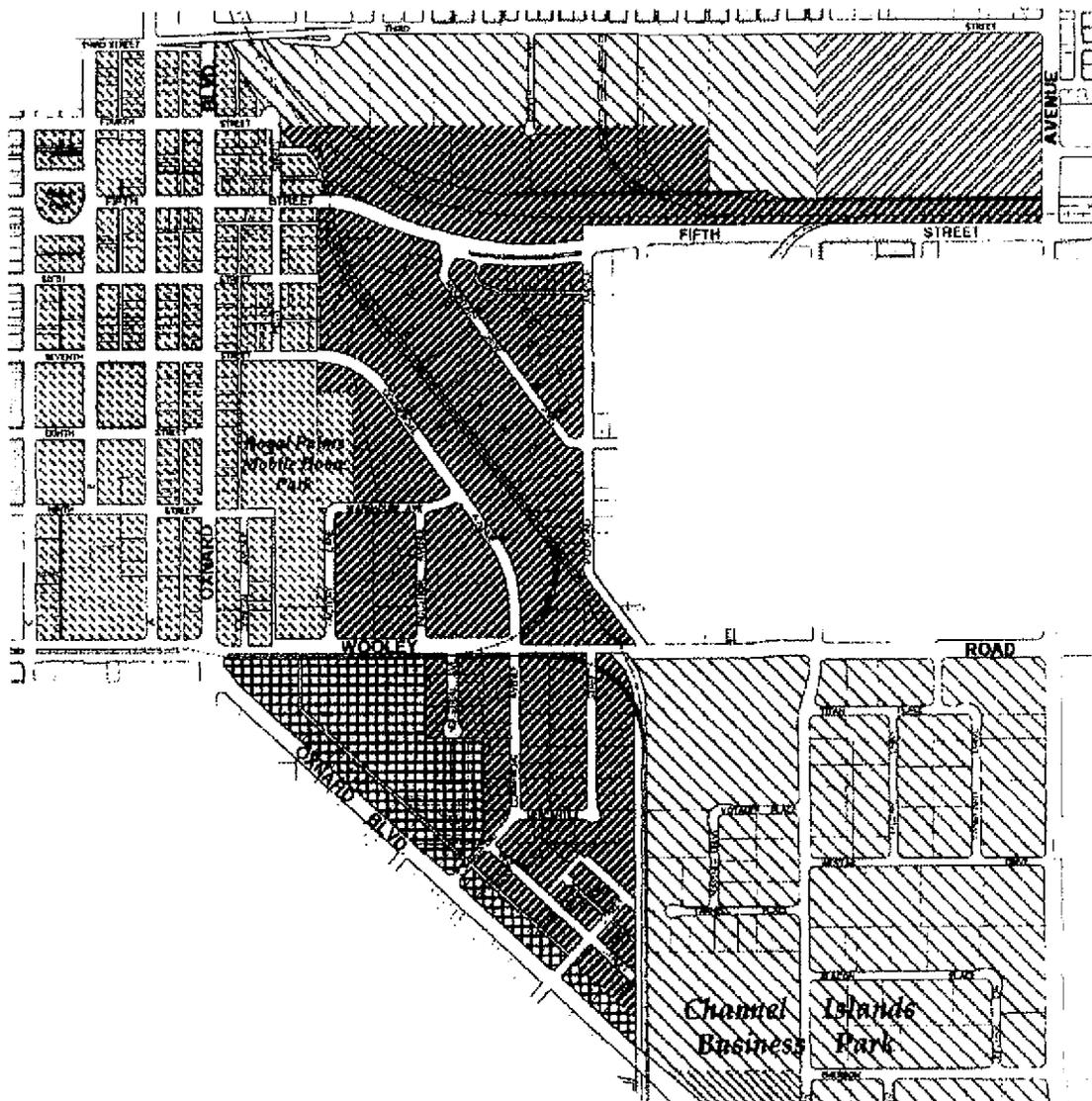
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**ATTACHMENT D  
PROPOSED  
PUBLIC PROJECTS**

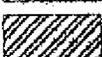
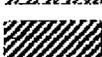
## ATTACHMENT D PROPOSED PUBLIC PROJECTS

<p><b>Sign/Image Enhancement:</b> Strategically place signs and kiosks throughout the City identifying location and activities occurring Downtown, including Highway 101 and Route 1 directional signs.</p>
<p><b>Acquisition and Disposition:</b> Assemble and recycle properties targeted for redevelopment. Specific emphasis is placed on the development of a Downtown multiplex theater/retail project, consolidation and expansion of public parking, and selective reuse of existing parking lots.</p>
<p><b>Urban Design Improvements:</b> Enhance the pedestrian environment throughout the Project Area including curbs, streetlights, public spaces, street trees and furniture on public sidewalks.</p>
<p><b>Drainage Improvements:</b> Construct northerly extension of "E" Street storm drain. Construct storm drain improvements at Rose Avenue and Mountain View, Meta Street, Wooley Road and Five Points Intersection.</p>
<p><b>Water and Sewer Improvements:</b> Replace existing sewer mains, upgrade cast iron water main, and install new lateral connections as needed. Construct new water blending station at Wooley Road and Richmond Avenue, install new industrial water lateral along Commercial Avenue, replace existing cast iron pipe lines and construct new central sewer trunk line.</p>
<p><b>Street Improvements:</b> Demolish existing parking lot immediately north of "Plaza Las Glorias" and improve the site by providing enhanced street and walkway paving, a circular colonnade, pergola, trees and theme lighting. Upgrade the Transportation center and replace selected streets segments, sidewalks and curbs throughout the Project Area.</p>

**ATTACHMENT E  
REDEVELOPMENT  
LAND USE MAP**



**2020 GENERAL PLAN LEGEND**

-  **Central Business District**
-  **General Commercial**
-  **Business & Research Park**
-  **Limited Industrial**
-  **Light Industrial**
-  **Central Industrial Area**

**MERGED PROJECT LAND USE MAP**



# Appendix J

# **AMENDED AND RESTATED REDEVELOPMENT PLAN**

**for the:**

## **ORMOND BEACH PROJECT AREA**

**Adopted by the:**

**OXNARD COMMUNITY DEVELOPMENT COMMISSION**

**Date Adopted: June 27, 2000; Resolution No. 57**

**Adopted by the:**

**OXNARD CITY COUNCIL**

**Date Adopted: July 18, 2000; Ordinance No. 2527**



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**AMENDED AND RESTATED REDEVELOPMENT PLAN  
FOR THE  
ORMOND BEACH PROJECT AREA**

**I. [§100] INTRODUCTION**

**A. [§101] Scope**

This is the Amended and Restated Redevelopment Plan for the Ormond Beach Project Area in the City of Oxnard (the "City"), County of Ventura, State of California, and consists of the Text, the Project Area Map (Attachment A) the Legal Description of the Project Area Boundaries (Attachment B), the Eminent Domain Exclusions (Attachment C), the Proposed Public Projects (Attachment D), and the Redevelopment Land Use Map (Attachment E). This Amended and Restated Redevelopment Plan has been prepared by the Community Development Commission of the City of Oxnard (the "Commission" or "CDC") pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 et seq.), the California Constitution and all applicable local laws and ordinances.

The original Redevelopment Plan for the Ormond Beach Project Area was adopted by Ordinance No. 1990 on November 22, 1983. It was amended by Ordinance 2346 on November 8, 1994, and Ordinance No. 2480 on January 12, 1999, to impose various operative dates and financial limits in compliance with Community Redevelopment Law. This Amended and Restated Redevelopment Plan was adopted by Ordinance No. 2527 on July 18, 2000 and revises various deadlines and financial limits, as provided in Community Redevelopment Law, and incorporates textual changes to reflect current law.

**B. [§102] Definitions**

Except where otherwise noted, the definitions appearing in this Section apply throughout this Plan.

**1. [§103] "Community Redevelopment Law" or "CRL"**

The term "Community Redevelopment Law" means and includes the provisions set forth in California Health and Safety Code Sections 33000 et seq. Except as otherwise noted, the definitions of general terms which are contained in the Community Redevelopment Law ("CRL") govern the construction of this Plan.

**2. [§104] "Redevelopment Plan" or "Plan"**

"Redevelopment Plan" means the Amended and Restated Redevelopment Plan for the Ormond Beach Project Area adopted on July 18, 2000, by

City Council Ordinance No. 2527. The Amended and Restated Redevelopment Plan is hereafter referred to as "Redevelopment Plan" or "Plan."

3. [§105] "Project Area"

The term "Project Area" means and includes the area shown on the "Project Area Map" (Attachment A) and described in the "Legal Description of the Project Area Boundaries" (Attachment B).

C. [§106] Authority

The CDC is constituted under the authority of Section 34110 et.seq. of the California Health and Safety Code. By Ordinance No. 2358 adopted on February 7, 1995, the City Council of the City of Oxnard is designated as the CDC for purposes of administering redevelopment and community development functions as are from time to time designated by the legislative body. This Plan provides the CDC with powers, duties and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation and revitalization of the Project Area. Because of the long-term nature of this Plan and the need to retain in the CDC the flexibility to respond to market and economic conditions, property owner and developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or select from among possible specific projects for the redevelopment, rehabilitation and revitalization of any area within the Project Area, nor does this Plan present an exhaustive list of potential programs and implementing actions that may be used to solve or alleviate the concerns and problems of the community relating to the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established and specific solutions will be proposed, and by which tools are provided to the CDC to fashion, develop and proceed with such specific plans, projects and solutions.

D. [§107] General Plan Consistency

The proposed redevelopment of the Project Area is consistent with the General Plan for the City of Oxnard adopted by the City Council of the City of Oxnard (the "City Council") as it exists as of the date of adoption of this Plan. In the event of any conflict between the provisions of the Plan and the provisions of the City's General Plan, the General Plan shall control.

E. [§108] Project Area Goals and Objectives

The Redevelopment Plan provides a mechanism by which the CDC can utilize a range of projects and programs and work with residents, businesses and property owners, to alleviate the blighted conditions that exist in the Project Area. The following goals and objectives have been identified for the Project Area and the Community to attain the purposes of the CRL.

1. Establish, by effective use of the redevelopment process, a planning and implementation framework that will ensure proper, long-term development of identified blighted areas.
2. Eliminate and prevent the spread of blight and deterioration, and the conservation and rehabilitation of the Project Area in accordance with the City's General Plan, applicable Specific Plans, and other local codes and ordinances.
3. Re-plan, redesign, and redevelop underdeveloped or poorly developed areas that are underutilized or improperly utilized.
4. Strengthen the economic base of the Project Area by redevelopment and rehabilitation of structures and the installation of needed improvements.
5. Promote private sector investment within the Project Area.
6. Provide, through economic growth, for increased sales tax revenue, business license fees, and other fees, taxes and revenues to the City of Oxnard.
7. Eliminate or mitigate certain environmental deficiencies such as insufficient off-street and on-street parking, storm water drainage, and other similar public improvements, facilities and utility deficiencies that adversely affect the Project Area.
8. Create local job opportunities and preserve the existing employment base.
9. Preserve and rehabilitate existing low- and moderate-income housing.
10. Provide, by rehabilitation or new construction, improved housing for individuals and/or families of very-low, low or moderate incomes.

## **II. [§200] DESCRIPTION OF PROJECT AREA**

The boundaries of the Project Area are shown on the "Project Area Map," attached hereto as Attachment A, and described in the "Legal Description of the Project Area Boundary," attached hereto as Attachment B and incorporated herein by reference.

### III. [§300] PROPOSED REDEVELOPMENT ACTIONS

#### A. [§301] General

The CDC proposes to eliminate and prevent the spread of blight and deterioration in the Project Area and to accomplish the goals of this Plan as set forth in Section 108 by:

1. The acquisition of property;
2. The demolition or removal of certain buildings and improvements;
5. The provision for participation by owners of property in the Project Area and the extension of preferences to business occupants desiring to reestablish within the redeveloped portions of the Project Area;
6. The management of any property under the ownership and control of the CDC;
7. The provision of relocation assistance to displaced occupants of acquired property;
8. The installation, construction or reconstruction of streets, utilities and other public facilities and improvements;
9. The disposition of property for uses in accordance with this Plan;
10. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
11. The rehabilitation of structures and improvements by present owners, their successors and the CDC;
12. Assisting in the construction, improvement and preservation of affordable housing;
13. The assembly of adequate sites for the development and construction of industrial, retail, residential, and commercial facilities, and the resulting increase in employment opportunities; and
14. Other actions as appropriate.

In the accomplishment of these purposes and activities, and in the implementation and furtherance of this Plan, the CDC is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

B. [§302] Participation Opportunities and Extension of Preferences for Reentry Within Redeveloped Project Area

1. [§303] Owner Participation Rules

In accordance with this Plan and the rules for owner participation adopted by the CDC pursuant to this Plan and the CRL, persons who are owners of real property in the Project Area shall be given the opportunity to participate in redevelopment by rehabilitation, retention of improvements, or new development, by retaining all or a portion of their properties, acquiring and developing adjacent or other properties in the Project Area, or selling their properties to the CDC and purchasing and developing other properties in the Project Area.

If conflicts develop between the desires of participants for particular sites or land uses, the CDC is authorized to establish reasonable priorities and preferences among the participants.

In accordance with this Plan and the rules for preferences for business occupants to re-enter redeveloped areas within the Project Area, adopted by the CDC pursuant to this Plan and the CRL, the CDC shall extend reasonable preferences to persons who are engaged in business in the Project Area to re-enter in business within the redeveloped area if they otherwise meet the requirements prescribed by the Plan.

2. [§304] Owner Participation Agreements

The CDC may require that, as a condition to participating in redevelopment, each participant who has submitted an acceptable proposal to the CDC shall enter into a binding agreement with the CDC by which the participant agrees to rehabilitate, develop or use and maintain the property in conformance with this Plan and to be subject to the provisions hereof. In such agreements, participants who retain real property shall be required to join in the recordation of such documents as are necessary to make the provisions of this Plan applicable to their properties.

Whether or not a participant enters into a participation agreement with the CDC, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant fails or refuses to maintain, or rehabilitate or newly develop their real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the CDC.

C. [§305] Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the redevelopment of the Project Area. The CDC shall

seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The CDC, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The CDC, however, will seek the cooperation of all public bodies, which own or intend to acquire property in the Project Area. Any public body, which owns or leases property in the Project Areas, will be afforded all the privileges of owner participation if such public body is willing to enter into a participation agreement with the CDC.

The CDC is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures or other improvements within or without the Project Areas, which land, buildings, facilities, structures or other improvements are or would be of benefit to the Project Area.

D. §306 Property Acquisition

1. §307 Real Property

Except as specifically exempted herein, the CDC may acquire, but is not required to acquire, any real property located in the Project Area by any means authorized by law. The CDC shall not acquire, by eminent domain, any property on which any persons reside.

It is in the public interest and is necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the CDC to acquire real property in the Project Areas which cannot feasibly be acquired by gift, devise, exchange, purchase or any other lawful method. Eminent domain proceedings, if used, must be commenced within twelve (12) years from the date the City Council ordinance adopting this Amended and Restated Redevelopment Plan becomes effective.

The CDC is authorized to acquire structures without acquiring the land upon which those structures are located. The CDC is authorized to acquire either the entire fee or any other interest in real property less than a fee.

The CDC shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner unless: (a) such building requires structural alteration, improvement, modernization or rehabilitation; (b) the site, or lot on which the building is situated, requires modification in size, shape or use; or (c) it is necessary to impose upon such property any of the controls, limitations, restrictions and requirements of this Plan, and the owner fails or refuses to execute a participation agreement in accordance with the provisions of this Plan.

The CDC is not authorized to acquire real property owned by public bodies that do not consent to such acquisition. The CDC is authorized, however, to acquire public property transferred to private ownership before redevelopment of the Project Area is completed.

The CDC is not authorized to acquire real property by eminent domain for those properties that conform to this Plan and for which a Certificate of Conformance has been issued prior to adoption of this Plan. Properties for which a Certificate of Conformance has been issued are listed in the "Eminent Domain Exclusions," attached hereto as Attachment C, incorporated by reference herein. The exclusion from eminent domain shall continue so long as the qualifying property continues to conform to this Plan and such further terms and conditions as the CDC may require as necessary or appropriate to carry out this Plan.

2. [\$308] Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the CDC is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain, except as to those properties for which a Certificate of Conformance has been issued pursuant to Section 305.

E. [\$309] Property Management

During such time as property, if any, in the Project Area is owned by the CDC, such property may be under the management and control of the CDC. Such property may be rented or leased by the CDC pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the CDC may adopt.

F. [\$310] Payments to Taxing Agencies

In accordance with Section 33401 of the CRL, in any year during which it owns property in the Project Area, the CDC is authorized, but not required, to pay directly to any city, county, city and county, district, including, but not limited to, a school district, or other public corporation for whose benefit a tax would have been levied upon such property had it not been exempt, an amount of money in lieu of taxes.

G. [\$311] Relocation of Persons (including Individuals and Families),  
Business Concerns and Others Displaced by CDC Undertakings

1. [\$312] Assistance in Finding Other Locations

In order to carry out the redevelopment of the Project Area with a minimum of hardship to persons (including individuals and families), business concerns and others, if any, displaced from their respective places of residence or business by

the CDC, the CDC, to the extent required by law, shall assist such persons (including individuals and families), business concerns and others in finding new locations that are decent, safe, sanitary, within their respective financial means, in reasonably convenient locations and otherwise suitable to their respective needs. The CDC may also provide housing inside or outside the Project Area for displaced persons.

2. [§313] Relocation Payments

The CDC shall make relocation payments to persons (including individuals and families), business concerns and others displaced by the CDC for moving expenses and direct losses of personal property and additional relocation payments as may be required by law. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260 et seq.) and CDC rules and regulations adopted pursuant thereto. The CDC may make such other payments as may be appropriate and for which funds are available.

H. [§314] Demolition, Clearance, and Building and Site Preparation

1. [§315] Demolition and Clearance

The CDC is authorized to demolish and clear buildings, structures and other improvements from any real property acquired.

2. [§316] Preparation of Building Sites

The CDC is authorized to prepare, or cause to be prepared, as building sites, any real property in the Project Area owned or acquired by the CDC. In connection therewith, the CDC may cause, provide for or undertake the installation or construction of streets, utilities, parks, playgrounds and other public improvements necessary to carry out this Plan. The CDC is also authorized to construct foundations, platforms and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, industrial and other uses provided in this Plan.

I. [§317] Property Disposition and Development

1. [§318] Real Property Disposition and Development

a. [§319] General

For the purposes of this Plan, the CDC is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust or otherwise dispose of any interest in real property. To the extent permitted by law, the CDC is authorized to dispose of real property by negotiated lease, sale or transfer without public bidding. Property acquired by the CDC for rehabilitation and resale shall be offered for resale within one (1) year after completion of rehabilitation or

an annual report concerning such property shall be published by the CDC as required by law.

Real property acquired by the CDC may be conveyed by the CDC without charge to the City and, where beneficial to the Project Area, without charge to any public body. All real property acquired by the CDC in the Project Area, except property conveyed by the CDC to the City or any other public body, shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

All purchasers or lessees of property acquired from the CDC shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the CDC fixes as reasonable, and to comply with other conditions which the CDC deems necessary to carry out the purposes of this Plan.

b. [\$320] Disposition and Development Documents

The CDC shall reserve such powers and controls in the disposition and development documents as may be appropriate to assure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements and declarations of restrictions of the CDC may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the CDC, such documents, or portions thereof, shall be recorded in the office of the Recorder of the County.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area. All property sold, leased, conveyed or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases or contracts for the sale, lease, sublease or other transfer of land in the Project Area shall contain such nondiscrimination and non-segregation clauses as required by law, including, but not limited to the clauses required by Section 33436 of the CRL.

c. [\$321] Development by the CDC

To the extent now or hereafter permitted by law, the CDC is authorized to pay all or part of the value of the land for and the cost of the installation and construction of any building, facility, structure, or other improvement which is publicly owned either within or without the Project Area, if the City Council determines that the buildings, facilities, structures, or other improvements are of benefit to the

Project Area or the immediate neighborhood in which the Project is located, and that no other reasonable means of financing such buildings, facilities, structures, or other improvements are available, and that the payment of funds involved will assist in the elimination of one or more blighting conditions inside the Project Area. The CDC may enter into contracts, leases and agreements with the City or other public body or entity pursuant to this Section and the obligation of the CDC under such contract, lease or agreement shall constitute an indebtedness of the CDC which may be made payable out of the taxes levied in the Project Area and allocated to the CDC under subdivision (b) of Section 33670 of the Redevelopment Law and under Section 500 of this Plan, or out of any other available funds. Payment for the acquisition of property and installation or construction of each facility referred to in the "Proposed Public Projects," attached hereto as Attachment D and incorporated herein by reference, is provided for in this Plan.

d. [§322] Development Plans

All development in the Project Area must conform to this Plan and the applicable City and County design review standards.

2. [§323] Personal Property Disposition

For the purposes of this Plan, the CDC is authorized to lease, sell, exchange, transfer, assign, pledge, encumber or otherwise dispose of personal property which is acquired by the CDC.

J. [§324] Rehabilitation, Conservation and Moving of Structures

1. [§325] Rehabilitation and Conservation

The CDC is authorized to rehabilitate and conserve, or to cause to be rehabilitated and conserved, any building or structure in the Project Area owned by the CDC. The CDC is also authorized and directed to advise, encourage and assist in the rehabilitation and conservation of property in the Project Area not owned by the CDC. The CDC is also authorized to acquire, restore, rehabilitate, move and conserve buildings of historic or architectural significance.

2. [§326] Moving of Structures

As necessary in carrying out this Plan, the CDC is authorized to move, or to cause to be moved, any standard structure or building or any structure or building which can be rehabilitated, to a location within or outside the Project Area.

K. [\$327] Low- and Moderate-Income Housing

1. [\$328] Replacement Housing

In accordance with Section 33413 of the CRL, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low and moderate income housing market as part of a redevelopment project that is subject to a written agreement with the CDC or where financial assistance has been provided by the CDC, the CDC shall, within four (4) years of such destruction or removal, rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, for rental or sale to persons and families of low or moderate income, an equal number of replacement dwelling units at affordable rents within the Project Areas or within the territorial jurisdiction of the CDC in accordance with all of the provisions of Sections 33413 and 33413.5 of said CRL. At least seventy-five percent (75%) of the replacement dwelling units shall replace dwelling units available at affordable housing cost in the same income level of very low income households, lower income households, and persons and families of low and moderate income, as the persons displaced from those destroyed or removed units.

2. [\$329] Increased and Improved Housing Supply

Subject to any limitations and exceptions authorized by law and exercised by the CDC, not less than twenty percent (20%) of all taxes which are allocated to the CDC pursuant to subdivision (b) of Section 33670 of the CRL and Section 502 of this Plan shall be used by the CDC for the purposes of increasing, improving and preserving the City's supply of housing for persons and families of very low, low or moderate income. In carrying out this purpose, the CDC may exercise any or all of its powers, including but not limited to the following:

- a. Acquire land or building sites;
- e. Improve land or building sites with on-site or off-site improvements;
- f. Donate land to private or public persons or entities,
- g. Finance insurance premiums pursuant to Health and Safety Code Section 33136;
- h. Construct buildings or structures;
- i. Acquire buildings or structures;
- j. Rehabilitate buildings or structures;

k. Provide subsidies to or for the benefit of persons or families of very low, low or moderate income;

l. Develop plans, pay principal and interest on bonds, loans, advances or other indebtedness or pay financing or carrying charges;

m. Maintain the community's supply of mobile homes; and

k. Preserve the availability of affordable housing units which are assisted or subsidized by public entities and which are threatened with conversion to market rate housing units.

The CDC may use these funds to meet, in whole or in part, the replacement housing provisions in Section 330 above. These funds may be used inside or outside the Project Area provided, however, that funds may be used outside the Project Area only if findings of benefit to the Project Area are made as required by Section 33334.2 of the CRL.

The funds for this purpose shall be held in a separate Low and Moderate Income Housing Fund until used. Any interest earned by such Low and Moderate Income Housing Fund shall accrue to the Fund.

### 3. [§330] Inclusionary Housing

To the extent and in the manner provided by the CRL, at least thirty percent (30%) of all new and substantially rehabilitated dwelling units developed by the CDC, if any, shall be available at affordable housing cost to persons and families of low or moderate income. Not less than fifty percent (50%) of the dwelling units required to be available at affordable housing cost to persons and families of low or moderate income shall be available at affordable housing costs to, and occupied by, very low income households.

To the extent and in the manner provided by the CRL, at least fifteen percent (15%) of all new or rehabilitated dwelling units developed with the Constituent Project Areas by public or private entities or persons other than the CDC shall be available at affordable housing cost to persons and families of low or moderate income. Not less than forty percent (40%) of the dwelling units required to be available at affordable housing cost to persons and families of low or moderate income shall be available at affordable housing cost to very low-income households.

### 4. [§331] Affordability Covenants

The aggregate number of replacement dwelling units and other dwelling units rehabilitated, developed, constructed, or price-restricted pursuant to Sections 326 and 328 shall remain available at affordable housing cost to persons and families of low or moderate income and very low income households for the longest

feasible time, as determined by the CDC, but for not less than the periods set forth in Section 800 for the duration of this Plan, except to the extent a longer period of time is required by other provisions of law.

All new or substantially rehabilitated housing units developed or otherwise assisted with moneys from the Low and Moderate Income Housing Fund pursuant to Section 327 shall remain available at affordable housing cost to persons and families of low or moderate income and very low income households for the longest feasible time, except to the extent a longer period of time may be required by other provisions of law, for a minimum of fifteen (15) years for rental units and a minimum of ten (10) years for owner-occupied units. However, the CDC may replace rental units with equally affordable and comparable rental units in another location with the City of Oxnard if: (i) the replacement units are available for occupancy prior to the displacement of any persons and families of low or moderate income residing in the units to be replaced; and (ii) the comparable replacement units are not developed with money's from the Low and Moderate Income Housing Fund. Furthermore, the CDC may permit sales of owner-occupied units prior to the expiration of the ten-year period pursuant to an adopted program which protects the CDC's investment of moneys from the Low and Moderate Income Housing Fund, including, but not limited to, an equity sharing program which establishes a schedule of equity sharing the permits retention by the seller of a portion of those proceeds based on the length of occupancy.

#### **IV. [§400] LAND USES PERMITTED IN THE PROJECT AREA**

##### **A. [§401] Redevelopment Land Use Map**

The "Redevelopment Land Use Map," attached hereto as Attachment E and incorporated herein by reference illustrates the location of the Project Area boundaries, major streets within the Project Area and the proposed land uses to be permitted in the Project Area for all land -- public, semi-public and private. The City will from time to time update and revise its General Plan. It is the intention of this Redevelopment Plan that the major and other land uses to be permitted within the Project Area shall be as provided within the City's General Plan, as it currently exists or as it may from time to time be amended, and as implemented and applied by City ordinances, resolutions and other laws. The major land uses authorized within the Project Area by the General Plan are described below. Other uses may be authorized from time to time by General Plan amendments. Attachment E shall be deemed amended without further CDC action to reflect changes in the City's General Plan from time to time.

B. §402 Designated Land Uses

1. §403 Residential Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for residential uses which are located in the Project Area shall be used for the permitted residential uses set forth and described in the City's General Plan.

2. §404 Commercial Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for commercial uses which are located in the Project Area shall be used for the permitted commercial uses set forth and described in the City's General Plan.

3. §405 Industrial Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for industrial uses which are located in the Project Area shall be used for the permitted industrial uses set forth and described in the City's General Plan.

4. §406 Open Space Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for open space uses which are located in the Project Area shall be used for the permitted open space uses set forth and described in the City's General Plan.

5. §407 Public/Semi-Public Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for public/semi-public uses which are located in the Project Area shall be used for the permitted public facilities uses set forth and described in the City's General Plan.

6. §408 Airport Compatible Use

The areas shown on the Redevelopment Land Use Map (Attachment E) for airport compatible uses which are located in the Project Area shall be used for the permitted industrial or commercial uses set forth and described in the City's General Plan.

7. §409 School Uses

The areas shown on the Redevelopment Land Use Map (Attachment E) for schools which are located in the Project Area shall be used for the permitted uses set forth and described in the City's General Plan.

8. §410 Open Space

The areas shown on the Redevelopment Land Use Map (Attachment E) for open space uses which are located in the Project Area shall be used for the permitted industrial or open space uses set forth and described in the City's General Plan.

9. §41 1 Mixed Uses

The areas shown on the Redevelopment Land Use Map (Attachment No. 3) for mixed uses which are located in the City shall be used for the permitted uses set forth and described in the City's General Plan.

C. §412 Other Land Uses

1. §413 Public Rights-of-Way

The principal streets within each Project Area are shown on the Project Area Map in Attachment A. Additional public streets, alleys and easements may be created in the Project Area as needed for proper development. Existing streets, alleys and easements may be abandoned, closed or modified as necessary for proper redevelopment of the Project Area. Any changes in the existing interior or exterior street layout shall be in accordance with the City's General Plan, the objectives of this Plan and the applicable City's design standards, shall be effectuated in the manner prescribed by state and local law and shall be guided by the following criteria:

a. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access, vehicular parking and delivery loading docks with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners under the rules for owner participation adopted by the CDC for the Project Area and any participation agreements executed thereunder;

b. The requirements imposed by such factors as topography, traffic safety and aesthetics; and

c. The potential need to serve not only the Project Area and new or existing developments but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities and activities typically found in public rights-of-way.

2. [§414] Other Public, Semi-Public, Institutional and Nonprofit Uses

In any area shown on the Redevelopment Land Use Map (Attachment E), the CDC is authorized to permit the maintenance, establishment or enlargement of public, semi-public, institutional or nonprofit uses, including park and recreational facilities, libraries, educational, fraternal, employee, philanthropic, religious and charitable institutions, utilities, railroad rights-of-way and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The CDC, to the extent permitted by law, may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

3. [§415] Interim Uses

Pending the ultimate development of land by developers and participants, the CDC is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan.

4. [§416] Non-Conforming Uses

The CDC may permit an existing use to remain in an existing building in good condition which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property may be required to enter into a participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

The CDC may authorize additions, alterations, repairs or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project Area where, in the determination of the CDC, such improvements would be compatible with surrounding Project uses and development.

D. [§417] General Controls and Limitations

All real property in the Project Area is made subject to the controls and requirements of this Plan in addition to applicable City controls and requirements. No real property shall be developed, rehabilitated or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

1. [§418] Construction

All construction in the Project Area shall comply with all applicable state and local laws and codes in effect from time to time. In addition to applicable

codes, ordinances or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the CDC to control and direct redevelopment activities in the Project Area.

2. [\$419] Rehabilitation and Retention of Properties

Any existing structure within the Project Area approved by the CDC for retention and rehabilitation shall be repaired, altered, reconstructed or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

3. [\$420] Limitation on the Number of Buildings

The number of buildings in the Project Area shall not exceed the number of buildings permitted within such area under the City's General Plan.

4. [\$421] Number of Dwelling Units

There are no known dwelling units presently in the Project Area. Dwelling units shall not exceed the number of dwelling units permitted under the City's General Plan.

5. [\$422] Limitation on Type, Size and Height of Buildings

Except as set forth in other sections of this Plan, the type, size and height of buildings shall be as limited by applicable federal, state and local statutes, ordinances and regulations.

6. [\$423] Open Spaces, Landscaping, Light, Air and Privacy

The approximate amount of open space to be provided in the Project Areas is the total of all areas, which will be in the public rights-of-way, the public ground, the space around buildings, and all other outdoor areas not permitted to be covered by buildings. Landscaping shall be developed in the Project Area to ensure optimum use of living plant material.

Sufficient space shall be maintained between buildings in all areas to provide adequate light, air and privacy.

7. [\$424] Signs

All signs shall conform to the applicable City sign ordinances as they now exist or are hereafter amended.

8. [\$425] Utilities

The CDC shall require that all utilities be placed underground whenever physically and economically feasible.

9. [\$426] Incompatible Uses

No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor or similar factors would be incompatible with the surrounding areas or structures shall be permitted in any part of the Project Area.

10. [\$427] Non-Discrimination and Non-Segregation

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area.

11. [\$428] Minor Variations

Under exceptional circumstances, the CDC is authorized to permit a variation from the limits, restrictions and controls established by this Plan. In order to permit such variation, the CDC must determine that:

a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;

b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property that do not apply generally to other properties having the same standards, restrictions and controls;

c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and

d. Permitting a variation will not be contrary to the objectives of this Plan or of the applicable General Plan of the City.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the CDC shall impose such conditions as are necessary to protect the public peace, health, safety or welfare and to assure compliance with the purposes of this Plan. Any variation permitted by the CDC hereunder shall not supersede any other approval required under applicable City codes and ordinances.

E. [\$429] Design for Development

Within the limits, restrictions and controls established in this Plan, the CDC is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access and other development and design controls necessary for proper development of both private and public areas within the Project Areas.

No new improvement shall be constructed, and no existing improvements shall be substantially modified, altered, repaired or rehabilitated except in accordance with this Plan and any such controls.

F. [\$430] Building Permits

No permit shall be issued for the construction of any new building or for any construction of an existing building in the Project Area unless the application for such permit has been made and processed in a manner consistent with all applicable City requirements.

V. **[\$500] FINANCING PLAN**

A. [\$501] General Description of the Proposed Financing Method

The CDC is authorized to finance redevelopment of the Project Area with financial assistance from the City, County, State of California, federal government, tax increment funds, interest income, CDC bonds, donations, loans from private financial institutions, the lease or sale of CDC-owned property or any other available source, public or private.

The CDC is also authorized to obtain advances, borrow funds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds and indebtedness may be paid from tax increments or any other funds available to the CDC. Advances and loans for survey and planning and for the operating capital for administration of the Project may be provided by the City until adequate tax increment or other funds are available, or sufficiently assured, to repay the advances and loans and to permit borrowing adequate working capital from sources other than the City. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities.

The City, County or any other public CDC may expend money to assist the CDC in carrying out redevelopment of the Project Area. As available, funds from the City's capital improvements program derived from gas tax funds from the state and county may be used for street improvements and public transit facilities.

The CDC may enter into joint powers authorities and other mechanisms for cooperative development of public facilities or arrange for other public entities to provide those facilities.

B. [\$502] Tax Increment Funds

1. [\$503] Base Allocation

In substance, the interest and principal on CDC bonds, as well as any other loans, monies advanced to, or indebtedness incurred by the CDC to finance or refinance, in whole or in part, the project will be paid by the increase in tax revenues which will be realized because of the redevelopment of the project area. Accordingly, pursuant to the provisions of Chapter 6, Article 5 and 6 of the CRL, the taxes, if any, levied upon taxable property in the project each year by or for the benefit of the State of California, and city, county, city and county, district, or other public corporation (herein sometimes called "taxing agencies") after the effective date of the ordinance approving the original Redevelopment Plan, shall be divided as follows:

a. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of the said taxing agencies upon the total sum of the assessed value of the taxable property in the project as shown upon the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for said taxing agency or agencies which did not include the territory in a redevelopment project on the effective date of such ordinance but to which such territory has been annexed or otherwise included after such effective date, the assessment roll of the county last equalized on the effective date of the ordinance shall be used in determining the assessed valuation of the taxable property in the project on the effective date); and

b. That portion of said levied taxes each year in excess of such amount shall be allocated to and when collected shall be paid into a special fund of the CDC to pay the principal of and interest on loans, monies advanced to, or indebtedness (whether funded, refunded, assumed or otherwise) incurred by such agency to finance or refinance, in whole or in part, the project. Unless and until the total assessed valuation of the taxable property in the project exceeds the total assessed value of the taxable property in the project as shown by the last equalized assessment roll referred to in Paragraph A hereof, all of the taxes levied and collected upon the taxable property in such project shall be paid into the funds of the respective taxing agencies. When said loans, advances, and indebtedness, if any, and interest thereon, have been paid, all monies thereafter received from taxes upon the taxable property in the project shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid into the funds of the respective taxing agencies.

c. In any redevelopment project in which taxes have been divided pursuant to this section prior to 1968, located within any county with total assessed valuation subject to general property taxes for the Fiscal year 1967-1968 between two billion dollars (\$2,000,000,000) and two billion one hundred million dollars (\$2,100,000,000) if the total assessed valuation of taxable property within the redevelopment project for the fiscal year 1967-1968 was reduced, the total sum of the assessed value of taxable property used as the basis for apportionment of taxes under subdivision (a) shall be reduced by 10 percent for the fiscal year 1968-1969 and fiscal years thereafter.

2. [\$504] Distribution to Affected Taxing Entities

To the extent required by applicable law, the CDC shall make the required payments to affected taxing entities.

C. [\$505] Limitation on Taxes

The amount of tax which may be divided and allocated to the CDC from the Ormond Beach Project Area shall not exceed \$343,200,000.

D. [\$506] Establishment and Payment of Debt

All loans, advances, and indebtedness to finance the project in whole or part shall be established by January 1, 2014. No indebtedness to finance, in whole or in part, the implementation of the Plan in the Project Area and which is to be repaid from the division and allocation of taxes to the CDC shall be repaid with such taxes beyond 50 years from the date of adoption of the original Redevelopment Plan by the City Council, or November 21, 2033.

E. [\$507] Limit on Bond Indebtedness

The amount of bond indebtedness which may be outstanding at one time shall not exceed \$148,600,000.

F. [\$508] Other Loans and Grants

Any other loans, grants, guarantees or financial assistance from the United States, the State of California or any other public or private source may be utilized if available.

**VI. [\$600] ACTIONS BY THE CITY**

The City shall aid and cooperate with the CDC in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this

Plan and to prevent the recurrence or spread in the area of conditions causing blight. Actions by the City shall include, but not be limited to, the following:

A. Institution and completion of proceedings for opening, closing, vacating, widening or changing the grades of streets, alleys and other public rights-of-way and for other necessary modifications of the streets, the street layout and other public rights-of-way in the Project Area. Such action by the City shall include the requirement of abandonment, removal and relocation by the public utility companies of their operations of public rights-of-way as appropriate to carry out this Plan, provided that nothing in this Plan shall be construed to require the cost of such abandonment, removal and relocation to be borne by others than those legally required to bear such cost.

B. Institution and completion of proceedings necessary for changes and improvements in private and publicly-owned public utilities within or affecting the Project Area.

C. Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.

D. Imposition wherever necessary (by conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.

E. Provision for administrative enforcement of this Plan by the City after development.

F. Performance of the above actions and of all other functions and services relating to public peace, health, safety and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

G. The undertaking and completing of any other proceedings necessary to carry out the Plan in the Project Area.

The foregoing actions to be taken by the City do not involve or constitute any commitment for financial outlays by the City.

## VII. [§700] ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the CDC and/or the City.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by court litigation instituted by either the CDC or the City. Such

remedies may include, but are not limited to, specific performance, damages, reentry, injunctions or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions, which are expressly for the benefit of owners of property in the Project Areas, may be enforced by such owners.

#### **VIII. [§800] DURATION OF THIS PLAN**

Except for the nondiscrimination and non-segregation provisions, which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective for the period ending 40 years from the date of adoption of the original Redevelopment Plan, or November 21, 2023. After the time limit on the effectiveness of the Redevelopment Plan, the CDC shall have no authority to act pursuant to the Redevelopment Plan except to pay previously incurred indebtedness and to enforce existing covenants or contracts, unless the CDC has not completed its housing obligations pursuant to Section 33413 of the CRL, in which case the CDC shall retain its authority to implement requirements under Section 33413, including its ability to incur and pay indebtedness for this purpose, and shall use this authority to complete these housing obligations as soon as is reasonably possible.

#### **IX. [§900] PROCEDURE FOR AMENDMENT**

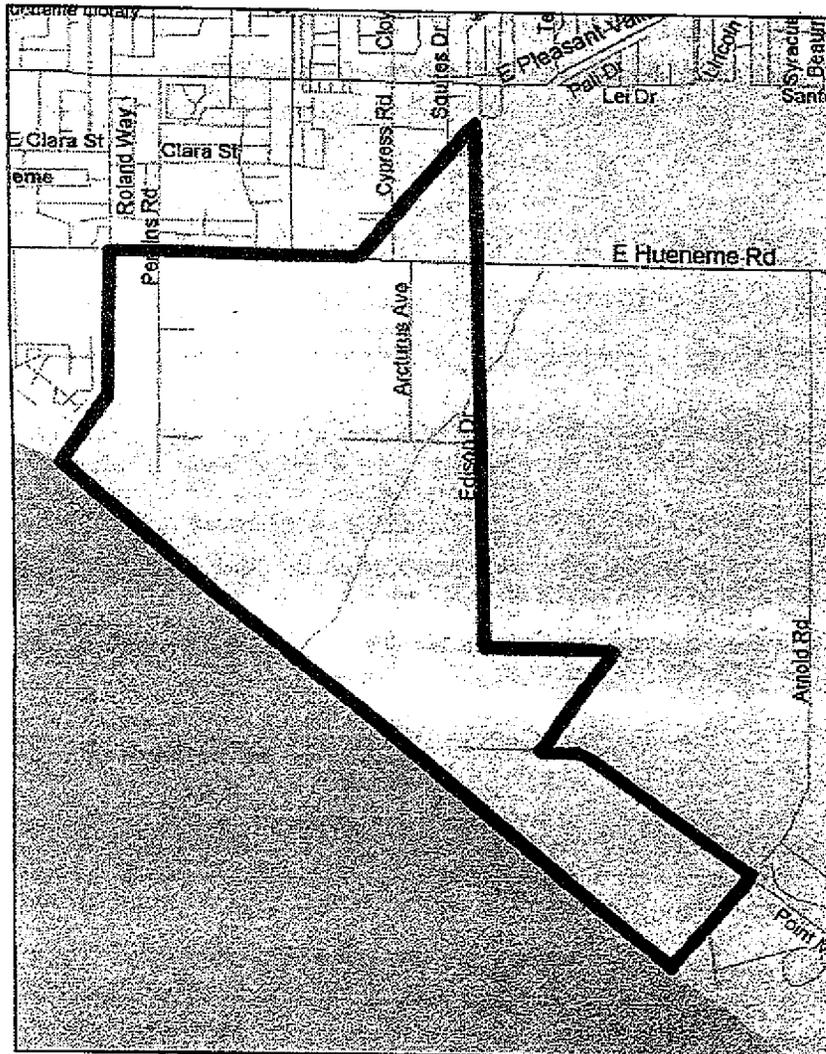
This Plan may be amended by means of the procedure established in the CRL or by any other procedure hereafter established by law.

# **ATTACHMENT A PROJECT AREA MAP**



**ATTACHMENT B  
PROJECT AREA  
BOUNDARY DESCRIPTION**

# ATTACHMENT B ORMOND BEACH REDEVELOPMENT PROJECT



## Legal Description

A portion of subdivision 76, 80, 81, 83, 84 and 85 of the Rancho El Rio De Santa Clara O La Colonia, as delineated on a map filed at the office of the County Clerk of Ventura County, State of California, in an action entitled "Thomas A. Scott, et al., Plaintiffs, vs. Rafael Gonzales, et al., Defendants," and more particularly described as follows:

Beginning at the intersection of a point 500 feet beyond the ordinary high tide line of the Pacific Ocean with the southwesterly prolongation of the northwesterly line of a strip of land 70.50 feet wide described in the Deed of the City of Oxnard to Ventura Flood Control District recorded in the office of the County Recorder of Ventura County, in Book 1482, Page 113, of Official Records; thence, along said northwesterly prolongation, and westerly line for the first three courses,

- 1st: North  $34^{\circ} - 58' - 30''$  East 2,081 feet to a tangent curve concave to the northwest and having a radius of 582.32 feet and a delta of  $35^{\circ} - 00' - 00''$ ; thence, along said course
- 2nd: Northeasterly, Northerly 356 feet to a tangent line; thence, along said tangent line,
- 3rd: North  $00^{\circ} - 01' - 30''$  West 1,484 feet to the north boundary of Hueneme Road (100 feet wide); thence, along said north boundary,
- 4th: East 2,564 feet to the easterly line of Saviers Road (100 feet wide); thence, along said easterly line,
- 5th: South 25 feet to the northerly line of Hueneme Road (50 feet wide); thence, along said northerly line,
- 6th: East 979 feet to the northwesterly line of Ventura County Railway Company (50 feet wide); thence, along said northwesterly line for the next five courses,
- 7th: North  $42^{\circ} - 20'$  East 840 feet more or less to a tangent curve concave to the southeast having a radius of 2,889.40 feet and a delta of  $07^{\circ} - 16' - 25''$ ; thence, along said curve
- 8th: Northeasterly, 367 feet to a tangent line; thence, along said tangent line,
- 9th: North  $49^{\circ} - 36' - 25''$  East 1,675 feet to a tangent curve concave to the northwest having a radius of 1,110.85 feet and a delta of  $30^{\circ} - 16' - 25''$ ; thence, along said curve
- 10th: Northeasterly 587 feet to a tangent line; thence, along said tangent,

# ATTACHMENT B (Continued)

## ORMOND BEACH REDEVELOPMENT PROJECT

### Legal Description

11th: North  $19^{\circ} - 20'$  East 61 feet to the west line of property 30 feet wide called "Shoestring to the Pacific Ocean," recorded in Book 787, Page 149, of said County; thence, along said west line.

12th: South 2,565 feet to the south boundary of said Huene Road (50 feet wide); thence, along said south boundary;

13th: South  $89^{\circ} - 54' - 00''$  East 330 feet to the northeast property corner recorded in Book 3233, Page 19, of said County; thence, along the east line of said Book 3233, Page 19.

14th: South  $00^{\circ} - 01' - 00''$  East 2,614.92 feet to the southeast property corner of said Book 3233, Page 19; thence, along the south line of said Book 3233, Page 19.

15th: North  $89^{\circ} - 54' - 00''$  West 300.00 feet to the northeast corner of Lot 6, of said subdivision 84; thence, along the east line of said Lot 6.

16th: South  $00^{\circ} - 00' - 45''$  East 2,645.13 feet to the southeast corner of said Lot 6; also being the southwest corner of Lot 5, of said subdivision 84; thence, along the south line of said Lot 5.

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17th: South  $89^{\circ} - 57' - 30''$  East 1,853.24 feet to the easterly end of the 7th course of Annexation No. 61-3 to the City of Oxnard recorded as Document No. 25610 recorded on June 16, 1961; thence, along the boundary of said Annexation No. 61-3 for the next six courses,

18th: South  $13^{\circ} - 31' - 30''$  West 1,286.20 feet; thence.

19th: South  $02^{\circ} - 04' - 30''$  West 1,292.60 feet; thence.

20th: South  $16^{\circ} - 35' - 23''$  East 104.30 feet; thence.

21st: South  $89^{\circ} - 56' - 30''$  East 513.25 feet; thence.

22nd: South  $53^{\circ} - 42' - 30''$  East 1,511.81 feet to the southeasterly line of Arnold Road (60 feet wide); thence, along said southeasterly line.

23rd: South  $40^{\circ} - 10' - 30''$  West 2,512 feet to a point 500 feet beyond the line of ordinary high tide of the Pacific Ocean; thence, along said line 500 feet from the ordinary tide line.

24th: Northwesterly to the Point of Beginning, and containing 1,334 acres.

**ATTACHMENT C  
PROJECT EMINENT  
DOMAIN EXCLUSIONS**

## ATTACHMENT C EMINENT DOMAIN EXCLUSIONS

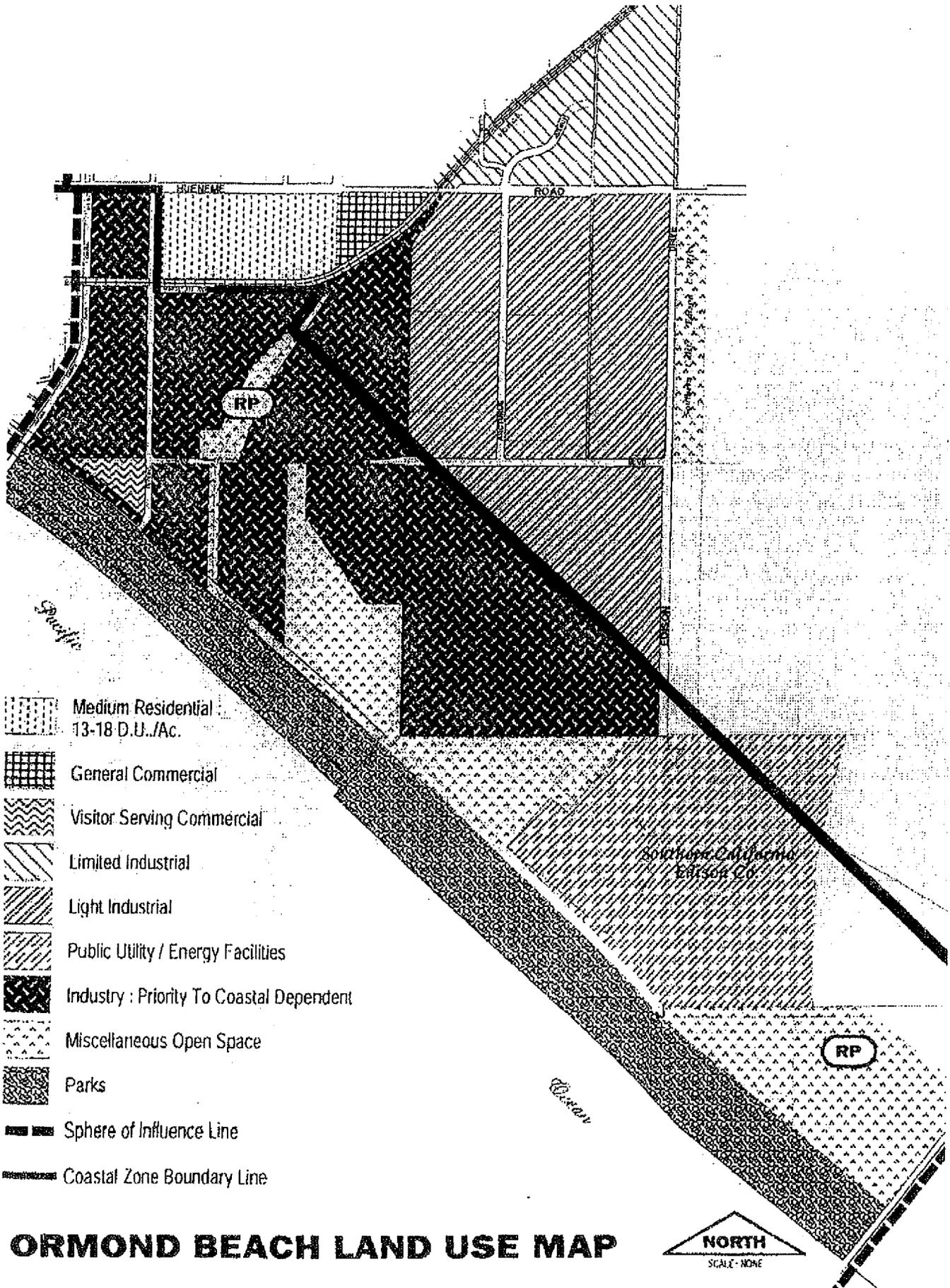
<p>Navarro Farms, Inc. Attn: Jack Ota, President 5655 Arcturus P.O. Box 1268 Oxnard, CA 93032 (805) 488-6488</p>	<p>Kimtruss Corporation Attn: Lee Miller 5851 Arcturus Oxnard, CA 93033 (805) 488-0873</p>	<p>Halliburton Company Attn: Sam Wiley, District Manager 5800 Perkins Road Oxnard, CA 93033</p>
<p>Western Kraft Paper Group Attn: Robert Sagnay 5936 Perkins Road Oxnard, CA 93033 (805) 986-3881</p>	<p>Southern California Edison Generating Plant Attn: Mike Montoya, Regional Manager</p>	<p>Arco Oil and Gas Company Attn: R.T. Sproul, Material Operations Manager 5901 Arcturus Oxnard, CA 93033 (805) 986-1706</p>
<p>Exxon Company Production Warehouse 5901 Arcturus Oxnard, CA 93033</p>	<p>Offshore Crane and Service Company, Inc. Attn: Ed Walker 5851 Arcturus Oxnard, CA 93033 (805) 488-4475</p>	<p>Koppers Company, Inc. Attn: Mr. Fahnoe, Plant Manager 5980 Arcturus Oxnard, CA 93033 (805) 488-0831</p>
<p>Diamond Shamrock Chemical Company Attn: Roger Newton, Plant Manager 6000 Arcturus Oxnard, CA 93033 (805) 488-4461</p>	<p>Arcturus Manufacturing Corporation Attn: J.M. Sheehan, President 6001 Arcturus P.O. Box 2829 Oxnard, CA 93033 (805) 488-4481</p>	<p>Kaiser Aluminum and Chemical Sales, Inc. Attn: John Ball, Plant Manager 1001 McWane Boulevard Oxnard, CA 93033 (805) 488-4401</p>
<p>Pennington Manufacturing Attn: Wes Pennington, Owner 5901 South Edison Drive Oxnard, CA 93033 (805) 659-0421</p>		

**ATTACHMENT D  
PROPOSED  
PUBLIC PROJECTS**

## ATTACHMENT D PROPOSED PUBLIC PROJECTS

<p><b>Resource Enhancement and Protection:</b> Facilitate restoration, maintenance and protection of sensitive coastal resources including wetlands, dunes and beach access.</p>
<p><b>Visitor-Serving Development:</b> Establish coordinated and harmonious land use patterns that attract and encourage tourist and visitor serving activities while protecting sensitive coastal resources. Potential projects include hotel-resort, interpretative center, golf course and pier/boardwalk.</p>
<p><b>Urban Design Improvements:</b> Public information signage, median landscaping along Hueneme Road and similar streetscape improvements to entice new development.</p>
<p><b>Drainage Improvements:</b> Re-engineer existing storm drain system. Projects include rebuilding or relocating the existing storm drain south of Hueneme Road to the ocean outlet.</p>
<p><b>Water and Sewer Improvements:</b> Replace old and undersized water and sewer lines throughout the Project Area, cap the existing sewer treatment plant outflow, expand the sewer plant capacity and construct cosmetic improvements to minimize the plant's visual impact on surrounding property.</p>
<p><b>Street Improvements:</b> Complete street improvements on Perkins Road, Hueneme Road and McWane, including infrastructure, extend Saviers Road south of Hueneme Road, including infrastructure, widen Hueneme Road to Highway 1 and extend Rice Avenue to Hueneme Road.</p>

**ATTACHMENT E  
REDEVELOPMENT  
LAND USE MAP**



# ORMOND BEACH LAND USE MAP

