

ROSE-SANTA CLARA

CORRIDOR SPECIFIC PLAN

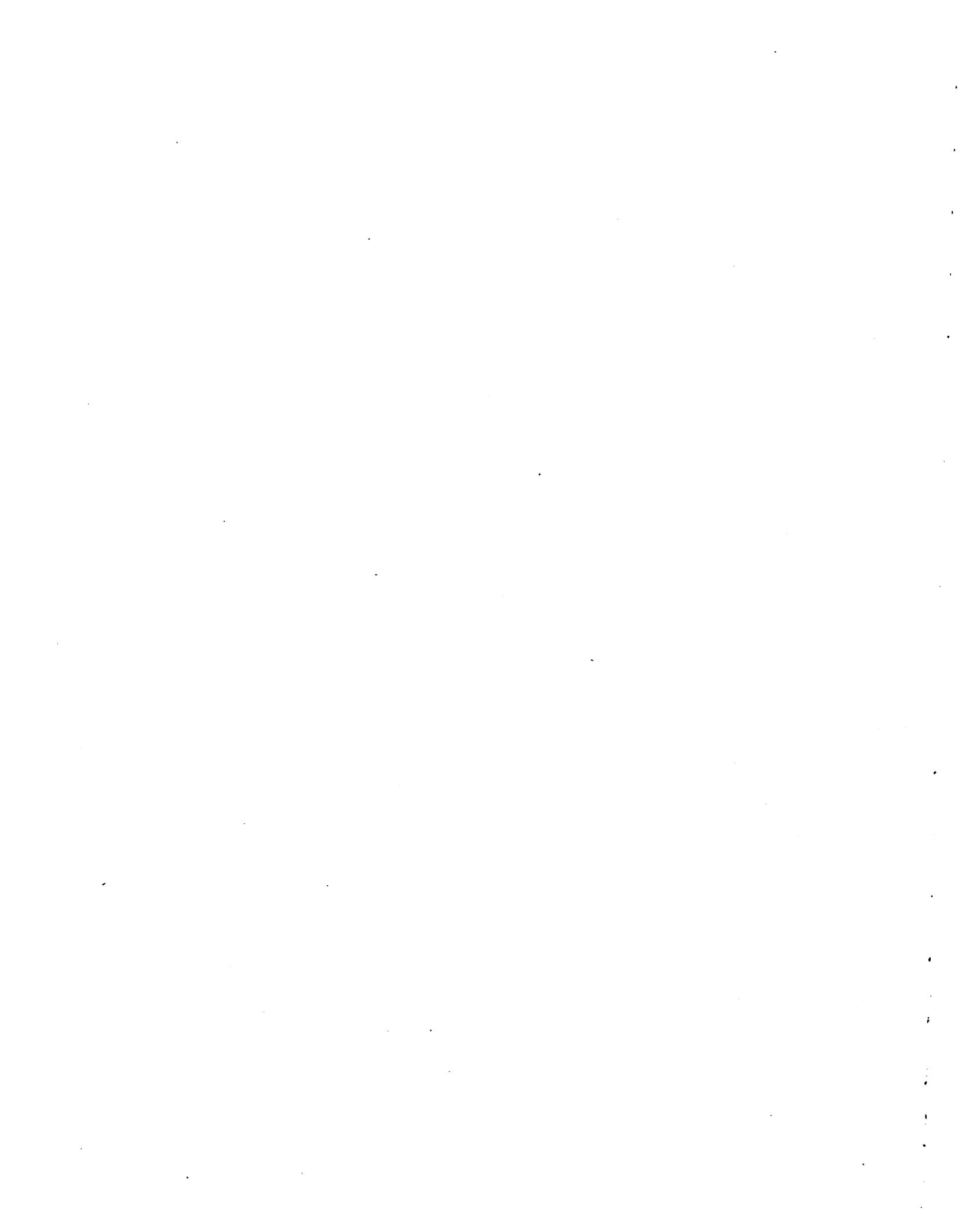
CITY OF OXNARD

**ROSE-SANTA CLARA CORRIDOR
SPECIFIC PLAN**

Prepared for:

**City of Oxnard
Community Development Department
Richard J. Maggio, Director
305 West Third Street
Oxnard, California 93030**

Adopted July 15, 1986



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AMENDMENTS

Rose-Santa Clara Specific Plan

DATE	* ORDINANCE/ RESOLUTION NO.	ACTION
8/5/1986	2085	Adoption of the Rose-Santa Clara Specific Plan
11/24/1987	2139	Amendment for locational criteria for auto sales and service land use areas
3/1/1988	2151	Amendment to the language for the NB ramp at Santa Clara Avenue, Ventura Bl. And Highway 101
11/22/1988	2183	Amendment to Lot 17 regulations for commercial/retail sales in the auto sales area
9/5/1989	2209	Amendment to auto center freeway sign standards
9/18/1990	2231	Amendment to Lot 18 regulations for commercial/retail sales in the auto sales area
12/20/1994	2355	Extension of the SP area
10/10/2000	2540	Amendment to auto center freeway sign standards
11/19/2002	12,268	Amendment to architectural standards in the auto sales area

* A copy of the Ordinance/Resolution referenced above is attached.

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1.0 INTRODUCTION

1.1 PURPOSE AND INTENT OF SPECIFIC PLAN

The purpose of this specific plan is to assure the development of the Rose-Santa Clara Corridor area as a coordinated project that includes a complementary mixture of commercial and light industrial uses. This specific plan provides the City of Oxnard with a comprehensive set of plans, programs, regulations and conditions for guiding the development of the project area.

The Rose-Santa Clara Corridor Specific Plan has been prepared in accordance with the requirements of the California Government Code for Specific Plans (Government Code Sections 65450-65457) and addresses all issues and topics specified in the code.

A key function of the specific plan is to reduce the need for detailed planning and environmental review procedures as the project is developed. In accordance with Section 65453 of the California Government Code, the accompanying Environmental Impact Report (EIR 85-3) is intended to serve as the sole environmental document for the specific plan and all individual projects that are undertaken pursuant to, and in conformance with, the specific plan. No initial study or negative declaration need be filed pursuant to Division 13 (commencing with Section 21000 of the Public Resources Code) for any individual site and building plans that are found to be in substantial conformance with the standards and guidelines contained in the Rose-Santa Clara Corridor Specific Plan. Individual projects that are in substantial conformance with the specific plan may proceed with site plan and building design review and/or other discretionary actions without the requirement for new environmental documentation.

1.2 AUTHORITY

California Government Code Section 65450 gives a legislative body authority to prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan. As outlined in Government Code Sections 65451-65452, specific plans are to contain a text and diagram or diagrams specifying: (1) the distribution, location and extent of land uses; (2) the distribution,

location and extent of major infrastructure improvements needed to support the land uses described in the plan; (3) development standards and criteria; (4) a program of implementation measures; (5) a statement of the relationship of the specific plan to the general plan; and (6) any other subjects that are necessary or desirable for implementation of the general plan.

After it is adopted, a specific plan has an effect similar to the local general plan; for example, the State's Subdivision Map Act requires the legislative body to ensure that all final or tentative subdivision maps be in substantial conformance with a specific plan. In addition, a development agreement between a municipal body and a developer/applicant cannot be approved unless the legislative body finds the agreement is consistent with the general plan and any applicable specific plan. As a tool to implement the general plan, the specific plan may also have an effect similar to a zoning ordinance in that the specific plan contains the development and performance standards that are applicable to the specific plan area.

1.3 SPECIFIC PLAN ORGANIZATION

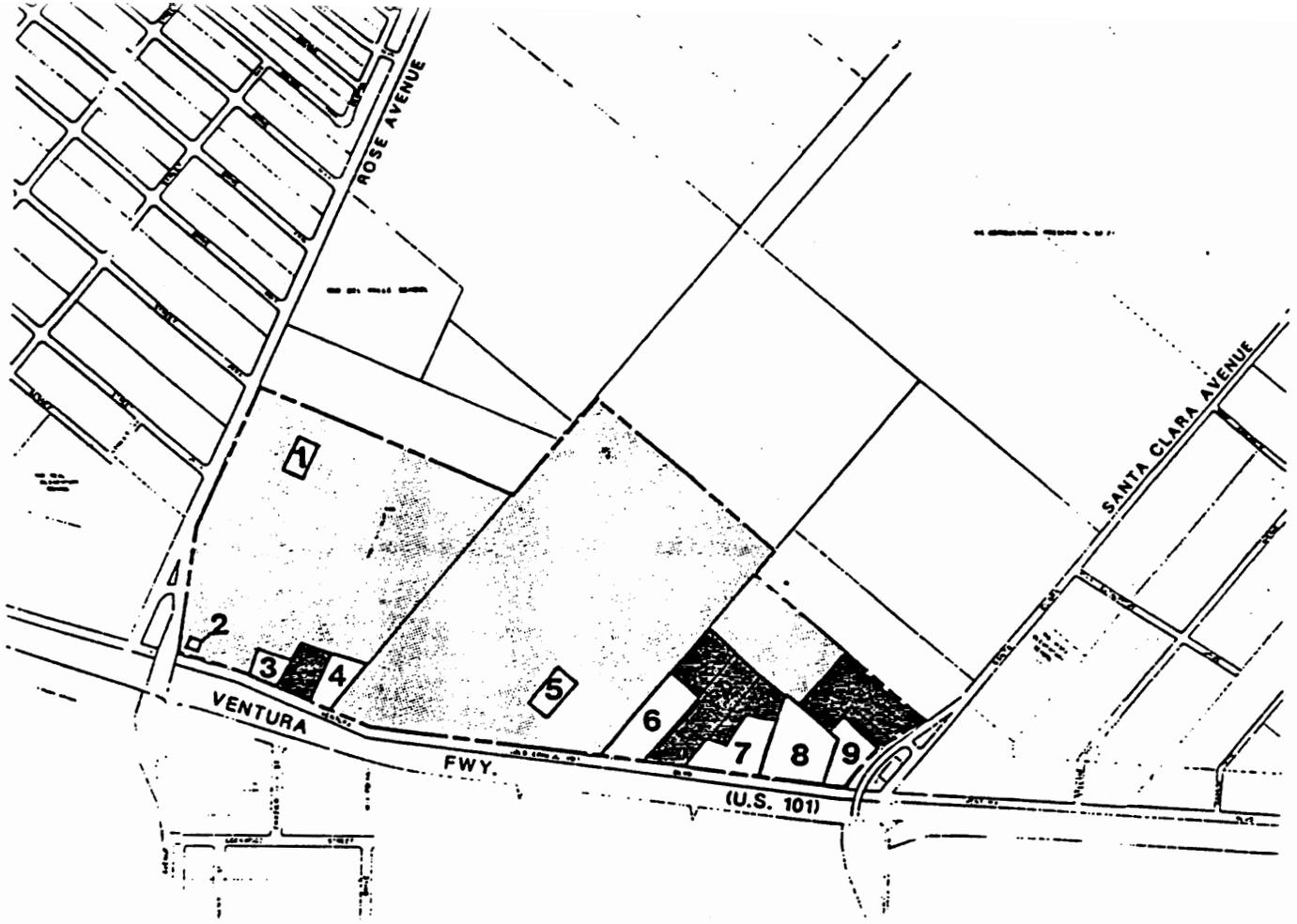
In providing for the systematic implementation of the general plan, this specific plan is organized into seven primary sections:

- **Project Setting**
- **Project Description**
- **Land Use Master Plan**
- **Circulation Master Plan**
- **Design Guidelines and Standards**
- **Infrastructure Master Plan**
- **Specific Plan Implementation**

The following is a brief summary of these seven sections:

- **Project Setting**: This section presents the location and local setting of the Rose-Santa Clara Corridor project site, the planning characteristics and background of the project, and the opportunities and constraints associated with development of the project site.

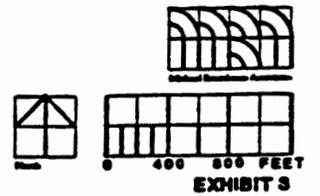
- **Project Description:** This section provides an overview of the proposed development, including a description of the objectives for the project and the characteristics of the project.
- **Land Use Master Plan:** This section defines the major land use areas within the project and sets forth the permitted land uses and development and performance standards for each area.
- **Circulation Master Plan:** The circulation master plan includes the designs and standards for the vehicular, pedestrian and bicycle circulation systems; public transit improvements and parking standards. Also included in this section are transportation management strategies designed to minimize the traffic and air quality impacts of the project.
- **Design Guidelines and Standards:** This section discusses the existing visual characteristics of the project site and sets forth design objectives for development of the area. This section includes a landscape master plan and public art program as well as architectural and sign guidelines and standards.
- **Infrastructure Master Plan:** The infrastructure master plan includes drainage, water and sewer master plans designed to serve the proposed land uses. Also included is a discussion of the availability of other utilities to the site.
- **Specific Plan Implementation:** This section contains the procedures, programs and conditions that will ensure the proper implementation of the Rose-Santa Clara Corridor Plan. Included in this section are: (1) a statement of the relationship of the Specific Plan to the Oxnard General Plan; (2) a discussion of jurisdictional boundary changes necessary to implement the plan; (3) the implementation program for the necessary infrastructure improvements; (4) the design review procedures; (5) special use permit procedures; (6) subdivision review procedures; (7) the procedures for amending the specific plan; and (8) regulations pertaining to nonconforming uses.

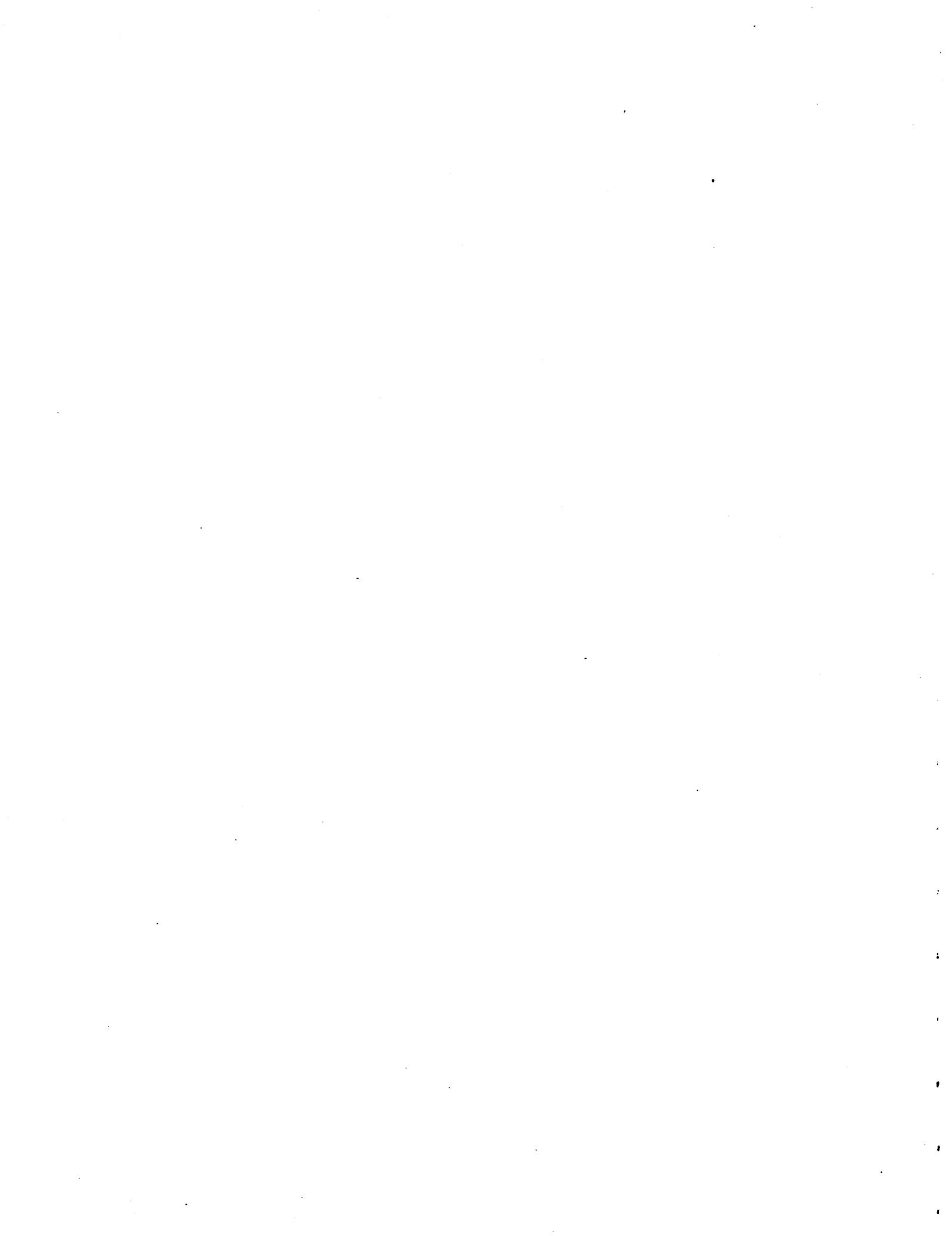


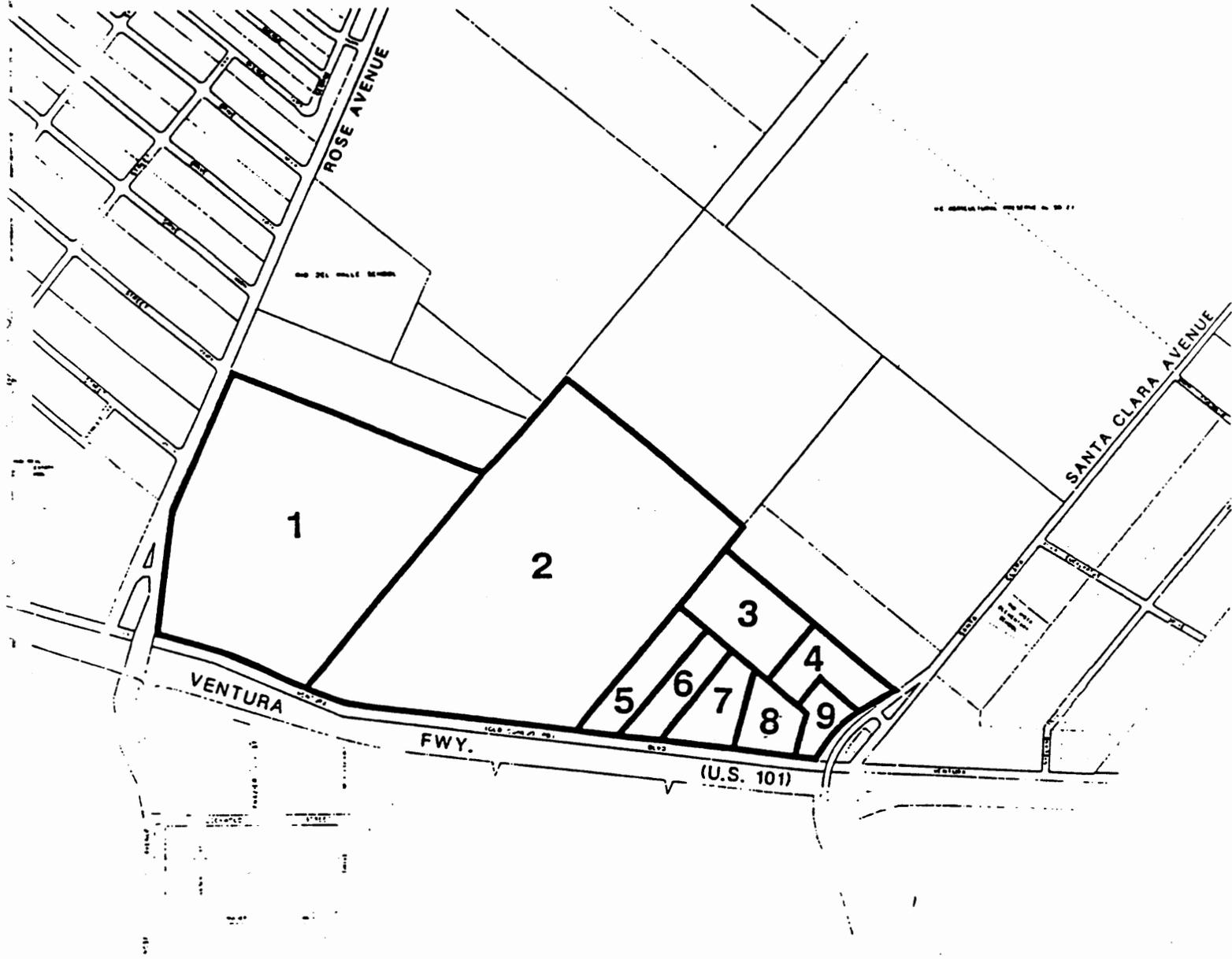
LEGEND

- 1** RESIDENCE (RELATED TO AGRICULTURAL USE)
- 2** PRODUCE STAND
- 3** GTE FACILITY
- 4** FARM EQUIPMENT STORAGE
- 5** RESIDENCE/FARM EQUIPMENT STORAGE
- 6** OXNARD TRUCK CENTER
- 7** GIBBS INTERNATIONAL TRUCKING
- 8** VALLEY TRAILER VILLA AND BEEHIVE MOBILE HOME SALES
- 9** PLAZA MOBILE HOME PARK
- [Pattern]** AGRICULTURE
- [Black]** VACANT

EXISTING LAND USES (January 1985)
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard







PLANNING AREAS

**ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN**

City of Oxnard

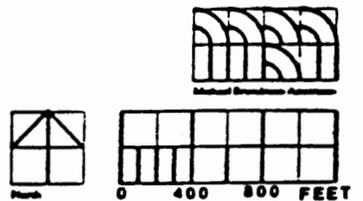
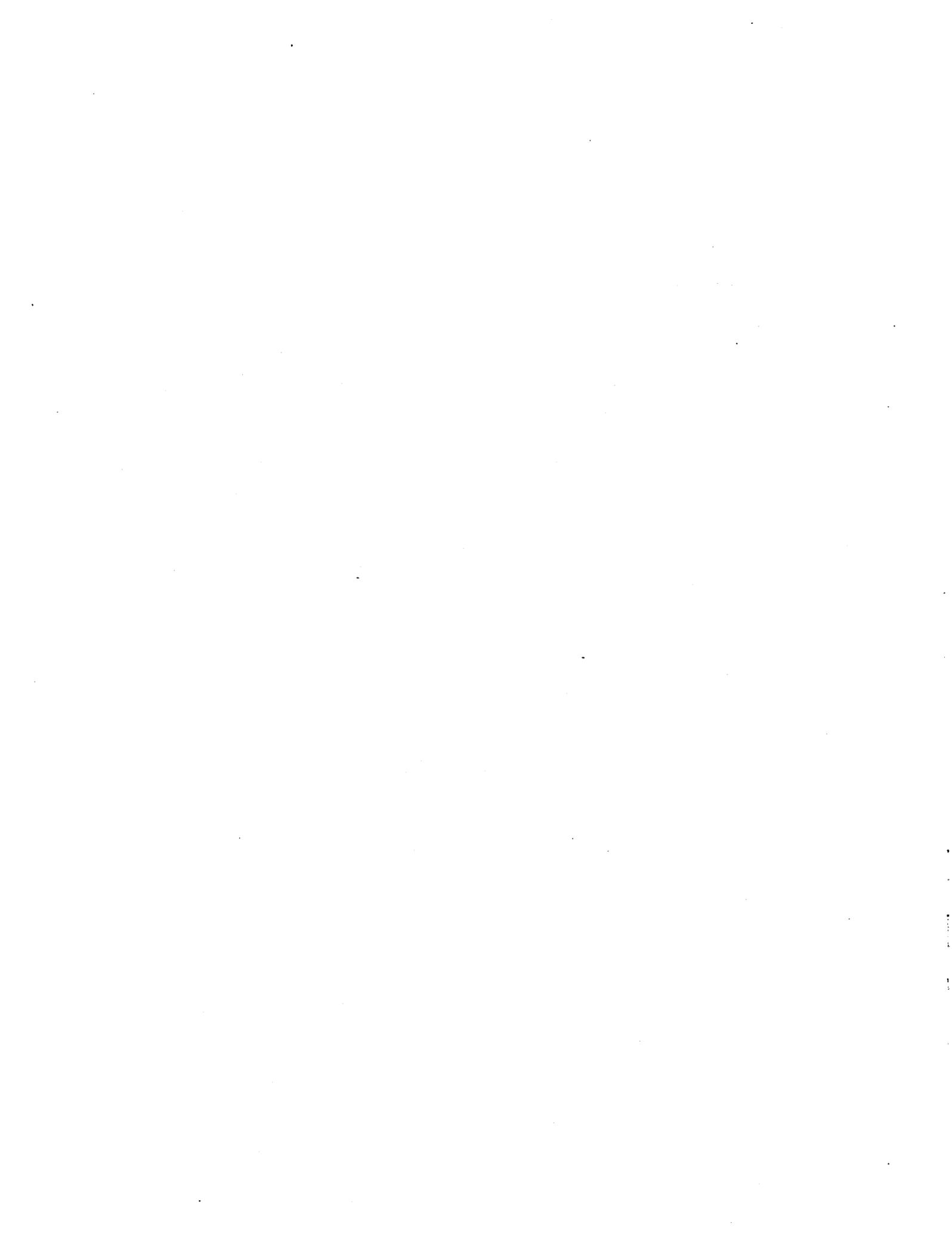
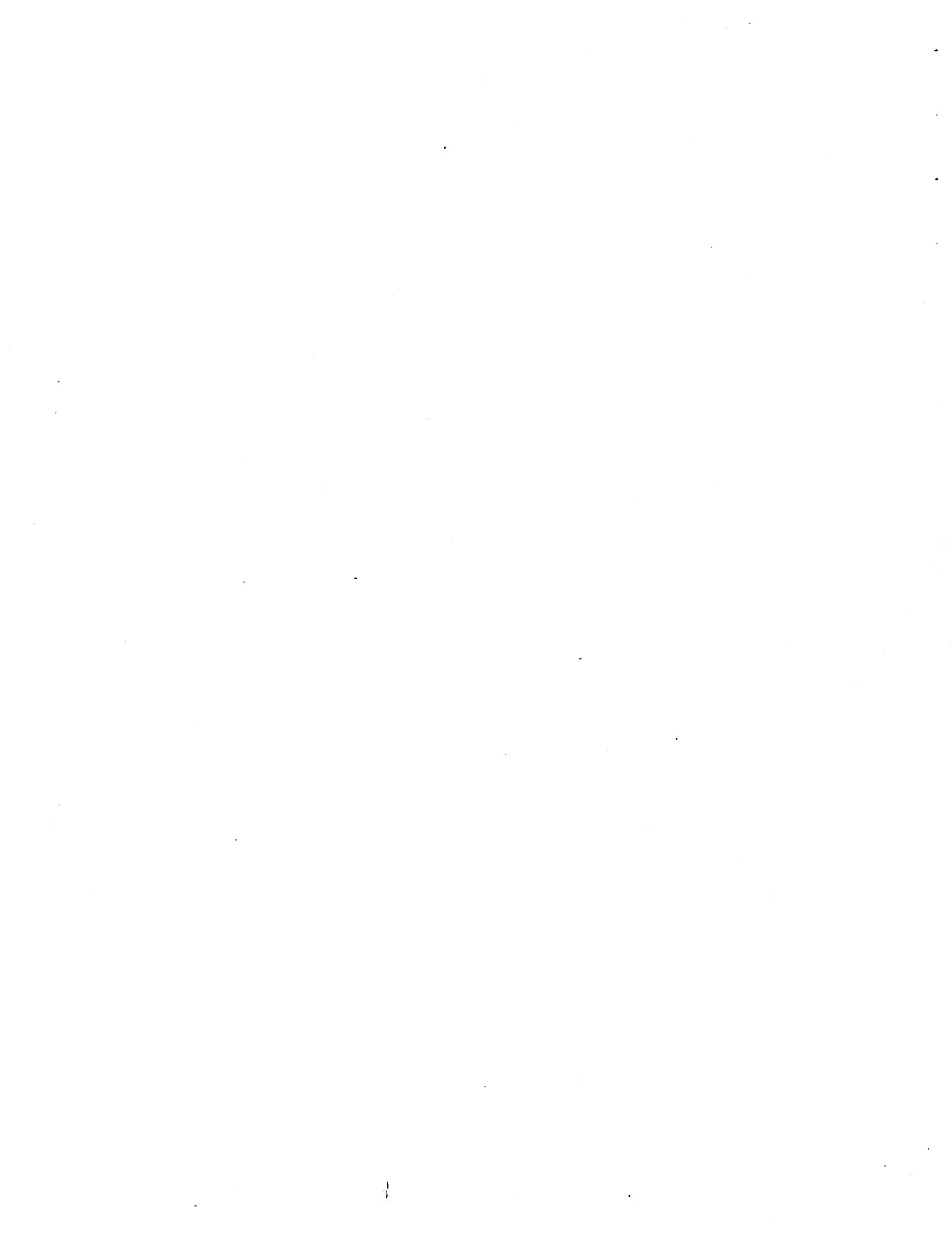


EXHIBIT 2





2.0 PROJECT SETTING

2.1 PROJECT LOCATION

The Rose-Santa Clara Corridor Specific Plan project area consists of approximately 204 acres located immediately north of the Ventura Freeway (U.S. 101), east of Rose Avenue and west of Santa Clara Avenue. Exhibit 1 provides a vicinity map showing the location of the project site.

2.2 LOCAL SETTING

2.2.1 Planning Characteristics and Existing Onsite Land Uses

The Rose-Santa Clara Corridor Specific Plan project area consists of nine primary planning areas at this time (January 1985). Title to each area is held by a separate landowner at this time. The boundaries of the nine planning areas are shown in Exhibit 2. The current land uses for each area are shown in Exhibit 3.

As shown in Exhibit 3, planning areas 1, 2 and 3 are currently used for agricultural purposes. Area 4 is unsuitable for agricultural purposes due to poor drainage characteristics and is currently vacant. Area 6 is also vacant at this time. Areas 5 and 7 contain existing truck and heavy equipment sales and service centers. Both parcels are partially vacant at this time. Area 9 contains a trailer park and mobile home sales facility. Area 10 also contains a trailer park.

2.2.2 Existing Surrounding Land Uses

The Rose-Santa Clara Corridor planning area is located north of the Ventura Freeway in an area of Oxnard that is largely devoted to agricultural and low-density residential uses. The agricultural areas located to the north of the project site are included in the 13,000-acre Oxnard-Camarillo-Del Norte greenbelt. The cities of Oxnard and Camarillo, and the County of Ventura, are jointly administering policies of non-annexation and non-development for land located within the greenbelt.

The 170-acre area located east of Santa Clara Avenue, north of the freeway and south of Friedrich Road is known as Nyeland Acres. This area primarily consists of large-lot residential land uses. The freeway edge of Nyeland Acres contains commercial and industrial land uses. Maintenance of the existing land use pattern in this area is called for by both the City of Oxnard and County of Ventura General Plans.

The 500-acre area located west of Rose Avenue, north of the freeway and east of Vineyard Avenue is known as El Rio. This area is primarily residential in nature, with commercial and industrial uses fronting onto the freeway. Maintenance of the existing land use pattern in this area is called for in both the City of Oxnard and County of Ventura General Plans.

The area directly south of the project site and the Ventura Freeway is primarily in agricultural use at this time (January 1985). This 1,400-acre area is included in the City of Oxnard Northeast Industrial Area Assessment District and is planned for industrial use.

2.3 PROJECT BACKGROUND

In April and May of 1985, the Community Development Department of the City of Oxnard received four separate applications for general plan amendments and zone changes to allow development of land within the project site.

Applications were received for proposed commercial/industrial developments for areas 1, 2, 4 and 6. An auto dealership park was proposed for Area 1. The proposed development for Area 2 included a retail commercial center, light industrial uses and commercial support uses. A truck and heavy equipment sales and service facility and light industrial uses were proposed for Area 4 and a mini-warehouse project was proposed for Area 6.

The City of Oxnard determined that the proposed land uses were generally consistent with the goals of the general plan and the existing designation of a portion of the site for heavy commercial uses, but that further planning was necessary. In order to assure the comprehensive planning of the area, the Community Development Depart-

ment recommended that a specific plan be prepared for the entire 204-acre project area. In addition, it was determined that a single program EIR should be written to evaluate the impacts associated with development of the land uses proposed for the 204-acre area.

The Rose-Santa Clara Corridor Specific Plan was developed by City staff and the consultant team with a high level of participation from the property owners in the project area. The specific plan was developed concurrently with EIR 85-3 in order to allow the specific plan to reflect environmental constraints and opportunities. The preferred plan presented in this document recognizes and incorporates into its basic framework the issues discussed in EIR 85-3 and the technical materials (i.e., traffic, drainage, geotechnical studies) contained in the appendices to the EIR.

2.4 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

The Rose-Santa Clara Corridor project site presents opportunities for urban development that would benefit the City of Oxnard. The Rose-Santa Clara Corridor site is also subject to a set of physical constraints that limit the development potential of the site. These opportunities and constraints are reflected in this specific plan. A brief discussion of the opportunities and constraints associated with development of the project site is presented below.

2.4.1 Development Opportunities

The Rose-Santa Clara Corridor project site is located between Rose and Santa Clara/Rice Avenues and adjacent to the Ventura Freeway in Oxnard. These unique locational characteristics present several opportunities for a pattern of development that will benefit the City of Oxnard. More specifically, these opportunities include the following:

- **Enhance the Image of the City of Oxnard.** The location of the project site at the eastern end of the freeway corridor in Oxnard presents an opportunity to enhance the image of the City through the development of an aesthetically pleasing project.

- Maximize the Benefits of the Freeway Orientations of the Site. The project site has excellent visibility from the Ventura Freeway. In addition, the site has excellent access from the freeway with interchanges at Rose and Santa Clara/Rice Avenues. These characteristics make the site ideal for specialized commercial uses that serve regional needs, require a high degree of visibility and generate substantial amounts of traffic.
- Create a Functional Integration of Commercial and Limited Industrial Uses That Meets the Needs of the Citizens of Oxnard. The Oxnard General Plan includes the following goals: (1) create a balanced community meeting the housing, commercial and employment needs of all citizens; and (2) encourage a stable, diversified and well-balanced economy. In order to help achieve these goals, the City of Oxnard recently completed a study that projects the need for commercial facilities, including specialized commercial uses, in the city.

With regard to specialized commercial uses, this study projects the need for auto dealership sites to be 14.7 acres by 1990, 49.0 acres by the year 2000 and 92.2 acres by 2010. This study also indicates there will be sufficient market support to allow the development of 600,000 square feet of freestanding and specialty center space by the year 2000. In addition, 20.6 acres of land will be required for building material, hardware and heavy equipment sales by the year 2000. The location and circulation characteristics of the project site are ideally suited to the needs of these uses. The Rose-Santa Clara Corridor project site offers an opportunity to locate a mix of these land uses, and help meet the needs of the citizens of Oxnard.

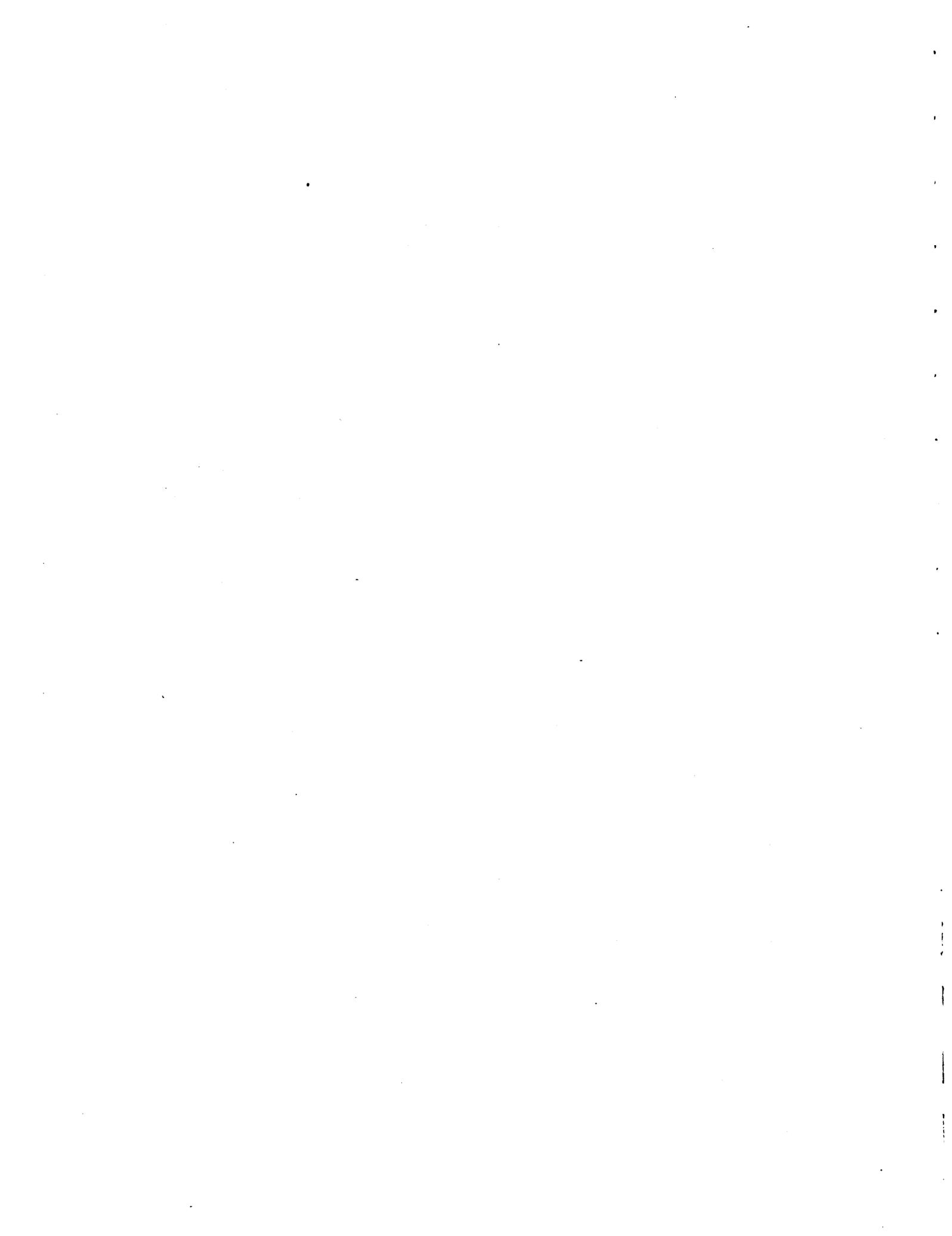
2.4.2 Development Constraints

Development of the Rose-Santa Clara Corridor project site is subject to some constraints, including a lack of adequate infrastructure. More specifically, these constraints include the following:

- **Existing Circulation Problems.** Access to the site is currently constrained by the existing configuration of the Rose and Santa Clara/Rice Avenue interchanges with the Ventura Freeway. Currently these interchanges consist of "hook-type" on and offramps and narrow, two-lane bridges over the freeway. The westbound on and offramps at both interchanges intersect Ventura Boulevard, a frontage road located immediately north of the freeway. The ramp/Ventura Boulevard intersections do not have signals and the configuration of these intersections limits the ability of the ramps to serve traffic entering and exiting the freeway, thus limiting access to the site.

The California Department of Transportation (Caltrans) and the City of Oxnard have plans to reconstruct both interchanges as partial cloverleaf interchanges. The method of funding and the date for construction of these projects has not yet been determined. The project roadway system needs to be compatible with the new interchange designs. Interim improvements will be made to the existing interchanges to solve the existing problems.

- **Lack of Adequate Drainage, Water and Wastewater Facilities.** The eastern half of the Rose-Santa Clara Corridor project site is currently subject to shallow flooding due to a lack of adequate drainage facilities in the vicinity. In addition, the project area is located in an area with low water pressure. Existing sewer facilities in the vicinity of the site are not sufficient in size to serve additional development.
- **Existing Land Uses.** The Rose-Santa Clara project site contains some existing land uses near Santa Clara Avenue, including two truck and heavy equipment sales and service facilities and two trailer parks. The proposed land uses are designed to be compatible with the existing truck and heavy equipment sales and service facilities. The City of Oxnard has determined that the existing trailer parks are not compatible with the existing general plan land use designation for the site; the land uses proposed in the specific plan; existing and anticipated freeway noise levels; and the plans for the reconstruction of the Santa Clara/Rice Avenue interchange. The specific plan addresses these nonconforming uses.



3.0 PROJECT DESCRIPTION

3.1 PROJECT CHARACTERISTICS

The Rose-Santa Clara Corridor Specific Plan will provide for the development of an integrated mix of commercial and light industrial land uses designed to meet a variety of needs of the residents of Oxnard and surrounding communities. The 204-acre Rose-Santa Clara Corridor project site will contain commercial uses, including a master-planned auto dealership park, a retail commercial center and commercial offices. The project site will also contain locations for heavy commercial uses, such as heavy equipment sales and service and light industrial uses. These uses will be complemented by commercial support uses, including restaurants. Exhibit 4 provides an illustrative plan of the project at buildout.

The 70-acre auto center will be located adjacent to Rose Avenue in Planning Area 1. This area will contain approximately 12 to 16 auto dealerships and associated uses. Approximately 36 acres of retail commercial uses will be located adjacent to the freeway in the center of the site in Planning Area 2. A retail center will be the dominant feature in this area. The remaining 57 acres of Planning Area 2 will be devoted to business park uses (e.g., light industrial and office uses). The remainder of the site will contain heavy commercial and light industrial uses.

The planned land uses will be served by two major east/west roadways; Ventura Boulevard and Via Del Norte, which will provide access from Rose and Santa Clara Avenues. Several north/south roadways will also serve the planned land uses.

3.2 PROJECT OBJECTIVES

The following objectives have been established by the City of Oxnard for the Rose-Santa Clara Corridor Specific Plan:

- Create a development concept that provides an integrated mix of commercial and industrial land uses to meet the needs of the residents of the City of Oxnard for commercial and employment opportunities.

- Incorporate a high level of design standards in order to ensure development of an aesthetically pleasing area with a unique visual identity that is sensitive to the visibility of the area from the Ventura Freeway.
- Minimize conflicts with surrounding land uses through the development of sensitive land use standards.
- Minimize impacts to natural and urban environments by incorporating appropriate mitigation measures.
- Promote development that has a mix of land uses that will provide a stable revenue source to the City of Oxnard.

4.0 LAND USE MASTER PLAN

4.1 INTENT

The land use master plan provides for the development of the Rose-Santa Clara Corridor Area in a manner consistent with the objectives of this specific plan and compatible with surrounding areas.

The land use master plan is intended to result in the development of a complimentary mixture of commercial and light industrial uses. In addition, the land use regulations are structured to provide an appropriate amount of flexibility to allow the land use mix to react to future market demands and to permit a proper integration of the allowed land uses.

4.2 LAND USE REGULATIONS

The Rose-Santa Clara Corridor Specific Plan area will contain four primary land use/development types, including: (1) auto sales and service; (2) business park; (3) retail commercial; and (4) commercial/manufacturing uses. The general location of these four land use areas on the project site is shown in Exhibit 5. Table 1 provides a summary of the gross size of the four development areas.

**TABLE 1
LAND USE AREAS**

	<u>Size (in acres)</u>
Auto Sales and Service	71.07
Business Park	57.00
Retail Commercial	36.25
Commercial/Manufacturing	<u>39.56</u>
Total	203.88

The land use regulations for each development area are presented in the following subsections.

4.2.1 Auto Sales and Service

The purpose of these provisions is to regulate the development and use of auto sales and service and related uses on the Rose-Santa Clara Corridor project site. Auto sales and service uses are established to provide a range of motor vehicle uses designed to serve Oxnard and nearby communities and enhance the economic base of the community.

A. Uses permitted subject to Development Design Review Permit include, but are not limited to, the following:

1. Vehicle dealerships, including auto, truck, motorcycle and recreational vehicle sales, leasing and service (dealerships and/or independents). Accessory uses may include, but are not limited to, the following:
 - a. Repair, maintenance and servicing of appliances or component parts for motor vehicles.
 - b. Tooling.
 - c. Testing shops (excluding noise producing or noxious performance testing).
 - d. Repair, maintenance and servicing of above-listed items.
 - e. Diagnostic labs.
 - f. Experimental automobile assembly and fabrications.
 - g. Vehicular storage areas (exclusive of impound yards).
 - h. Paint and restoration shops.
 - i. Body shops.
2. Vehicle support uses including, but not limited to, the following:
 - a. Tire, battery and accessory shops and accessory indoor installation facilities.
 - b. Auto and vehicle glass shops.
 - c. Auto and truck rentals.
 - d. Paint and restoration shops (independent of dealerships).

- f. Body shops (independent of dealerships).
 - g. Service industries that provide a service to uses listed in Item 1.
3. Commercial Support Uses including, but not limited to, the following:
- a. Restaurants.
 - b. Bank or financial institutions.
 - c. Car wash.

B. Conditionally Permitted Uses

- 1. Outdoor storage.
- 2. Service station.
- 3. Drive-through services.

C. Land Use Mix and Locational Criteria

- 1. Land Use Mix — the following uses shall be limited to the percentage of area within the auto sales and service land use area listed in Table 2. The purpose of this performance standard is to allow flexibility with regard to the mix of land uses in the auto sales and service area while limiting the overall traffic generation in order to ensure the adequacy of the circulation system.

TABLE 2

**ALLOWABLE LAND USE MIX
AUTO SALES AND SERVICE LAND USE AREA**

<u>Use</u>	<u>Maximum Percentage of Net Area</u>
Vehicle Dealerships	100
Vehicle Support Uses	40
Commercial Support Uses	10

2. Locational Criteria

- a. Vehicle support uses—vehicle support uses may be located east of Rose Avenue, North of Via Del Norte, and on the area covered by Lots 13 and 14 of Tract 4169.
- b. Commercial support uses—commercial support uses may be located between Rose Avenue, Ventura Boulevard, and the Ventura (U.S. 101) Freeway or in any area where vehicle support uses or vehicle dealerships are permitted.

D. Property Development Standards

1. **Building site area - 20,000 square feet minimum.**
2. **Building site width - 90 feet minimum, measured along street frontage.**
3. **Building site depth - 80 feet minimum.**
4. **Building height limit - 35 feet. Additional height may be permitted when approved by the Community Development Director.**
5. **Building setbacks - vehicle dealerships.**

Auto Dealerships

- a. **Front yard - 65 feet minimum on Ventura Boulevard. The front yard setback on Las Posas Drive shall be 35 feet.**
- b. **Side yard - no side yard is required on interior lot lines. A common building wall with a zero setback may be established during the site plan and building design review process, provided that documentation exists describing the exchange and recordation of necessary documents to ensure adequate access, parking and easements to serve the developments.**
- c. **Rear yard - No rear yard setback is required.**

Vehicle Support Uses

- a. **Front yard - 30 feet minimum.**
- b. **Side yard - no side yard setback is required.**
- c. **Rear yard - A rear yard setback of not less than 20 percent of the depth of the lot; however, the rear yard setback need not exceed 20 feet.**

Commercial Support Uses

- a. **Front yard - 30 feet minimum.**
 - b. **Side yard - no side yard setback is required.**
 - c. **Rear yard - 20 feet minimum.**
6. **Site coverage - the total ground floor of structures shall not exceed 50 percent of the total lot area.**

4.2.2 Business Park

The purpose of these provisions is to regulate the development and use of the area designated for business park uses on the Rose-Santa Clara Corridor site. This is a planned office, industrial and heavy commercial area designed to provide an economic and employment base for the community.

A. Uses permitted subject to Development Design Review Permit include, but are not limited to, the following:

1. Office

a. Administrative, financial, professional and other general office uses.

2. Limited Industrial Uses including, but not limited to, the following:

a. Manufacturing plants and facilities.

b. Assembly plants and facilities.

c. Research laboratories and facilities.

d. Product development facilities.

e. Testing laboratories and facilities.

f. Service industries including, but not limited to, the following:

(1) Repair, maintenance or servicing of appliances, component parts, motor vehicles, etc.

(2) Tooling and small machine shops.

(3) Testing shops.

(4) Photofinishing and photographic processing facilities.

(5) Blueprinting, reproduction and copying services, photoengraving, printing, publishing and bookbinding.

g. Industries engaged in distribution, storage and warehousing.

h. Wholesale businesses.

i. Construction industries, such as general contractors and specialty contractors, etc., along with their accessory and incidental office uses.

- j. Mini-warehouse storage facilities.
- 3. Heavy retail and heavy service commercial uses including, but not limited to, the following:
 - a. Wholesale businesses, such as building, electrical and plumbing supply sales.
 - b. Equipment sales.
 - c. Tire, battery and accessory shops and accessory indoor installation facilities.
 - d. Warehouse and sales outlets for furniture, carpets, appliances, etc.
 - e. Wholesale/rental agencies for home and garden equipment.
 - f. Automobile and truck rental agencies.
- 4. Service commercial uses including, but not limited to, the following:
 - a. Business furniture, supplies and equipment sales computer and business machine sales and service uses.
 - b. Office supplies, stationary and card stores.
 - c. Restaurants and cafes.
- 5. Commercial recreation uses including, but not limited to, the following:
 - a. Bowling alleys.
 - b. Health and athletic facilities.

B. Conditionally Permitted Uses

- 1. Drive-through services.
- 2. Uses otherwise permitted that may require incidental outdoor storage.

C. Land Use Mix

The following uses shall be limited to the percentage of area within the business park land use area listed in Table 3. The purpose of this performance standard is to allow flexibility with regard to the mix of land uses in the business park area while limiting the overall traffic generation in order to ensure the adequacy of the planned circulation system.

TABLE 3

ALLOWABLE LAND USE MIX BUSINESS PARK LAND USE AREA

<u>Use</u>	<u>Maximum Percentage of Net Area</u>
Office	40
Limited Industrial/Heavy Commercial	100
Service Commercial	20
Commercial Recreation	10

D. Property Development Standards

1. Building site area - 10,000 square foot minimum.
2. Building site width - 90 feet minimum.
3. Building site depth - 100 feet minimum.
4. Building height limit - 35 feet. Additional height may be permitted when approved by the Community Development Director.
5. Building setbacks
 - a. Front yard - 30 feet minimum.
 - b. Side yard - no minimum side yard required.
 - c. Rear yard - 20% of the depth of the lot, but not to exceed 20 feet.
6. Site coverage - the total ground floor of structures shall not exceed 50 percent of the total lot area.

4.2.3 Retail Commercial

The purpose of these provisions is to regulate the development and use of retail commercial uses on the Rose-Santa Clara Corridor project site. Commercial uses are established to provide a range of goods and services for the residents of Oxnard and surrounding communities and to enhance the economic base of the community.

- A. Uses permitted subject to Development Design Review Permit include, but are not limited to, the following:**

1. Retail commercial business.
2. Service commercial business.
3. Restaurants, cafes and bars.
4. Administrative, professional and business offices.

B. Conditionally Permitted Use

1. Hotel or motel, limited to a 200-room maximum. Hotel or motel uses shall be located east of Paseo Mercado.

C. Property Development Standards

1. Building site area - no minimum lot size required.
2. Building site width - no minimum lot width required.
3. Building site depth - no minimum lot depth required.
4. Building height limit - 35 feet. Additional height may be permitted when approved by the Community Development Director.
5. Setbacks
 - a. Front yard - 30 feet minimum.
 - b. Side yard - no minimum side yard required.
 - c. Rear yard - 20 feet minimum.
6. Site coverage - the total ground floor of structures shall not exceed 40 percent of the total lot area.

4.2.4 Commercial Manufacturing

The purpose of the following provisions is to regulate the development and use of heavy commercial and light manufacturing uses on the Rose-Santa Clara Corridor project site. The intent is to provide for a limited range of specialized heavy commercial and light industrial uses to serve the community.

- A. Uses permitted subject to Development Design Review Permit include, but are not limited to, the following:**

1. **Heavy retail and heavy service commercial uses including, but not limited to, the following:**
 - a. **Wholesale businesses, such as building, electrical and plumbing supply sales.**
 - b. **Truck and heavy equipment sales and service.**
 - c. **Tire, battery and accessory shops and accessory indoor installation facilities.**
 - d. **Warehouse and sales outlets for furniture, carpets, appliances, etc.**
 - e. **Wholesale/rental agencies for home and garden equipment.**
 - f. **Automobile and truck rental agencies.**
2. **Limited industrial uses including, but not limited to, the following:**
 - a. **Manufacturing plants and facilities.**
 - b. **Assembly plants and facilities.**
 - c. **Research laboratories and facilities.**
 - d. **Product development facilities.**
 - e. **Testing laboratories and facilities.**
 - f. **Service industries including but not limited to the following:**
 - (1) **Repair, maintenance or servicing of appliance, component parts, etc.**
 - (2) **Tooling and small machine shops.**
 - (3) **Testing shops.**
 - (4) **Photofinishing and photographic processing facilities.**
 - (5) **Blueprinting, reproduction and copying services; photo engraving; printing; publishing; and bookbinding.**
 - g. **Industries engaged in distribution, storage and warehousing.**
 - h. **Wholesale businesses.**
 - i. **Construction industries, such as general contractors and specialty contractors, etc., along with their accessory and incidental office uses.**
 - j. **Mini-warehouse storage facilities.**

B. Conditionally Permitted Uses

1. Drive-through facilities.
2. Uses otherwise permitted that may require incidental outdoor storage.

C. Property Development Standards

1. Building site area - 10,000 square foot minimum.
2. Building site width - 100 feet minimum.
3. Building site depth - 150 feet minimum.
4. Building height - 35 feet. Additional height may be permitted when approved by the Community Development Director.
5. Building setbacks
 - a. Front yard - 30 feet.
 - b. Side yard - no side yard setback is required.
 - c. Rear yard - no rear yard setback is required.
6. Site coverage - the general floor area of structures shall not exceed 50 percent of the total lot area.

4.2.5 Development Design Standards

The following development design standards shall apply to each of the four land use areas.

A. Auto Service Facilities with an Auto Dealership

Visibility of service facilities from public streets is to be minimized. Screening of service facilities is to be accomplished by building configuration and design wherever possible. Where necessary, screen walls of an architecturally integrated design are to be used in combination with landscaping to assure minimal visibility.

B. Walls and Fences

A minimum 6-foot high fence or wall shall be required along the northern boundary of the project site.

C. Utility Service and Structures

1. Where required by the Oxnard City Code, all offsite utility service shall be placed underground. All onsite utility service shall be placed underground.
2. All above ground utility structures shall be screened on all sides by landscaping or a structural element that matches the architectural features of the primary structure.

D. Loading and Outdoor Storage Areas

1. Loading spaces shall be provided in accordance with the parking requirements and standards as listed in Section 5.7.12(c) of this specific plan.
2. Where entries or docks are provided exclusively for loading and unloading purposes, such loading dock areas, ramps and entries shall be screened from view from any public roadway or residential area by a solid wall or fence and landscaping. Such wall or fence shall not be less than 8 feet in height.
3. Where permitted, outdoor storage areas shall be enclosed by a solid wall or fence and landscaping of not less than 8 feet in height.
4. Solid screening and enclosure walls or fences shall be constructed of materials and textures and/or colors to match or complement the architectural features of the primary structure.

E. 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/or colors to match the major architectural features of the primary structure.
2. The storage of combustible materials shall not occur within 20 feet of any lot line and shall be separate from the storage of normal refuse. Access to such storage areas shall be subject to the approval of the fire department.
3. All refuse containment areas shall be maintained in a sanitary manner and enclosures and gates shall be maintained in good condition.

F. Mechanical Equipment

All mechanical, electrical and other equipment shall be screened from public view. Such screening shall be achieved by site design, landscaping or through structural elements that match the architectural features of the primary structure.

4.2.6 Performance Standards

The following performance standards shall apply to each of the four land use areas.

A. General

The maximum permitted levels of operational characteristics resulting from uses of property shall be called performance standards. Continued compliance with the performance standards shall be required of all uses, except as otherwise provided for in these regulations.

Land or buildings shall not be used or occupied in any manner so as to create any dangerous, noxious, injurious or otherwise objectionable fire, explosive or

other hazard; noise or vibration; smoke, dust, odor or other form of direct air pollution; electrical disturbance; glare; liquid or solid refuse or wastes; or other dangerous or objectionable substance, condition or element in a manner or amount that would adversely affect the environment or surrounding community as measured from the property line.

More restrictive performance standards or regulations enacted by an authorized government agency having jurisdiction on such matters shall take precedence over the provisions of these regulations.

B. Exceptions

These regulations do not apply to unexpected brief periods where these standards are exceeded based upon a reasonable cause, such as equipment testing, breakdown of equipment, modification or cleaning of equipment or other similar reason when it is evident that such cause was not reasonably preventable. These regulations shall not apply to the operation of motor vehicles or other transportation equipment unless otherwise specified.

C. Lighting

All onsite lighting systems shall use standards that complement the architectural design of the primary structure and fixtures and lamps that direct lighting downward and minimize glare. All lighting systems shall be designed to confine illumination to the parcel on which the use is located.

D. 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.

E. Smoke and Particulates

Visible emissions of smoke that exceed No. 1 on the Ringelmann Chart of the U.S. Bureau of Mines will not be permitted, except for exhausts emitted by motor 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 will not be permitted.

F. Toxic or Noxious Matter

Toxic gases or noxious matter that can cause any damage to health, animals, vegetation or other forms of property, or that cause any excessive soiling beyond the lot lines of the use shall not be emitted.

G. Odorous Matter

Operations, processes or products that emit odors that are detectable at any point beyond the property line from any use are not to be permitted.

H. 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 will not be discernable from the property line.

I. Vibration

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

J. Electricity and Radioactivity

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

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. 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 that adversely affect the operation and control of any domestic household equipment or any other electronic devices and equipment.

K. 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 government 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 regulations. Each user shall submit a list of any hazardous wastes associated with a use and a plan for their transportation.

L. Fire and Explosive Hazards

All activities involving the use or storage of combustible, flammable or explosive materials shall be in compliance with nationally recognized standards and the standards of the Oxnard Fire Department, 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 and the standards of the Oxnard Fire Department. Burning of waste materials in open fires is prohibited.

5.0 CIRCULATION MASTER PLAN

5.1 INTENT AND BACKGROUND

The Circulation Master Plan for the Rose-Santa Clara Corridor project site provides a framework and standards to guide the development of a safe and adequate system of vehicular, pedestrian and bicycle circulation. In addition, the Circulation Master Plan contains the parking standards for the project and strategies to manage the demand for transportation services associated with the project to reduce traffic and air quality impacts to the greatest extent feasible. The Circulation Master Plan contains a number of elements, including:

- Alignments for roadways, sidewalks and bicycle lanes within the project area.
- Cross sections for roadways on the site.
- Geometric configurations for key intersections.
- Parking standards.
- Transportation system management strategies.

The Circulation Master Plan has been developed based upon the results of traffic studies completed during the planning stages of the project and included in Environmental Impact Report (EIR) 85-3 on the project and subsequent traffic studies. The Circulation Master Plan reflects several considerations, including:

- The existing circulation network and planned improvements within and around the project area, including the reconstruction of the existing interchanges with the Ventura Freeway (U.S. 101) at Rose and Santa Clara/Rice Avenues.
- Future traffic volumes from the project and other anticipated growth in the area.
- Traffic generation and distribution characteristics for each land use area in the project.

- The City of Oxnard goals, objectives and policies pertaining to circulation, as delineated in the General Plan Circulation Element.

5.2 EXISTING CIRCULATION SYSTEM

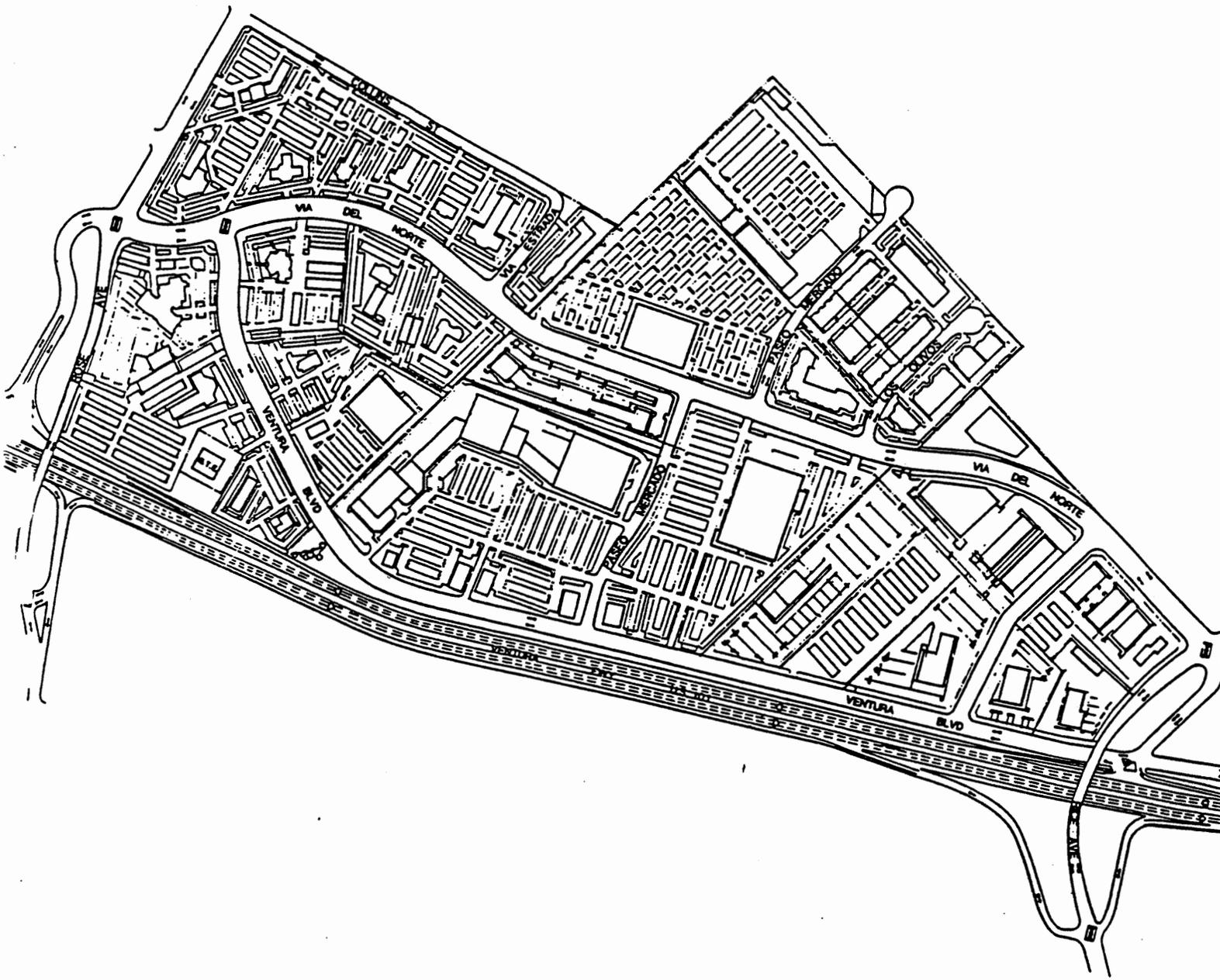
The existing circulation system for the project site and surrounding areas is shown in Exhibit 6. As shown, the project site can currently be accessed from Rose and Santa Clara Avenues and Ventura Boulevard, a freeway frontage road. Rose and Santa Clara Avenues and Ventura Boulevard are two-lane undivided roadways.

Regional access to the site is provided by the Ventura Freeway (U.S. 101) via interchanges at Rose and Santa Clara/Rice Avenues. These interchanges presently consist of tight radius "hook" type on and offramps from the westbound and eastbound lanes of the freeway. The westbound ramps are located north of the freeway and the eastbound ramps are located south of the freeway. Connections between these ramps at both interchanges are provided by bridges over the freeway.

The westbound ramps at both interchanges intersect Ventura Boulevard immediately north of the freeway. These intersections are not signalized and vehicular movements are presently controlled by stop signs. Signalization is not possible due to the lack of storage space on the freeway ramps and the close proximity of Ventura Boulevard to the freeway. The existing configuration of these intersections limit the ability of the ramps to serve traffic entering and exiting the freeway.

5.3 INTERIM VEHICULAR CIRCULATION PLAN

The Interim Vehicular Circulation Plan for the Rose-Santa Clara Corridor Specific Plan area is shown in Exhibit 7. The circulation system serving the specific plan area will be constructed in two phases. The majority of the internal project system and modifications to the existing freeway interchanges will be constructed by Assessment District 86-4. The ultimate freeway interchanges and modifications to the surrounding circulation system will be completed at some future date.



ILLUSTRATIVE SITE PLAN
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard

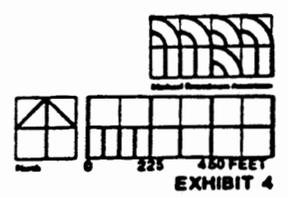
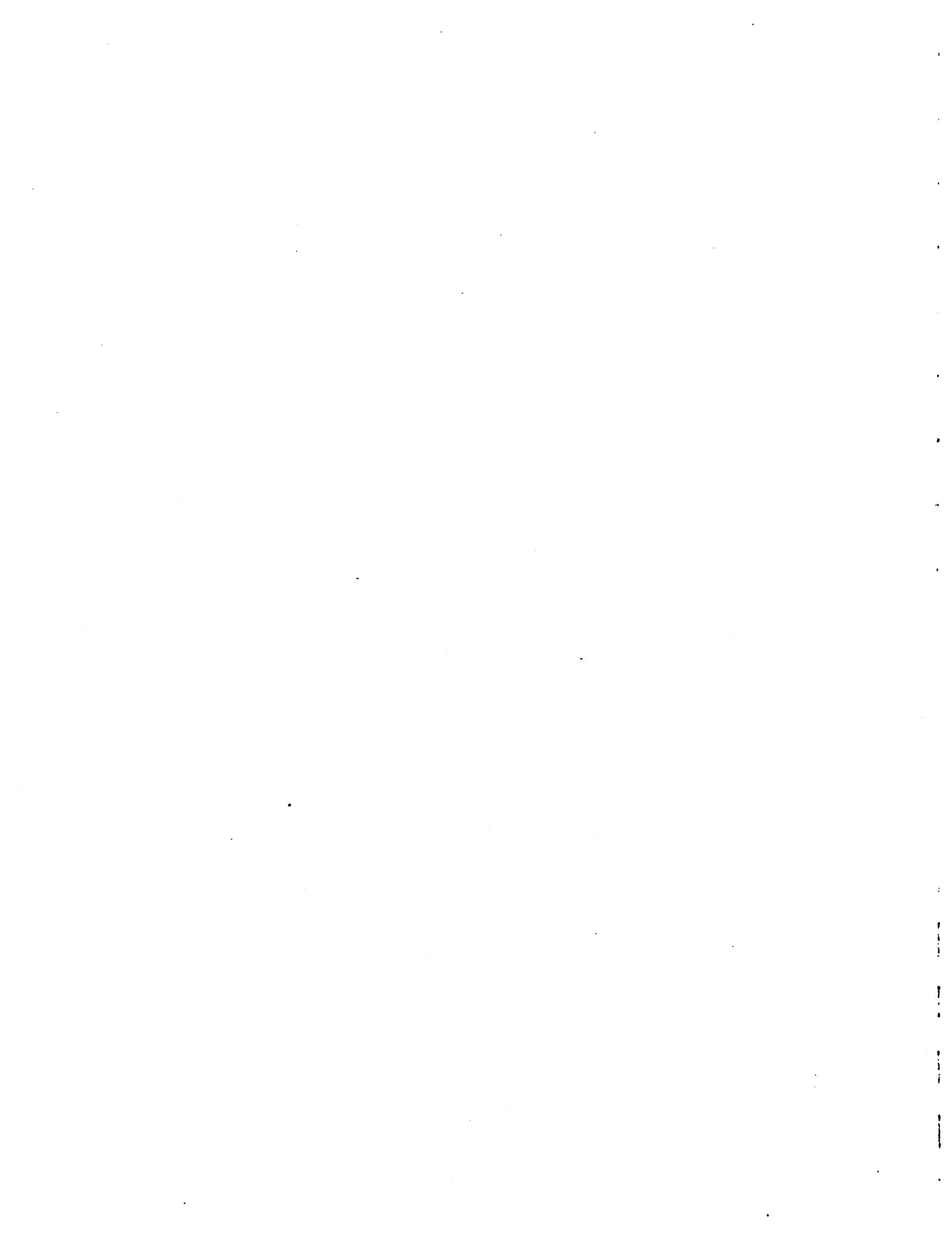


EXHIBIT 4



The circulation system to be constructed by Assessment District 86-4 at the outset of the project is shown in Exhibit 7. The internal circulation system for the area will consist of the major roadways shown on the plan: Ventura Boulevard; Via Del Norte; Paseo Mercado; Collins Street; Via Estrada; and Los Olivos. Traffic signals will be installed at the intersection of Rose Avenue and Via Del Norte; Via Del Norte and Ventura Boulevard; and Santa Clara Avenue and Via Del Norte.

This roadway system has been designed to be compatible with the ultimate freeway interchanges planned at Rose and Santa Clara/Rice Avenues. Ventura Boulevard will be realigned in the west side of the specific plan area to avoid conflicts with the ultimate interchange. At the east end of the specific plan area, Via Del Norte is aligned to form an intersection with the ultimate westbound freeway offramp planned for Santa Clara Avenue.

Interim improvements will be made to the existing interchanges at Rose and Santa Clara Avenues as shown in Exhibit 7. At Rose Avenue the existing hook offramp from the westbound freeway lanes will be eliminated and a standard offramp will be constructed. A free right turn lane from the offramp to the Rose Avenue ramp road will be provided. At Santa Clara Avenue, the existing freeway ramp road will be extended to form an intersection with Via Del Norte at Santa Clara Avenue.

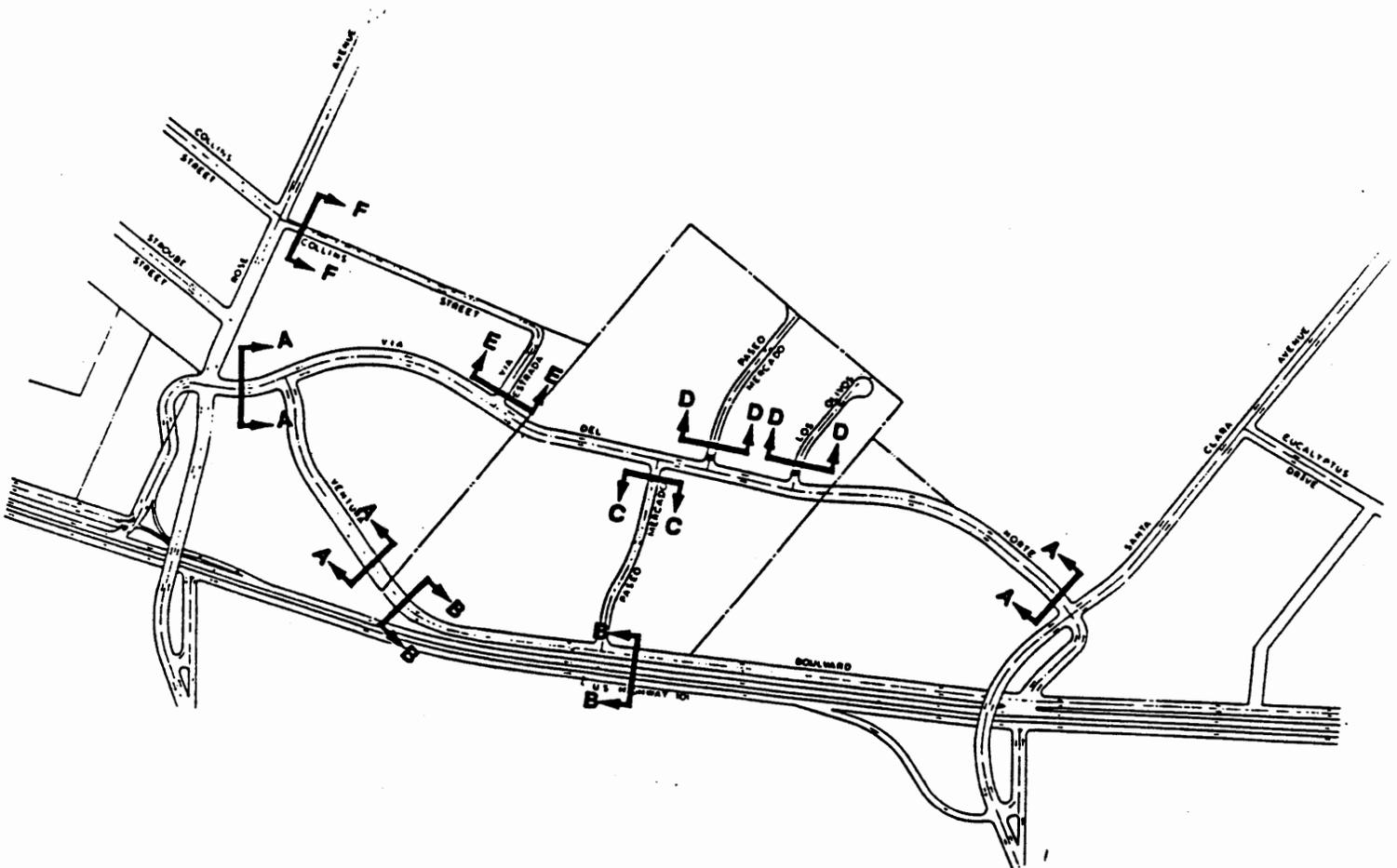
5.3.1 Access

Primary access to the Rose-Santa Clara Corridor specific plan area will be from Rose and Santa Clara Avenues on Via Del Norte. Secondary access from Rose Avenue will be provided by an extension of Collins Street along the northern boundary of planning area 1. Turning movements from the Collins Street extension will be restricted to right turns only. Regional access to the site will be provided by the interchanges at Rose and Santa Clara/Rice Avenues with the Ventura Freeway (U.S. 101).

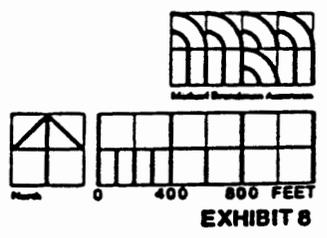
5.3.2 Onsite Roadways

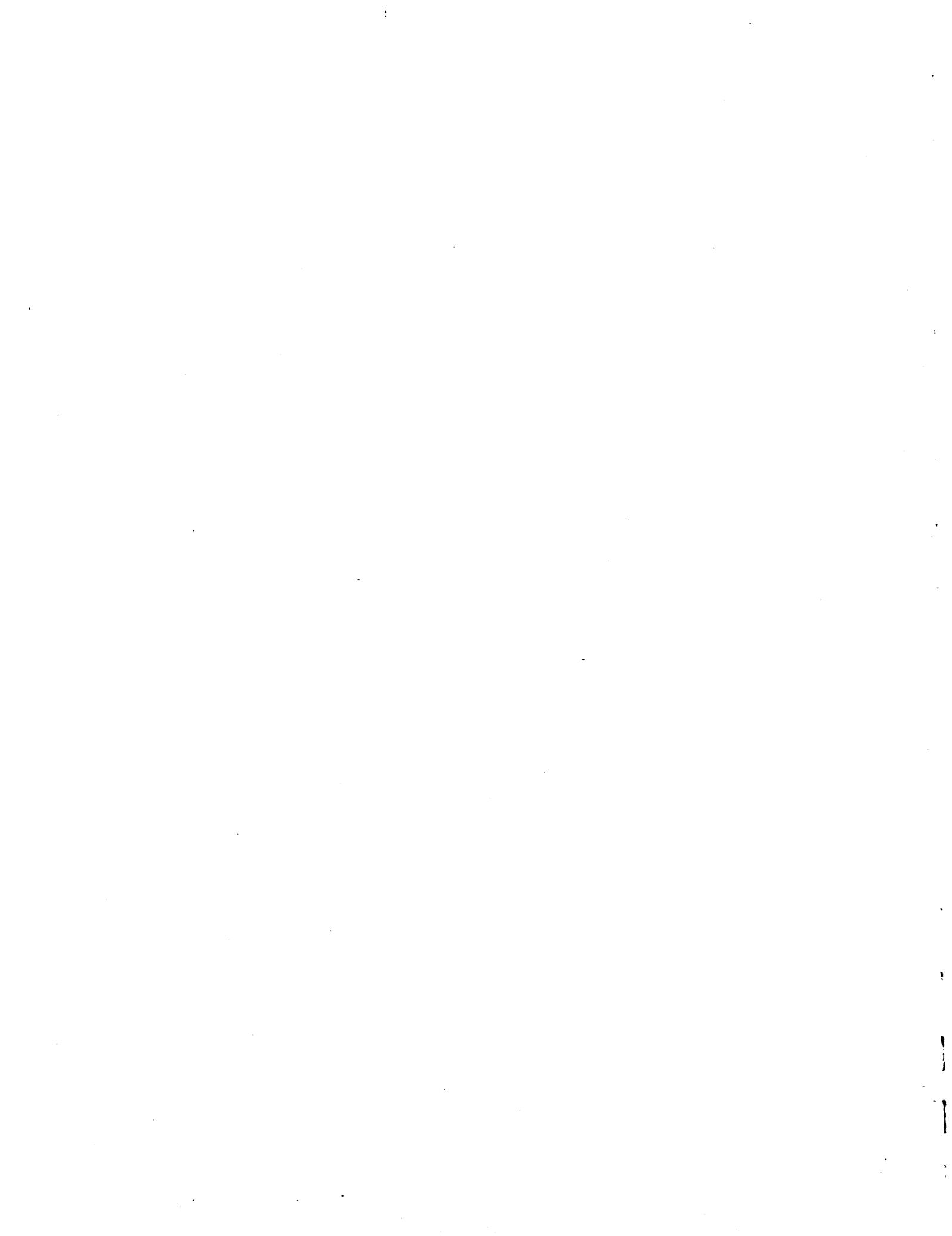
Exhibit 8 presents a street section key and typical street sections for the onsite streets. Minor variations to the design of the streets as shown may occur during subsequent levels of engineering design. Each of the major streets on the site is described briefly below:

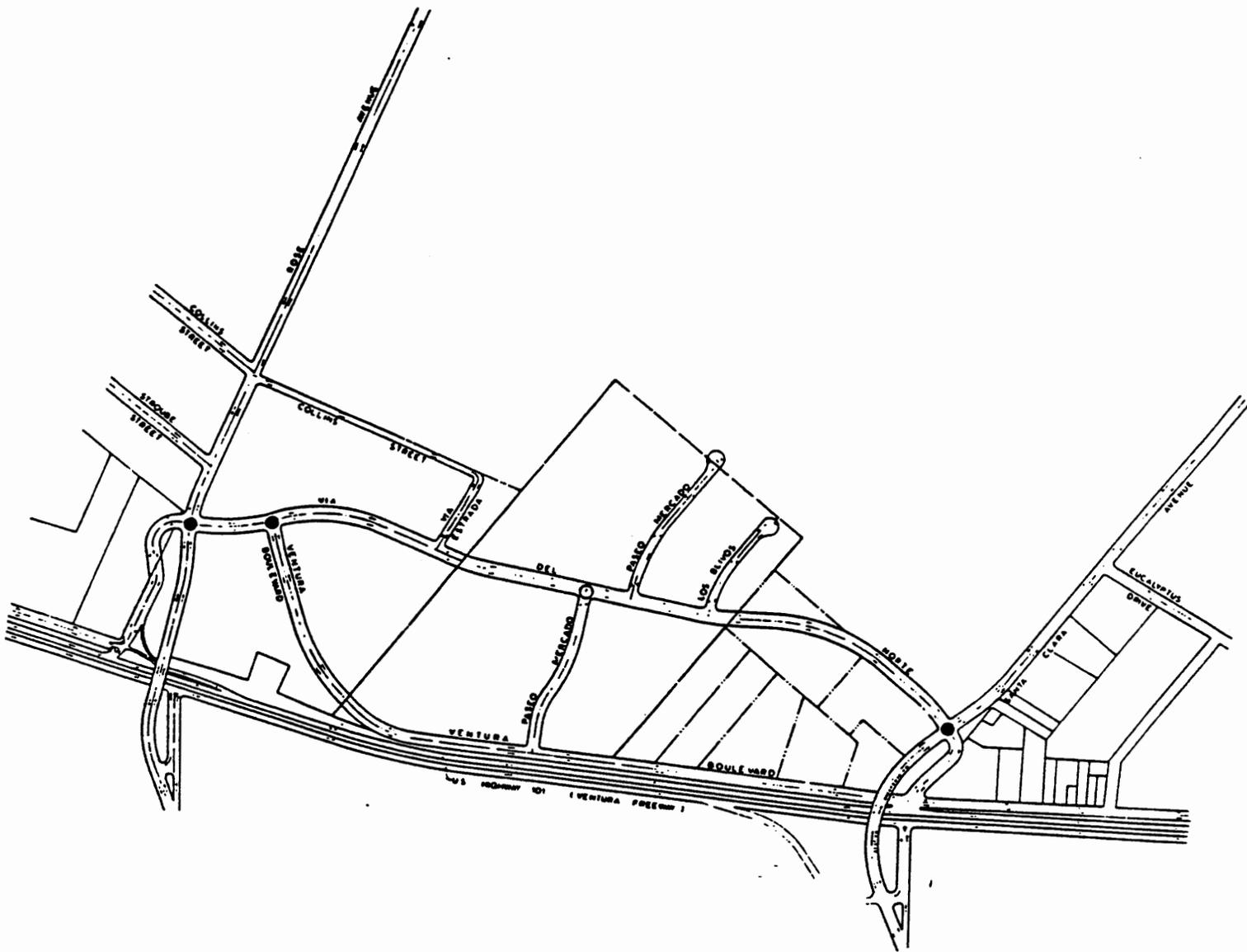
- **Via Del Norte** will extend from Rose Avenue to Santa Clara Avenue. As shown, the right-of-way will vary from 81 feet to 96 feet. Via Del Norte will consist of 96 feet of right-of-way in planning area 1 and 81 feet of right-of-way with 7 and 1/2 foot wide public easements on both sides of the street in planning area 2. Via Del Norte will have a 16 foot wide landscaped median and two lanes in each direction of travel.
- **Ventura Boulevard** will be realigned in planning area 1 to meet Via Del Norte. In planning area 1, Ventura Boulevard will consist of 96 feet of right-of-way with a 16 foot wide landscaped median and two lanes in each direction of travel. The existing alignment of Ventura Boulevard in planning area 1 will be abandoned. In planning area 2 the existing section of Ventura Boulevard will be widened to 70 feet of right-of-way with one lane in each direction of travel.
- **Paseo Mercado** will be a non-continuous street. Between Ventura Boulevard and Via Del Norte, Paseo Mercado will consist of 57 feet of right-of-way with 7 and 1/2 foot wide public easements on both sides of the street. This portion of Paseo Mercado will have a 16 foot wide landscaped median and one lane in each direction of travel. North of Via Del Norte, Paseo Mercado will consist of 47 feet of right-of-way with 6 and 1/2 foot wide public easements on both sides of the street and one lane in each direction of travel.
- **Los Olivos** will have 47 feet of right-of-way with 6 and 1/2 foot wide public easements on both sides of the street and one lane in each direction of travel.



STREET SECTION INDEX
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard



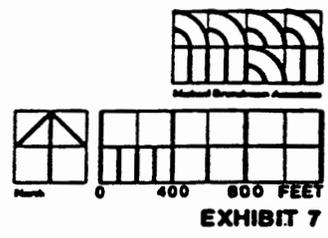


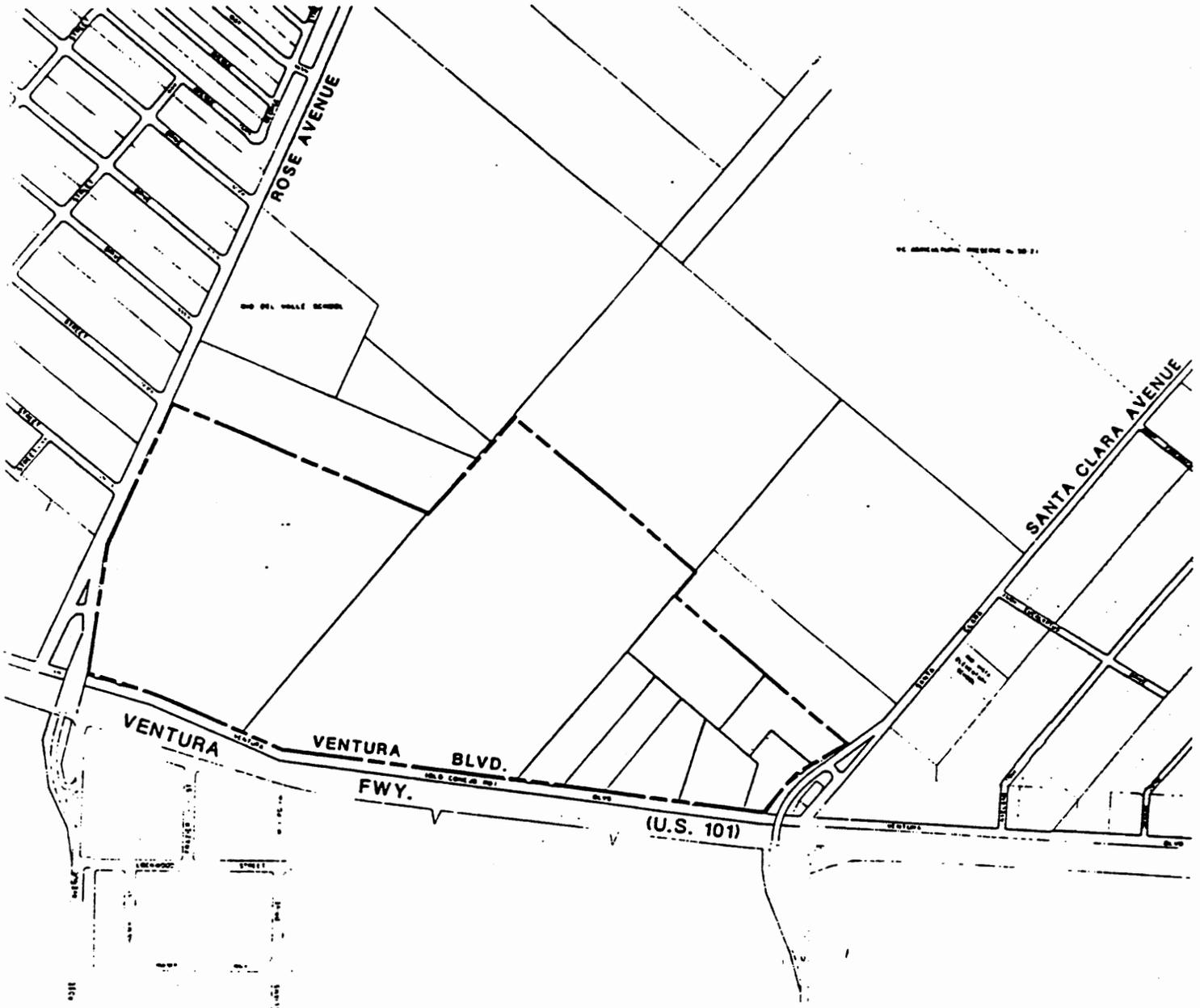


Legend

-  Traffic Signals
-  Possible Future Traffic Signal

**Interim Vehicular Circulation Plan
 JOSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**





**EXISTING CIRCULATION SYSTEM
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**

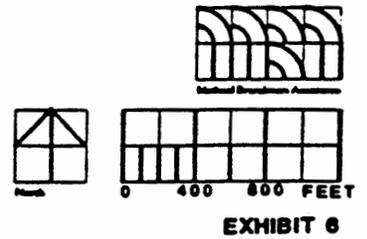
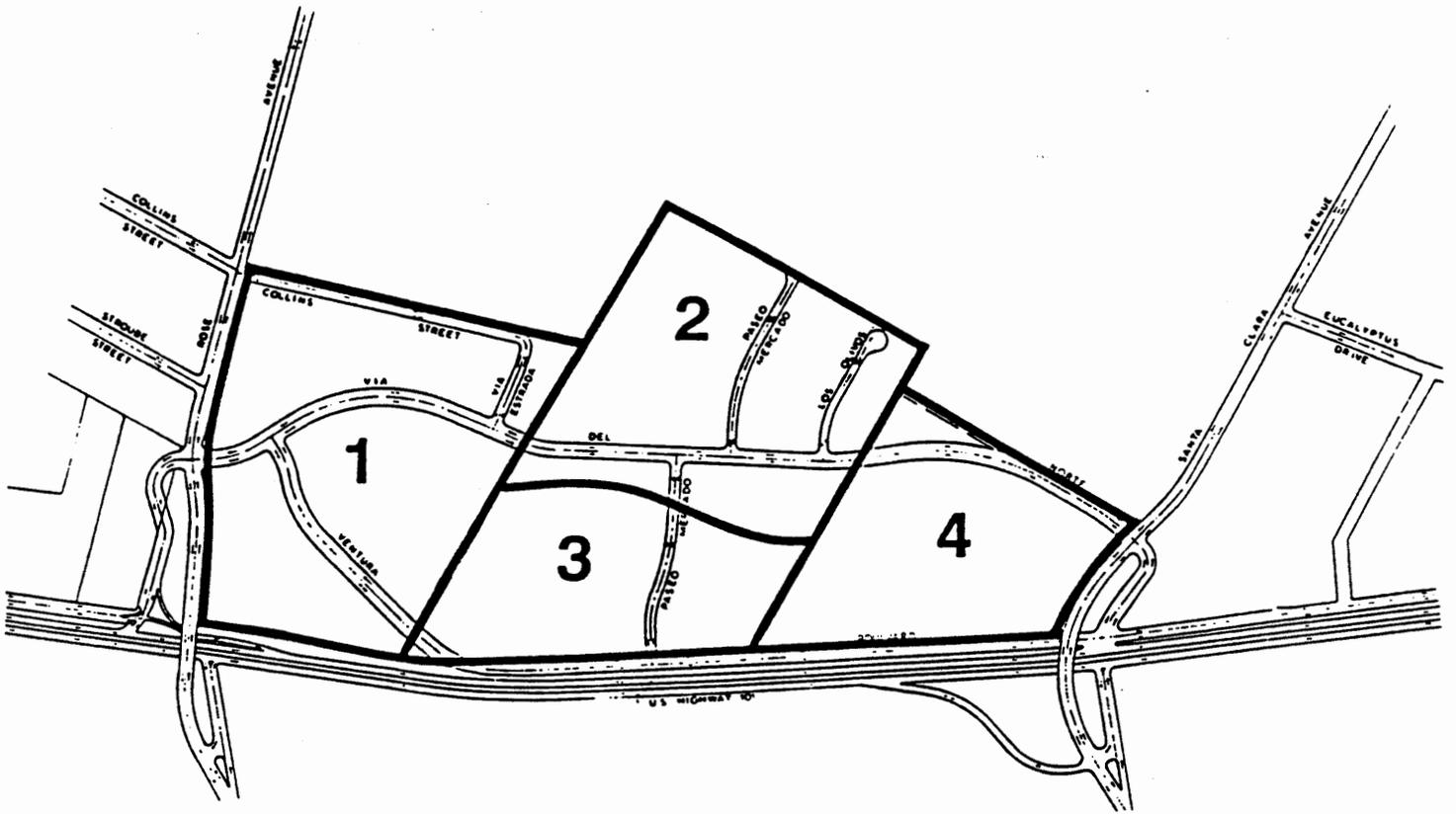


EXHIBIT 6



LEGEND

- 1** AUTO SALES AND SERVICE
- 2** BUSINESS PARK
- 3** RETAIL COMMERCIAL
- 4** COMMERCIAL/MANUFACTURING

LAND USE AREAS

**ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**

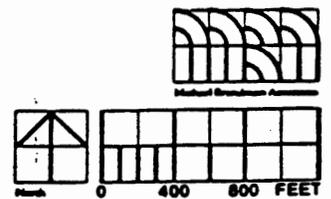
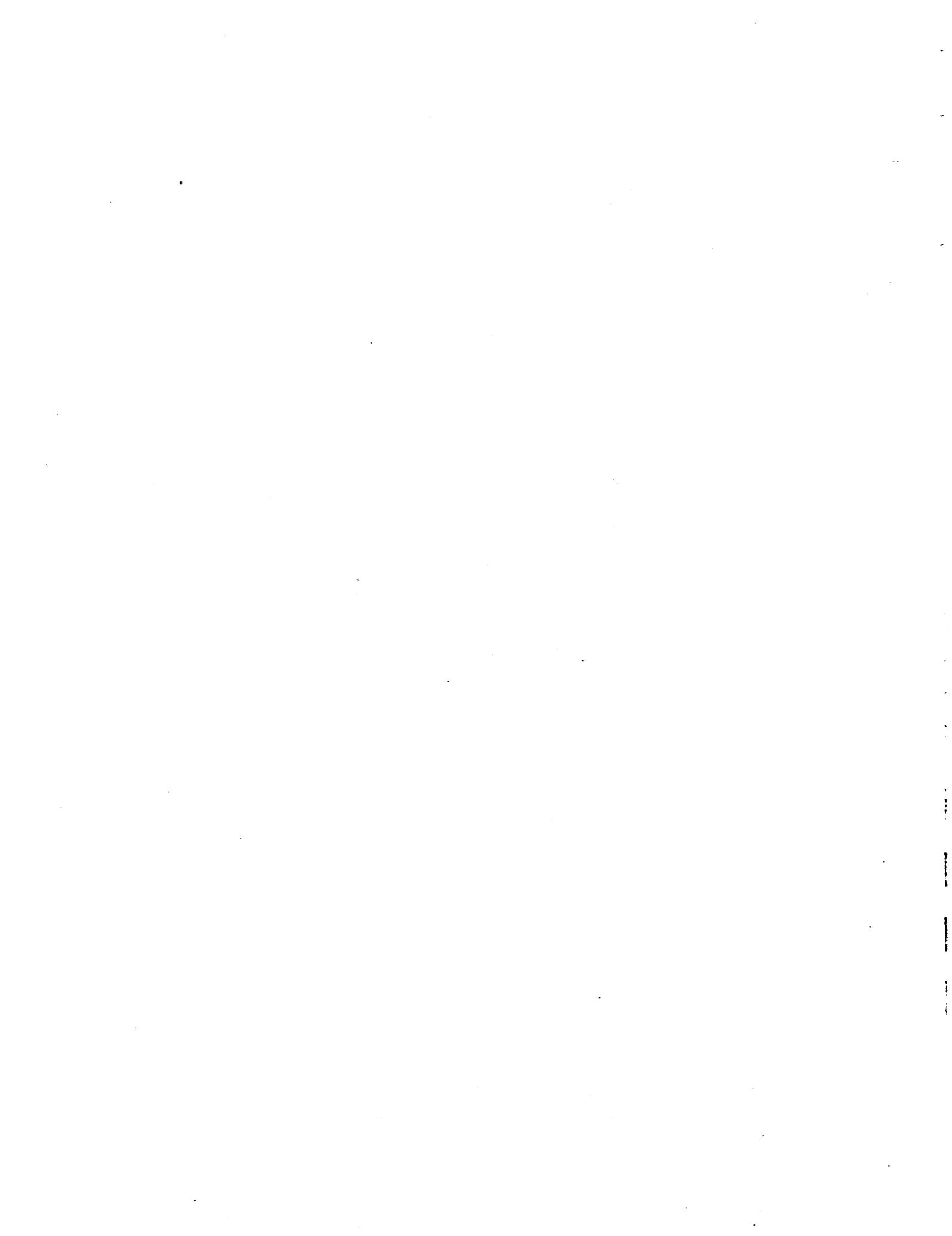
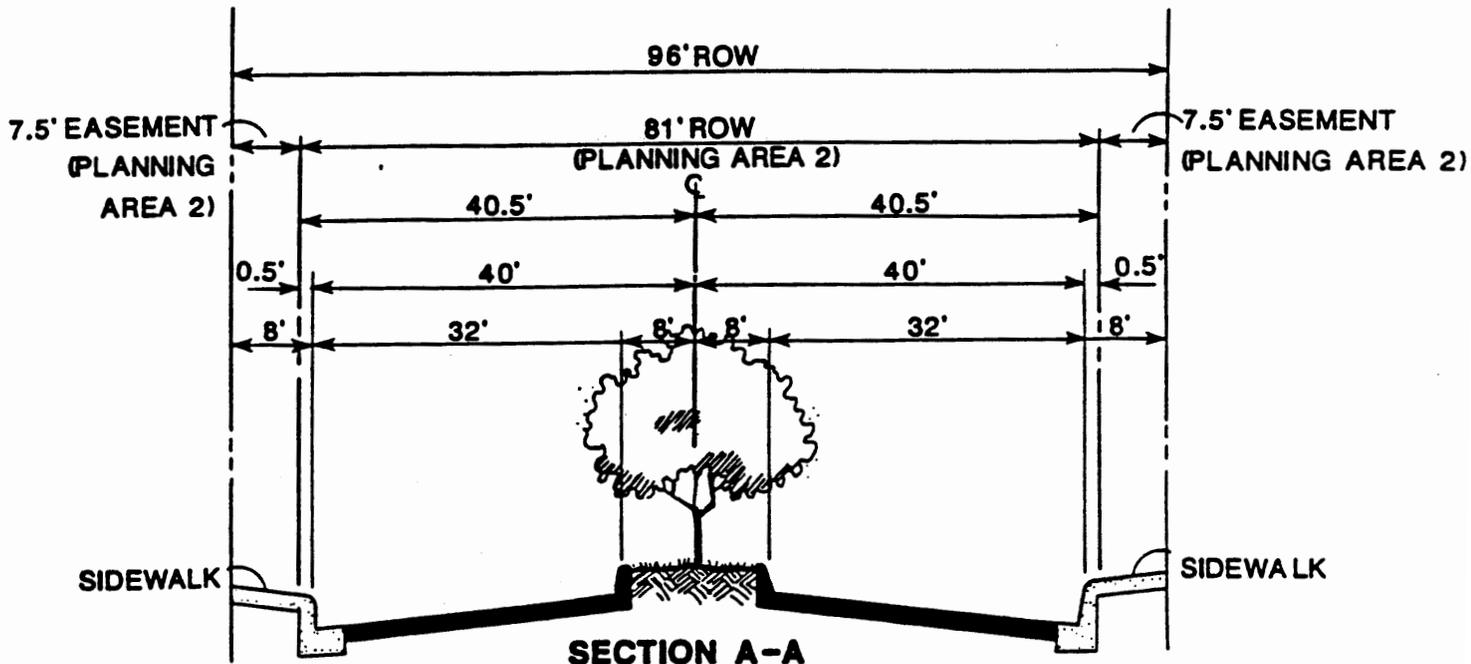


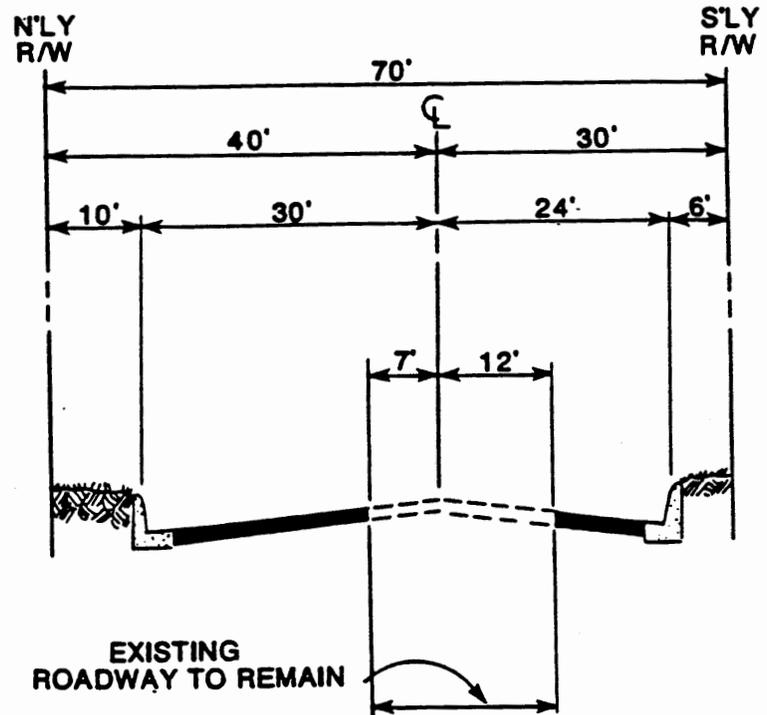
EXHIBIT 6





**SECTION A-A
VIA DEL NORTE**

VENTURA BLVD. (IN PLANNING AREA 1)



SECTION B-B

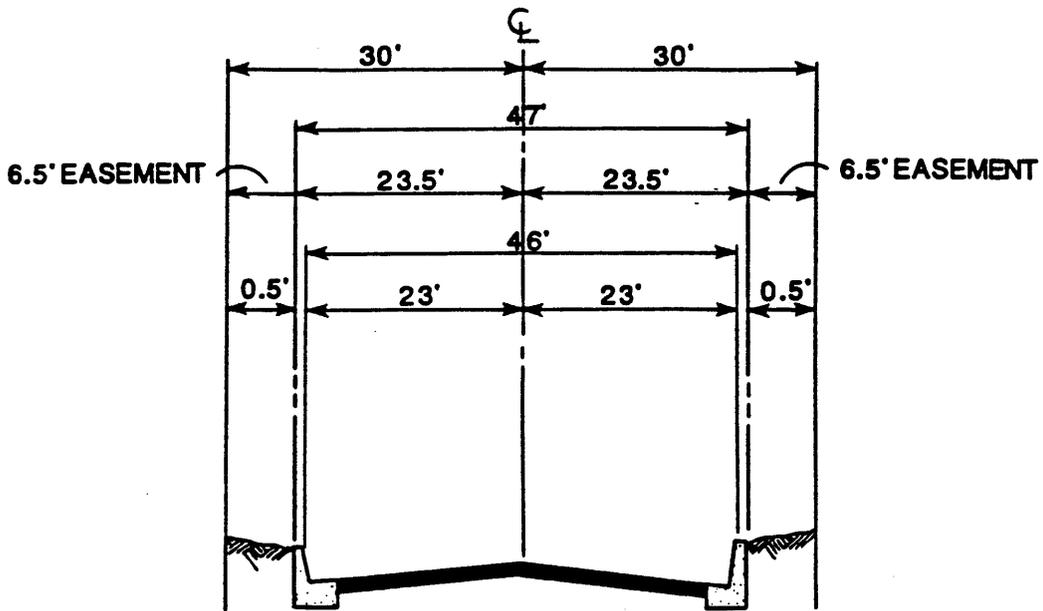
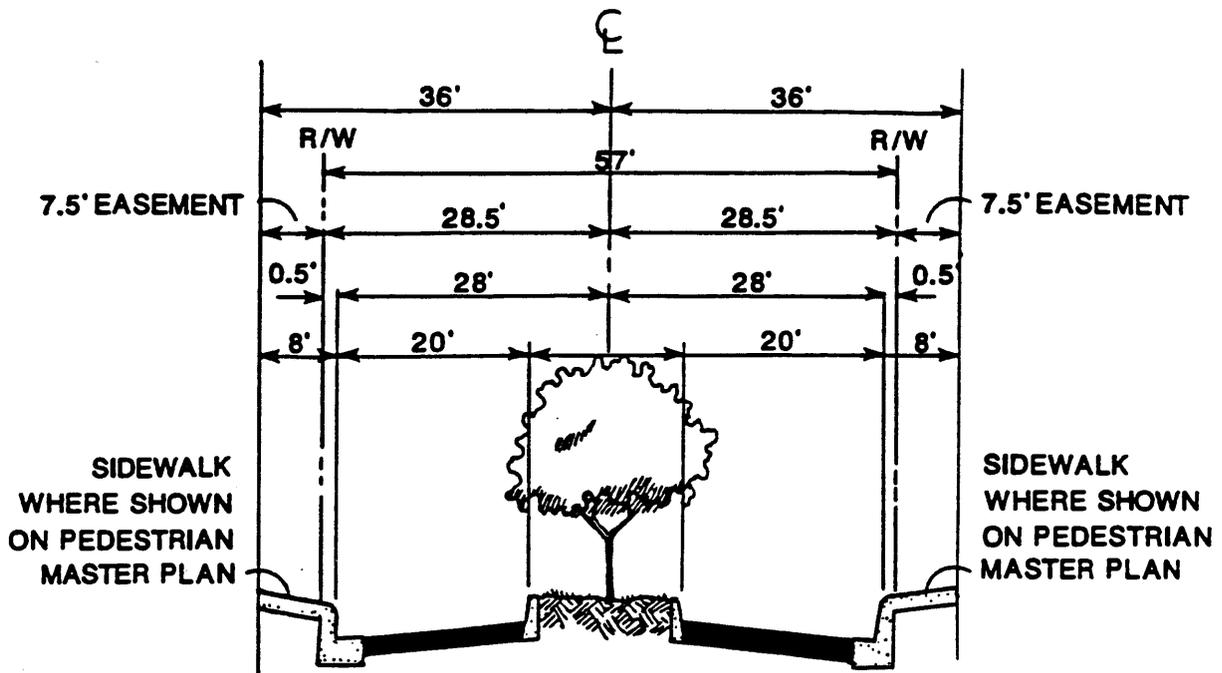
VENTURA BOULEVARD (IN PLANNING AREA 2)

STREET SECTIONS

**ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**





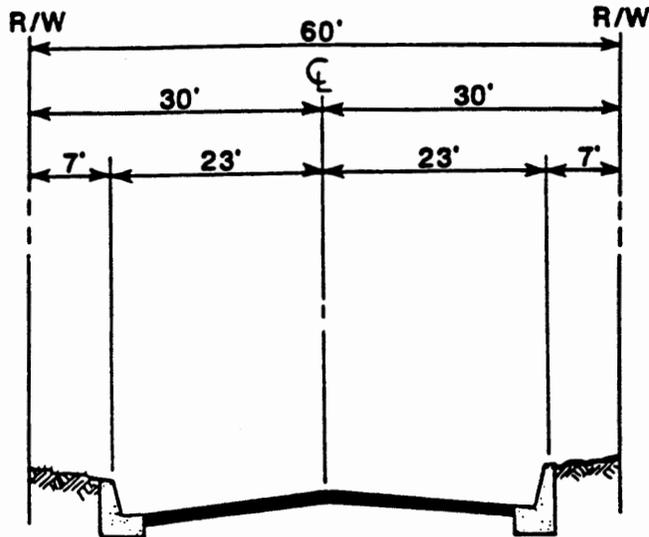


STREET SECTIONS

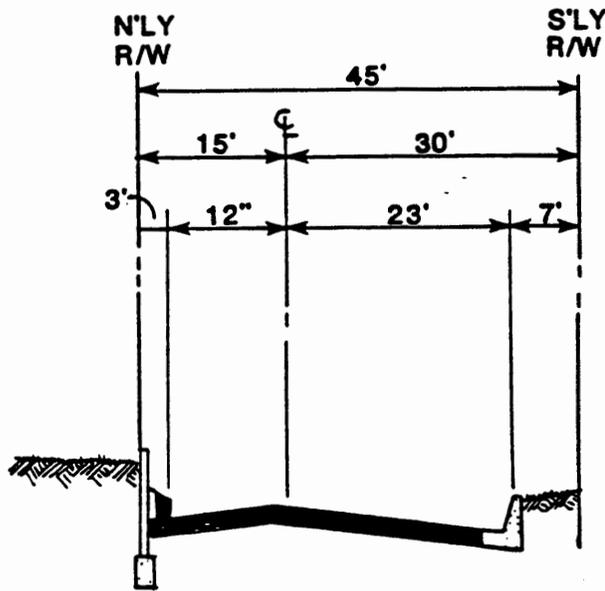
**ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**







**SECTION E-E
VIA ESTRADA**



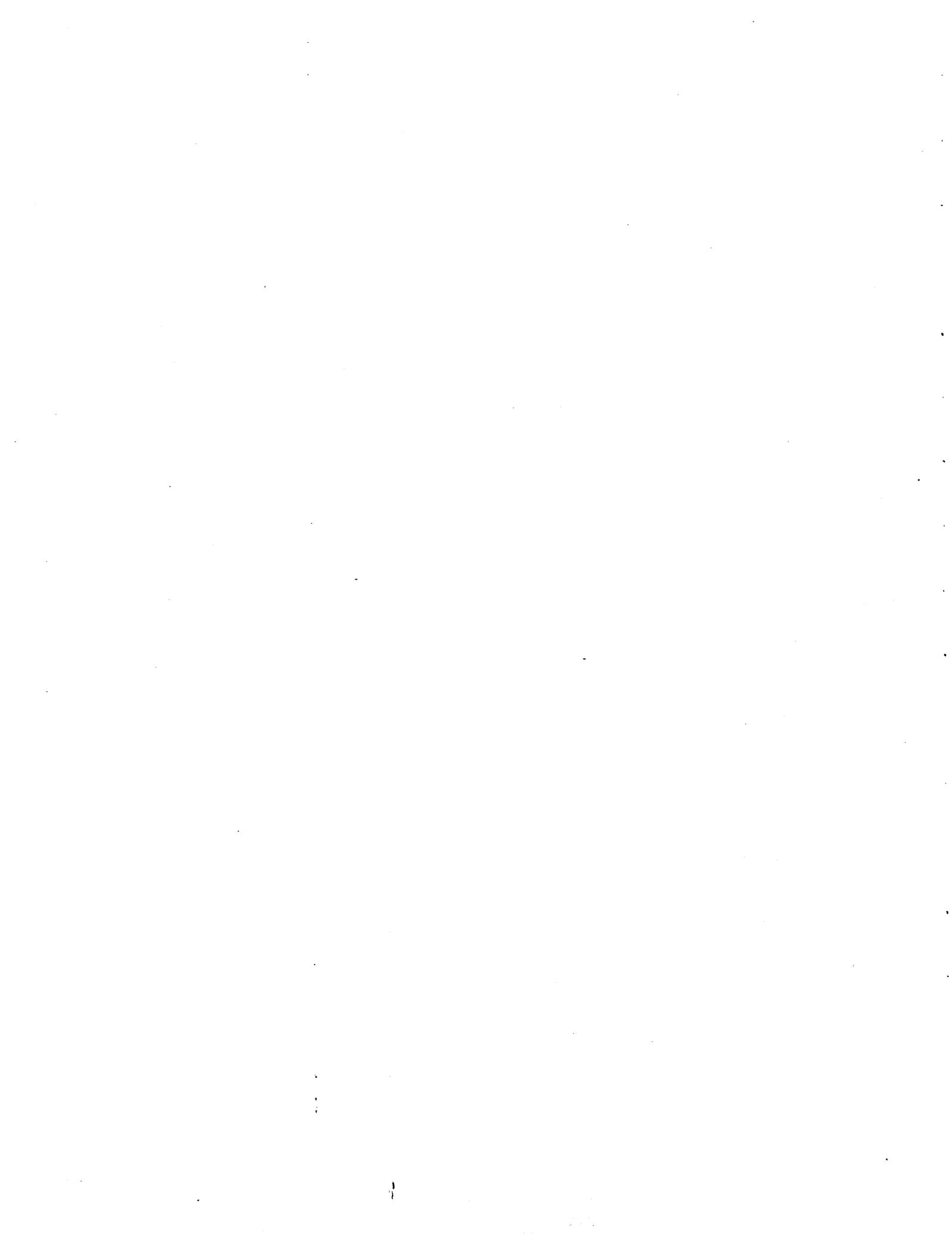
**SECTION F-F
COLLINS STREET**

STREET SECTIONS

**ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN**

City of Oxnard





- Via Estrada will have 60 feet of right-of-way with one lane in each direction of travel. The future collector street (Street "A") to be built through planning areas 3 and 8 will also have this configuration.
- Collins Street will consist of 45 feet of right-of-way with one lane in each direction of travel.

5.3.3 Major Intersections

Table 4 contains the recommended intersection configurations for the ten major intersections associated with the project: (1) Santa Clara Avenue at Via Del Norte Drive; (2) Rose Avenue at Via Del Norte; (3) Rose Avenue at Collins Street; (4) Ventura Boulevard at Via Del Norte; (5) Paseo Mercado at Via Del Norte; (6) Los Olivos at Via Del Norte; (7) Paseo Mercado at Ventura Boulevard; (8) Via Estrada at Via Del Norte; (9) A Street at Via Del Norte; and (10) A Street at Ventura Boulevard.

Traffic signals will be needed at three of these intersections, including: (1) Santa Clara Avenue at Via Del Norte; (2) Rose Avenue at Via Del Norte; and (3) Ventura Boulevard at Via Del Norte. These three signals will be installed by the project assessment district. An additional traffic signal may be warranted at some future date at the intersection of Paseo Mercado and Via Del Norte.

In order to mitigate the impact of project-related traffic on Collins Street in the El Rio area west of Rose Avenue, traffic traveling west on Collins Street within the project area will be restricted to right turns only at Rose Avenue.

In order to increase the safety and capacity of the intersection of Ventura Boulevard with the freeway ramp access road at Santa Clara, certain turning movements will be prohibited. Traffic traveling eastbound on Ventura Boulevard within the project area will be restricted to right turns only at the intersection with the freeway ramps. In addition, westbound freeway traffic exiting at Santa Clara will be restricted to the through and right turn movements only. Offramp traffic will not be allowed to turn left on Ventura Boulevard.

TABLE 4
INTERSECTION CONFIGURATIONS

Intersection	Northbound			Southbound			Eastbound			Westbound		
	Thru	Rt	Lt	Thru	Rt	Lt	Thru	Rt	Lt	Thru	Rt	Lt
Santa Clara (NS) at Via Del Norte (EW)	2	1	1	2	0	1	2	0	1	2	0	1
Rose Avenue (NS) at Via Del Norte (EW) Collins Street (EW)	1	1	2	2	0	1	1	1	2	1	1	1
Ventura Boulevard (NS) at Via Del Norte (EW)	0	1	2	0	0	0	2	0	1	1	1	1
Paseo Mercado (NS) at Via Del Norte (EW) Ventura Blvd. (EW)	1	0	0	0	1	1	2	0	0	2	0	1
Los Olivos (NS) at Via Del Norte (EW)	1	0	0	0	0	0	2	0	0	2	0	1
Via Estrada (NS) at Via Del Norte (EW)	1	0	0	0	1	1	2	0	0	2	0	1
A Street (NS) at Via Del Norte (EW) Ventura Blvd. (EW)	1 0	0 0	1 0	0 0	0 1	0 1	2 1	0 0	0 0	2 1	0 0	1 0

5.3.4 Ultimate Planned Circulation System

Improvements to the circulation system in the vicinity of the project are called for in the City of Oxnard 15-year Circulation System Improvement Program. This program includes a description of necessary improvements along the city's arterial system and at the intersection of these major routes with state highways. Planned improvements in the vicinity of the project include the reconstruction of the Rose and Santa Clara/Rice Avenue interchanges with the Ventura Freeway (U.S. 101) and the widening of those portions of Rose and Santa Clara/Rice Avenues located within the City of Oxnard to match the city's design cross section for a major arterial.

Exhibit 9 schematically depicts the ultimate circulation system planned for the area. As shown, partial cloverleaf interchanges are planned for Rose and Santa Clara/Rice Avenues. The configuration of these interchanges will necessitate the interruption of Ventura Boulevard. In order to minimize this impact, Ventura Boulevard will be realigned to the west of Rose Avenue and the east of Santa Clara Avenue as shown in Exhibit 8. West of Rose Avenue, Ventura Boulevard is planned to be realigned to meet Via Del Norte at Rose Avenue. East of Santa Clara Avenue, Ventura Boulevard is planned to be realigned between Nyeland and Santa Clara Avenues to intersect Santa Clara Avenue at a point north of the freeway interchange.

The precise configuration of Ventura Boulevard west of Rose Avenue and east of Santa Clara Avenue will be designed in conjunction with the freeway interchanges. The planned realignments of Ventura Boulevard will occur in conjunction with the construction of the freeway interchanges.

Ventura Boulevard will become a cul-de-sac immediately west of Santa Clara Avenue at such time as the ultimate freeway interchange is built. In order to reduce the length of the cul-de-sac and minimize the impact to the properties located near Santa Clara Avenue, a new collector street will be built through planning areas 3 and 8. This street will be constructed by the owners of these parcels at the time these parcels are developed.

Currently, there are no final designs or construction schedules for the ultimate Rose and Santa Clara/Rice Avenue interchanges and the associated improvements to Ventura Boulevard. Final design and construction is contingent upon a determination of the source of funding for these improvements. The City of Oxnard has instituted a traffic impact fee on all new development to generate local funds for use with available state and federal funds to construct major improvements to the city's circulation system, including the Rose and Santa Clara/Rice Avenue interchanges. In addition, when necessary or desirable, the city may form assessment districts to fund major improvements. Assessments levied on undeveloped property would be credited against the traffic impact fee. The formation of assessment districts may allow the construction of a major improvement prior to the time construction could occur using available local, state and federal funds.

5.4 PEDESTRIAN CIRCULATION PLAN

The pedestrian circulation plan is presented in Exhibit 10. Sidewalks and other pedestrian paths have been placed based on the nature of the planned land uses, employee and visitor concentrations and the traffic volume on a given street.

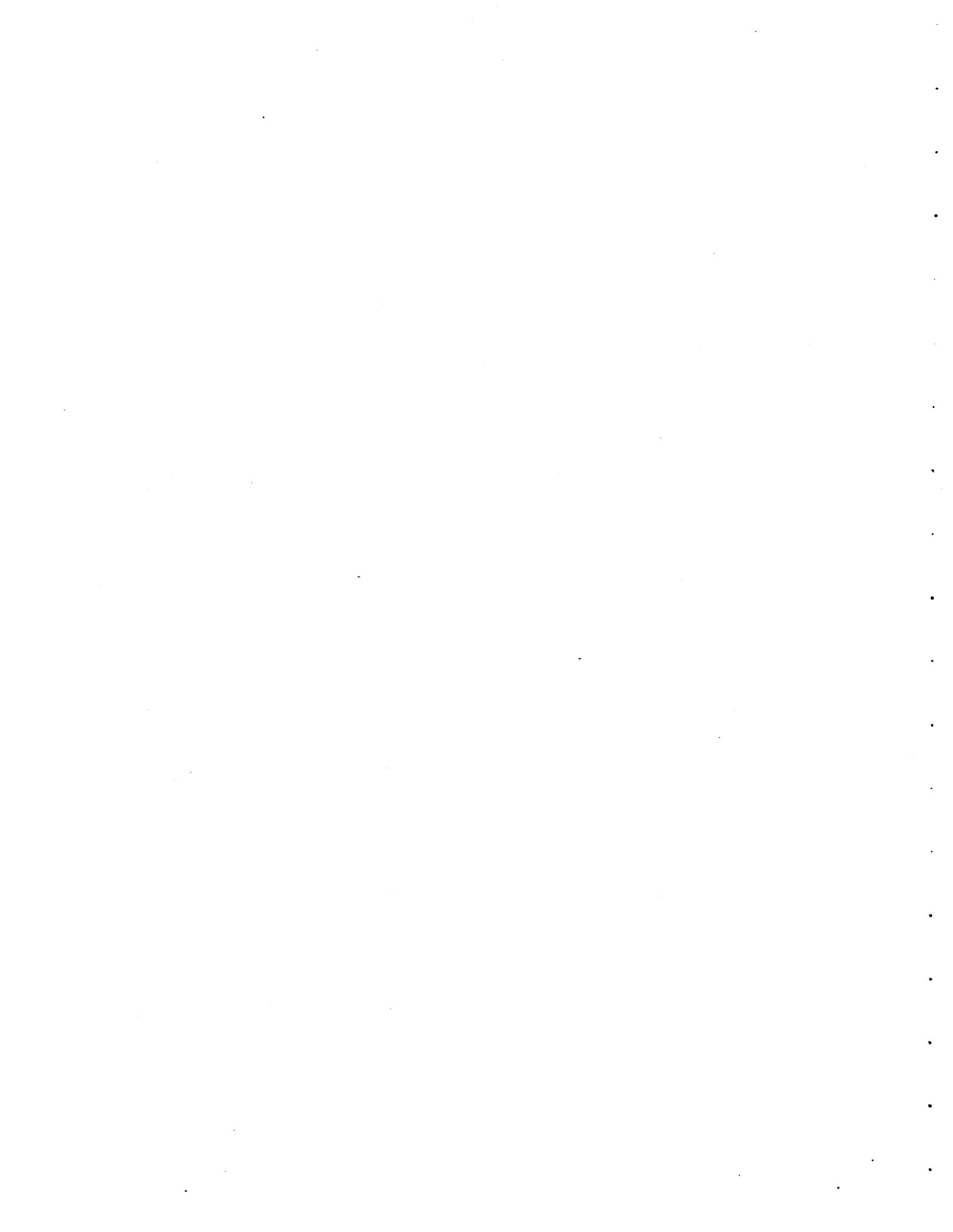
As shown on Exhibit 10, sidewalks will be located on both sides of Via Del Norte. All sidewalks will be 7 feet in width. Sidewalks will be located on both sides of Ventura Boulevard through the auto sales and service land use area. A pedestrian pathway will be provided through the retail area to the west of Paseo Mercado. In the commercial manufacturing area, sidewalks will be provided on the south side of Via Del Norte and the north side of Ventura Boulevard.

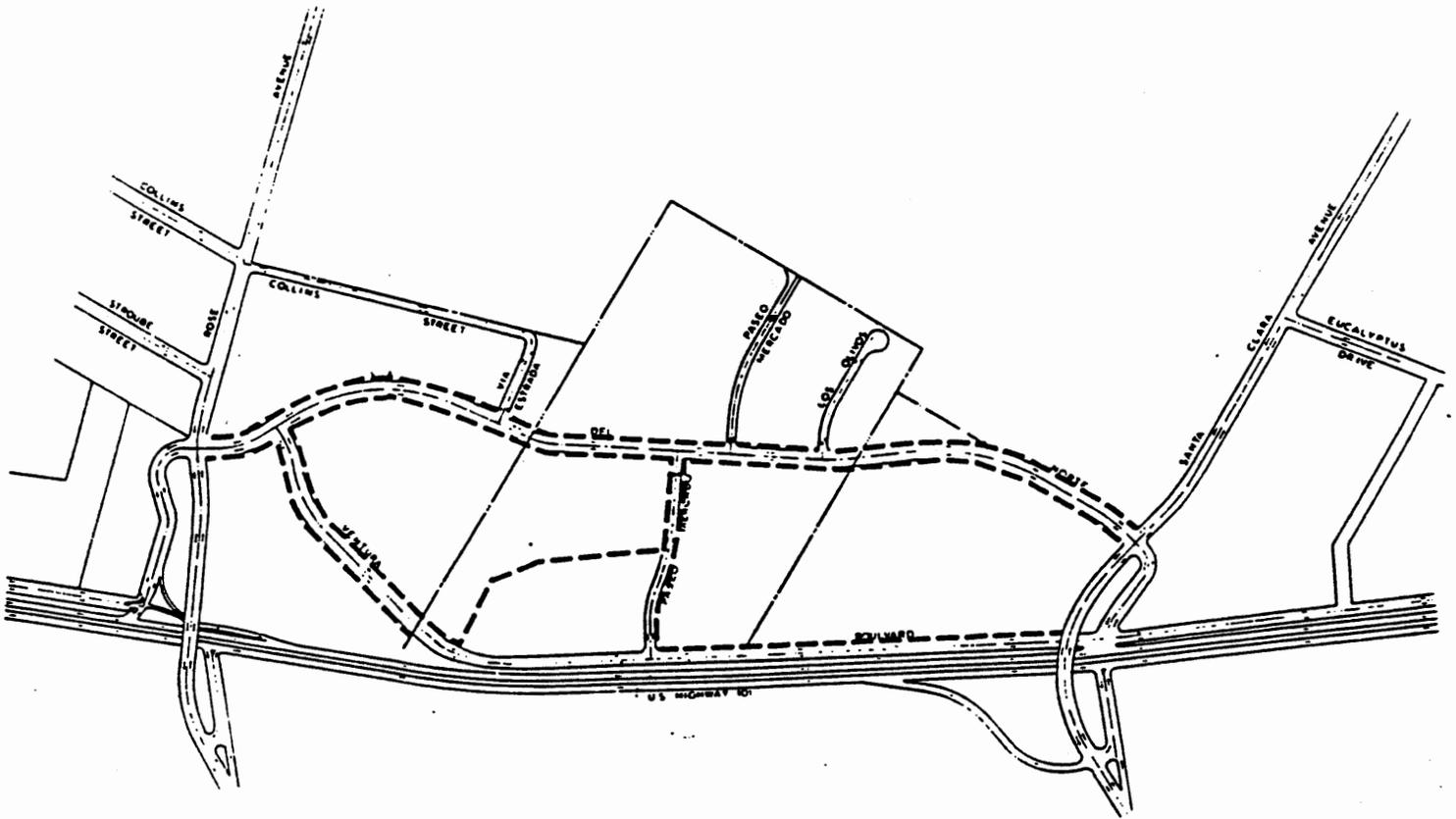
The system is designed to allow employees to safely walk throughout the project and, in particular, access the uses located in the retail commercial area to meet daytime needs for commercial services. Sidewalks are provided on both sides of the street in the auto sales and service area to facilitate the movement of the shoppers from one dealership to another. The pedestrian system also provides a pedestrian connection from Rose to Santa Clara Avenue.

5.5 BICYCLE PLAN

The Circulation Element of the City of Oxnard General Plan includes a bicycle facilities master plan. Planned bike facilities throughout the city include bicycle routes, lanes and paths. Bicycle routes are designated by a sign, whereas bicycle lanes are designated by a striped lane on the roadway and signs. Bike paths are two-way bike facilities separated from vehicular traffic lanes.

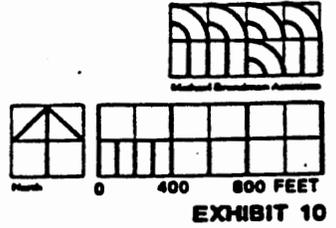
At this time, bike lanes are planned for Rose Avenue. These lanes would provide bicycle access to the project site. Bike lanes are also planned on Rice Avenue to the south of the Ventura Freeway (U.S. 101). As currently planned, these lanes would end at Gonzales Road. At present, bicycle access to the project site from areas located south of the freeway is limited by the size of the Rose and Santa Clara Avenue Bridges over the freeway. This situation will be remedied when the freeway

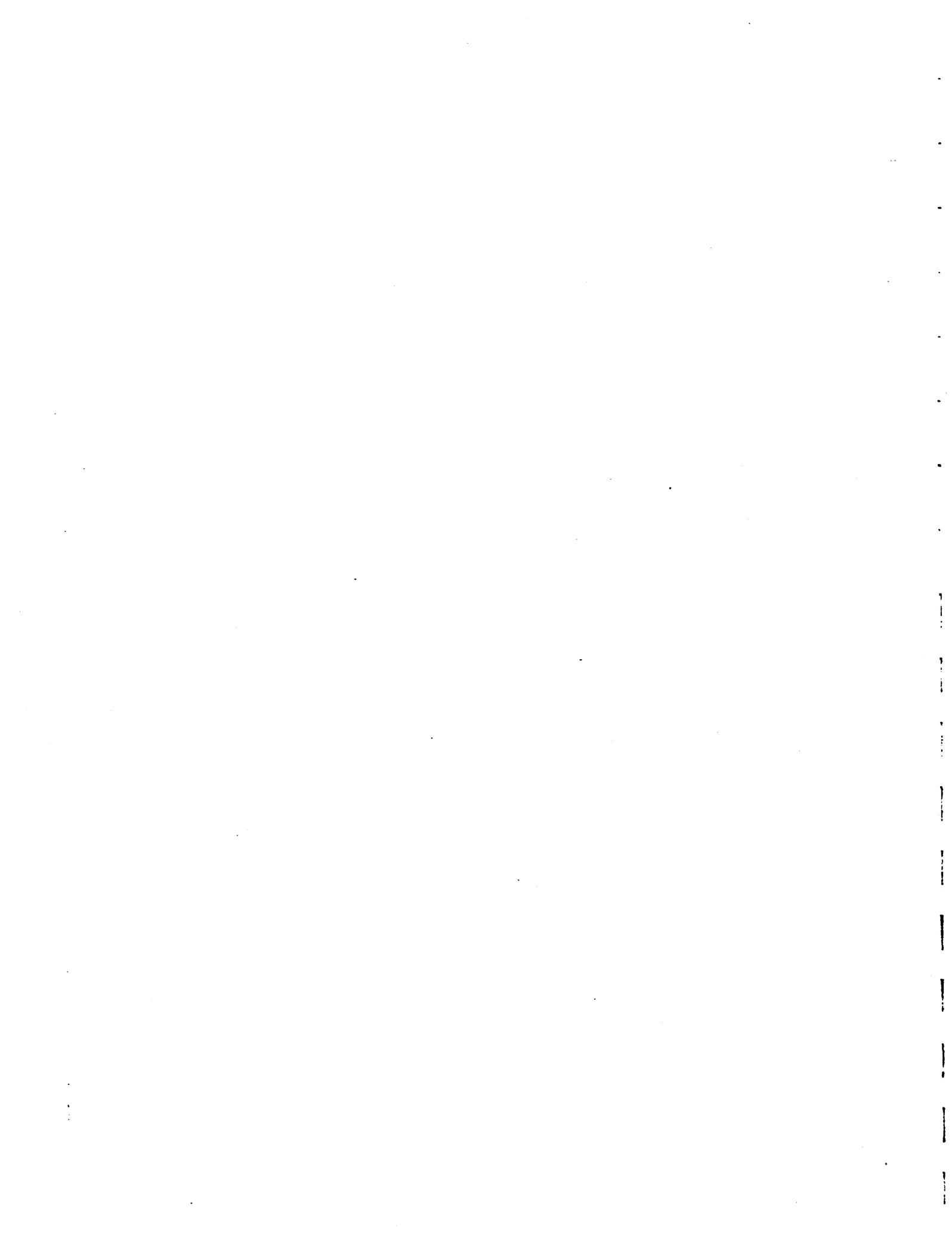




LEGEND
 **SIDEWALKS**

PEDESTRIAN CIRCULATION PLAN
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
 City of Oxnard





interchanges are reconstructed. The narrow width of these bridges makes bicycle travel hazardous. Bicycle access to the site from areas located north of the freeway, such as El Rio and Nyeland Acres, is easy and not unduly hazardous.

5.5.1 Bicycle Facilities Plan

Exhibit 11 presents the bicycles facilities plan for the project. Bicycle lanes are planned on Ventura Boulevard, between Rose Avenue and Via Del Norte, and along the length of Via Del Norte. These lanes will provide a bicycle link from Rose Avenue to Santa Clara Avenue. The other roadways on the project site do not carry enough traffic to warrant the designation of bicycle lanes; however, these streets will have sufficient width to allow safe bicycle movement. In order to link the project to the city's bicycle master plan system, it is recommended that the planned bicycle lanes on Rice Avenue be extended north from Gonzales Road on Santa Clara Avenue to meet Via Del Norte.

5.6 PUBLIC TRANSIT

5.6.1 Existing Transit Service

The Rose-Santa Clara Corridor Specific Plan project site is not currently served by public transit. Transit service in the Oxnard area is primarily provided by South Coast Area Transit (SCAT). Currently, SCAT operates eight routes and only provides service south of the Ventura Freeway (U.S. 101) in the Oxnard area. The closest SCAT route to the site boards at the Esplanade Shopping Center. This route connects with the other seven SCAT routes.

At the present time, the County of Ventura provides some bus service north of the Ventura Freeway in the El Rio area. This service is presently operated by a charter company under contract to the county. This service connects with SCAT service at the Esplanade and serves the El Rio area located north of the Ventura Freeway and west of Rose Avenue.

5.6.2 Transit Facilities Plan

Although the project site is not currently served by transit service, provision is made for transit service in the Rose-Santa Clara Corridor Specific Plan area in order to allow and encourage transit service by either SCAT or the County of Ventura. The transit facilities plan is shown in Exhibit 12. A suggested transit route and bus stop locations are included. When transit services through the project site are initiated, a bus shelter should be provided at the Via Del Norte/Paseo Mercado bus stop.

5.7 PARKING REGULATIONS AND STANDARDS

The purpose of these regulations and standards is to ensure that the Rose-Santa Clara Corridor Specific Plan area contains sufficient off-street parking for the various uses proposed.

5.7.1 Applicability of Requirements

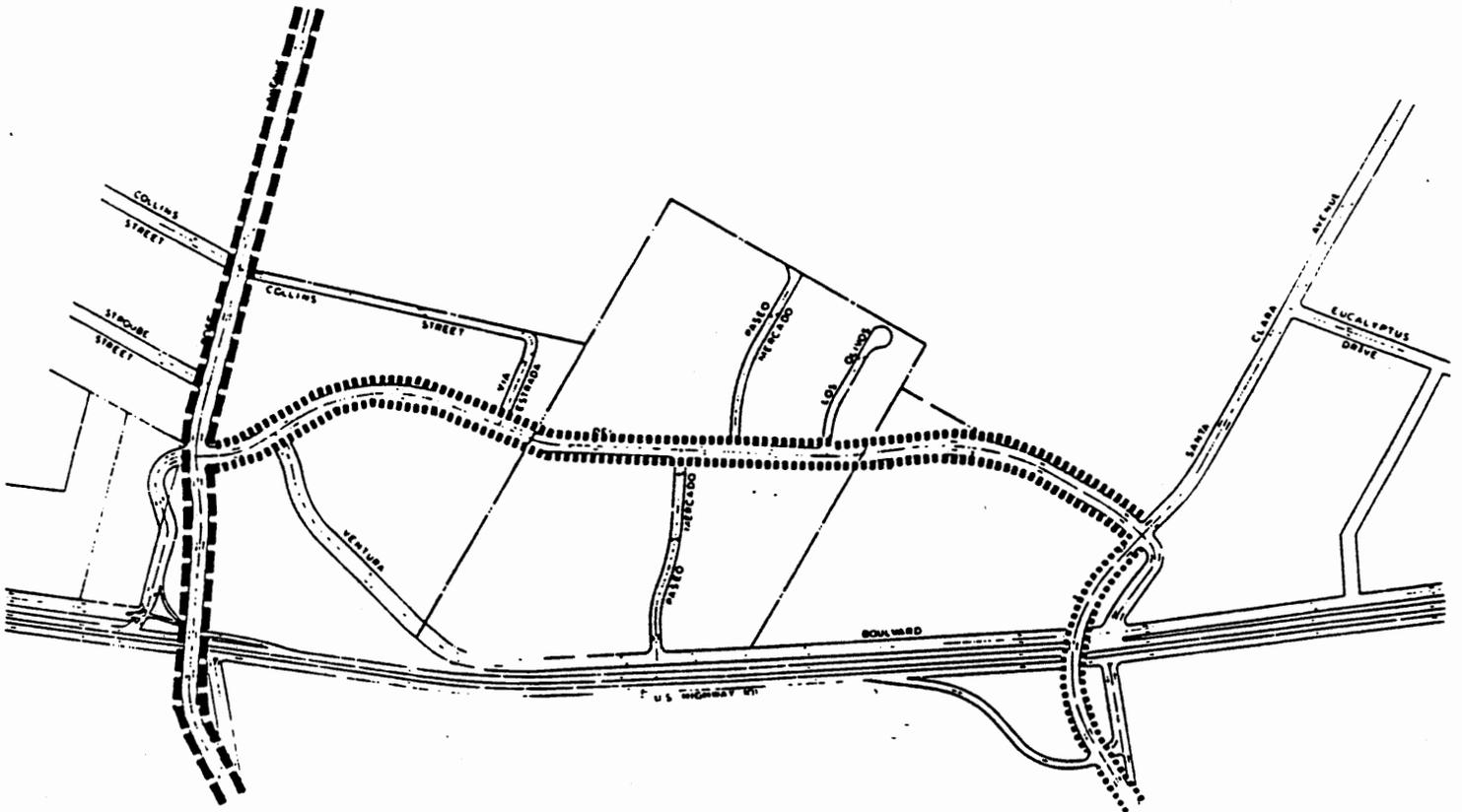
1. Both vehicle and bicycle off-street parking facilities shall be provided for any new building constructed, for any new use established, and for any change in use in existing building that would result in additional required parking spaces.
2. For additions or enlargements of any existing building or use, or any change of occupancy or manner of operation that would increase the number of parking spaces required, the additional parking spaces shall be required only for such addition, enlargement or change and not for the entire building or use, unless required as a condition of approval of development permit.

~~5.7.2~~ Status of Existing Developments

No building or use of land lawfully existing on the effective date of this ordinance shall be considered nonconforming solely because of the lack of off-street parking facilities required by this ordinance.

5.7.3 Vehicle Off-Street Parking Requirements

The minimum amount of off-street parking and the maximum amount of compact spaces for allowed land uses is listed in Table 5.



LEGEND

-  PROJECT BICYCLE LANES
-  BICYCLE LANES INCLUDED IN OXNARD BICYCLE MASTER PLAN
-  PROPOSED BICYCLE LANES

**BICYCLE FACILITIES PLAN
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**

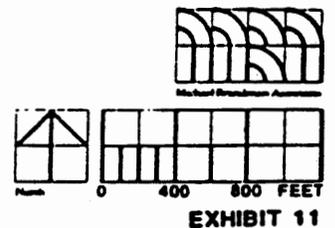


EXHIBIT 11

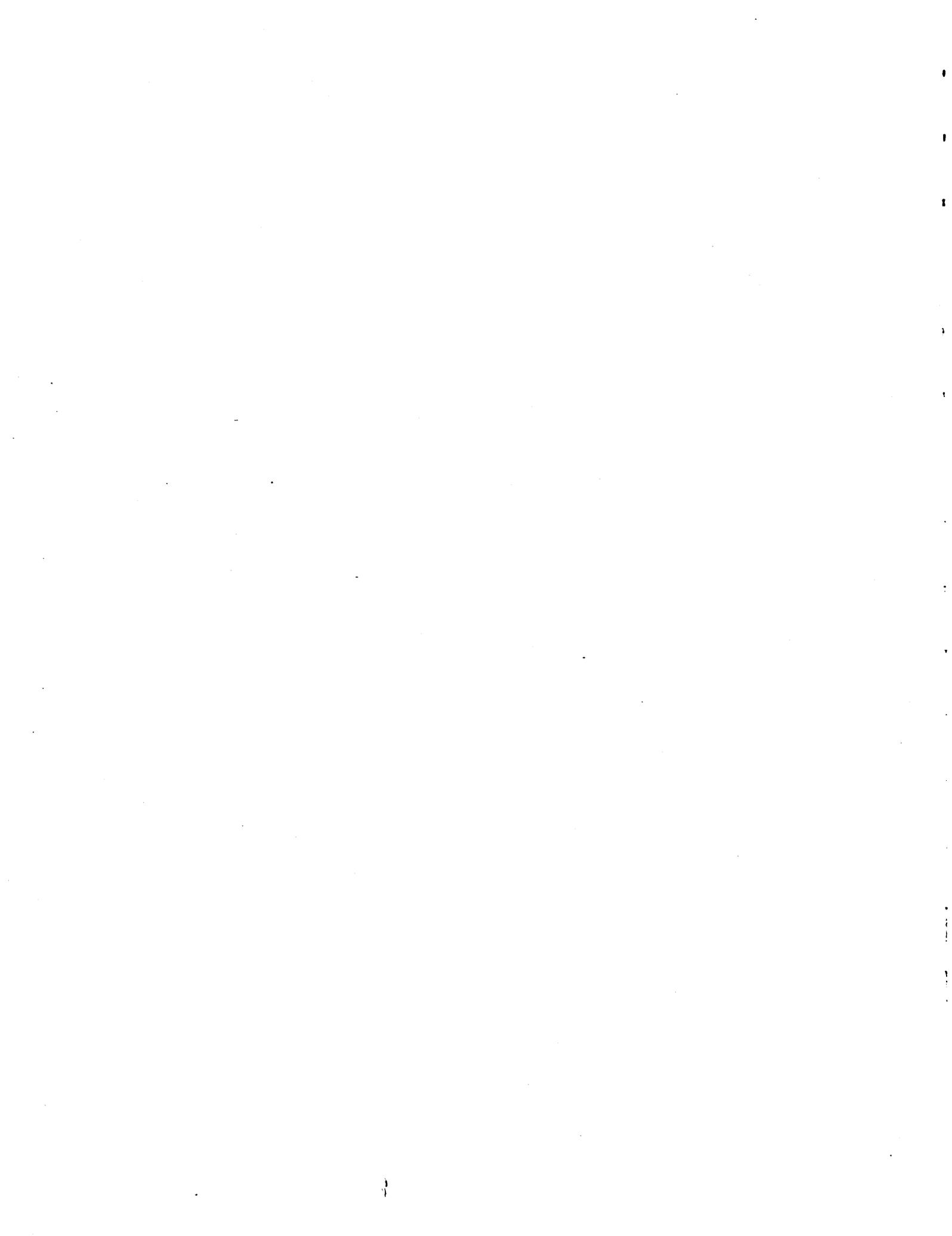


TABLE 5
VEHICLE OFF-STREET PARKING REQUIREMENTS

	<u>Minimum Off-Street Parking Requirements</u>	<u>Maximum Percent Compact Spaces Allowed</u>	<u>Notes</u>
COMMERCIAL USES			
	Auto Sales	25%	All required customer spaces shall be striped "customer only."
	Auto Parts Sales, Repair	25%	Automobile repair facilities providing service bays may count the service bays toward the parking requirement when the areas conform to the requirements of this section and adequate parking onsite and adequate circulation is provided.
5-11	Auto Washing (self-service or coin-operated)	25%	
	Offices	30%	
	Retail Center	25%	Office space comprising up to 10 percent of the total gross floor area can be accommodated without increasing the parking spaces required to serve the center. Office space exceeding 10 percent of the center will require additional parking based on the professional office service standards.

TABLE 5 (continued)

	<u>Minimum Off-Street Parking Requirements</u>	<u>Maximum Percent Compact Spaces Allowed</u>	<u>Notes</u>
Retail, Furniture, Appliance	One space per 300 square feet of gross floor area display and one space per 800 square feet of warehouse storage area.	25%	
Restaurants			
Nonfast-Food Restaurants	One space per 75 square feet of gross floor area up to 6,000 square feet of gross floor area. Thereafter, one space per 180 square feet of gross floor area.	25%	Restaurant facilities that contain dance floor areas shall provide additional parking spaces based upon one space per 35 square feet of dance floor area.
Fast-Food Restaurants	One space per 50 square feet of gross floor area.	25%	Special design requirements are required if a drive-through facility is proposed. Stacking credit in drive-through lane may count toward the required parking at basis of one auto per each 23 lineal feet of striped stacking lane. A maximum credit not-to-exceed 30 percent of total requirement or no more than 20 spaces may be applied for stacking credit (whichever is less).
Hotel/Motel	One space for each room where no cooking facilities are provided. Living units with cooking facilities shall provide two spaces for each unit.	25%	When banquet or convention facilities are to be provided in addition to room facilities, they shall be considered separately in determining the required number of spaces at the ratio of one space per five seats or one space per 35 square feet of gross floor area.

5-12

TABLE 5 (continued)

	<u>Minimum Off-Street Parking Requirements</u>	<u>Maximum Percent Compact Spaces Allowed</u>	<u>Notes</u>
Lumber Yards, Plant Nurseries	One space per 250 square feet of gross floor area for indoor retail area and one space per 1,000 square feet of outdoor area devoted to displays and storage.	25%	
Bowling Alleys, Billiard Balls	Five space per alley and two spaces for each billiard table plus requirement for ancillary use (e.g., restaurants, etc.).	25%	
5-13 Health spas and gymnasiums	Ten spaces are required for each spa health club plus an additional one space for every 200 square feet of gross floor area in excess of 1,000 gross square feet.	25%	
INDUSTRIAL USES			
Light Industrial Manufacturing	One space per 500 square feet of gross floor area devoted to manufacturing plus the required parking devoted to other uses (i.e., office).	25%	
Warehousing	One space per 1,000 square feet of gross floor area for the first 2,000 square feet devoted to warehousing plus the required parking for square footage devoted to other uses. One space per 2,000 square feet for the		No conversion of any portion of a warehouse use to any other use shall be permitted unless parking requirements for such other uses are met.

TABLE 5 (continued)

	<u>Minimum Off-Street Parking Requirements</u>	<u>Maximum Percent Compact Spaces Allowed</u>	<u>Notes</u>
Mini-warehouse or Self- Storage Facilities	<p>second 20,000 square feet. One space per 4,000 square feet for floor area in excess of 40,000 square feet.</p> <p>One space per 1,000 square feet of building area and one space per employee.</p>		<p>Parking may be located between buildings provided between buildings and if such parking spaces are parallel to the buildings and dimensioned and striped in accordance with the requirements of this section.</p>

5.7.4 Motorcycle Parking

One motorcycle parking space, dimensioned at 5 feet by 7 feet, shall be required for each 25 automobile spaces. Motorcycle spaces count toward fulfilling the automobile requirement.

5.7.5 Carpool/Vanpool Parking

Preferential parking for carpools and vanpools shall be located in areas convenient to building entrances. Ten percent of all parking spaces for all uses, except retail uses, shall be designated, striped and signed for use by carpool and/or vanpool vehicles.

5.7.6 Bicycle Parking Requirements

Bicycle use is encouraged as an alternative means of transportation to the land uses located in the Rose-Santa Clara Corridor specific plan area. The parking requirements for bicycles for each allowed land use is listed in Table 6.

TABLE 6

BICYCLE PARKING REQUIREMENTS

Retail	One space per 33 automobile parking spaces.
Restaurants	Five spaces.
Commercial Recreation	One space per 33 automobile parking spaces.
Office	One space per 33 automobile parking spaces.

5.7.7 Multiple Uses

In situations where a combination of uses are developed on a parcel, or allowed in a structure, parking shall be provided for each of the uses on the site according to the schedules given in this section, unless a reduction is granted pursuant the administrative relief procedures.

5.7.8 Uses Not Listed

The parking requirement for uses not specifically listed above shall be determined by the approval body for the proposed uses on the basis of requirements for similar uses, and on any traffic engineering and planning data that are appropriate to the establishment of a minimum requirement.

5.7.9 Computation of Off-Street Parking Spaces

When the computation of the number of off-street parking spaces required by this section results in the application of a fractional parking space requirement, any fraction less than one-half may be disregarded and any fraction equaling one-half or more shall be construed as requiring one full parking space.

5.7.10 Administrative Relief

Administrative relief from the standards listed above may only be granted under the following circumstances:

A. Shared Parking

Parking facilities may be used jointly for uses with significantly different peak hours of operation. Requests for shared parking must meet the following requirements.

1. A parking study shall be prepared by a registered traffic engineer and shall be submitted by the applicant demonstrating that substantial conflict will not exist in the peak hours of parking demand for the uses for which joint use is proposed.
2. The parking study should address the following items:
 - a. Size and type of commercial use or activity.
 - b. Composition of tenancy.
 - c. Rate of turnover for proposed shared spaces.
 - d. Peak traffic and parking loads to be encountered.

- e. Local parking habits and familiarity to area.
 - f. Availability of public transportation including carpools or employer provided transportation.
3. The number of parking stalls that may be credited against the requirements for the structures or uses involved shall not exceed the number of stalls reasonably anticipated to be available during differing hours of operation.
 4. A written agreement shall be drawn to the satisfaction of the City Attorney and executed by all parties concerned assuring the continued availability of the number of stalls designated for joint use.

B. Offsite Parking Facilities

Required parking for a development may be located offsite under certain circumstances. Requests for offsite parking facilities shall meet the following requirements:

1. Required parking shall be located on a site within five hundred (500) feet of the use that it is intended to serve.
2. There shall be no hazardous traffic safety conditions for pedestrians utilizing the offsite parking facilities.
3. Offsite parking facilities for high turnover retail uses shall not be permitted.
4. A parking covenant shall be drawn to the satisfaction of the City Attorney, executed by all parties concerned and recorded, which assures the continued availability of the offsite parking facilities for the life of the use that it is intended.

C. Reduction of Required Parking Spaces

The approving authority may reduce the required number of parking spaces when the normal parking requirement shall have been demonstrated to be excessive.

D. Appeal Decision of Administrative Relief

The decision of the Director of Community Development may be appealed to the Planning Commission.

5.7.11 Parking Area Design

A. Parking Plan Submittal Requirements

To adequately review parking plans, all pertinent information shall include the following information, which shall be shown on a separate parking plan or combined with a master site plan when approved by the Department of Community Development.

1. A vicinity map locating the proposed development.
2. Dimensioned property lines.
3. Street address and names of streets bordering the parking area.
4. Name and telephone number of the designer.
5. Scale and north arrow.
6. Existing or proposed obstructions (e.g., building, trees, landscaping, poles, walls, drainage structures, etc.).
7. Width and existing configuration of street (including striping layout, if any) from which development has access.
8. Location and dimensions of proposed and existing curb cuts onsite and curb cuts within fifty (50) feet on either side of proposed development and across the street.
9. Intended users (e.g., employees, customers, general public, etc.).
10. Loading and unloading areas.
11. Type of paving materials to be used.
12. Onsite directional signing, pavement striping, and standard and compact striping and identification, as well as location and identification of handicapped spaces.
13. Number of spaces required and number of spaces provided (by type).

14. The location of median channelization (i.e., left-turn pockets, raised islands).

B. Design Standards for Vehicle Parking Areas

The standards presented are the minimum requirements for parking areas:

1. When a parking stall permits vehicle overhang adjacent to a sidewalk area, a minimum dimension of 48 inches must be provided. When, because of right-of-way restrictions, natural barriers, or other existing conditions, the Department of Planning Development determines that compliance with the 48 inches clear sidewalk would create unreasonable hardship, the sidewalk clear area may be reduced to thirty-six (36) inches. Vehicles may not intrude into or onto a public sidewalk or public right-of-way.
2. A vehicle may overhang a landscaped planter area a maximum of two (2) feet provided the landscape planter has a minimum width of five (5) feet measured from the inside curb face.
3. Curbs and "wheel stops" shall be located in a position that will:
 - a. Stop the parked vehicle to comply with vehicle overhang standards.
 - b. Protect the adjacent property from damage by the vehicle.
4. All properties shall provide attractive, direct and safe pedestrian access to parking. The layout of the parking areas shall relate to building entrances or important architectural elements.
5. For parking lots with forty (40) or more stalls, a forty (40) foot deep driveway "throat" shall be provided (measured from the property line).
6. All parking lots shall be designed to provide for internal circulation so that each parking space is accessible to all other parking spaces without using a public street.

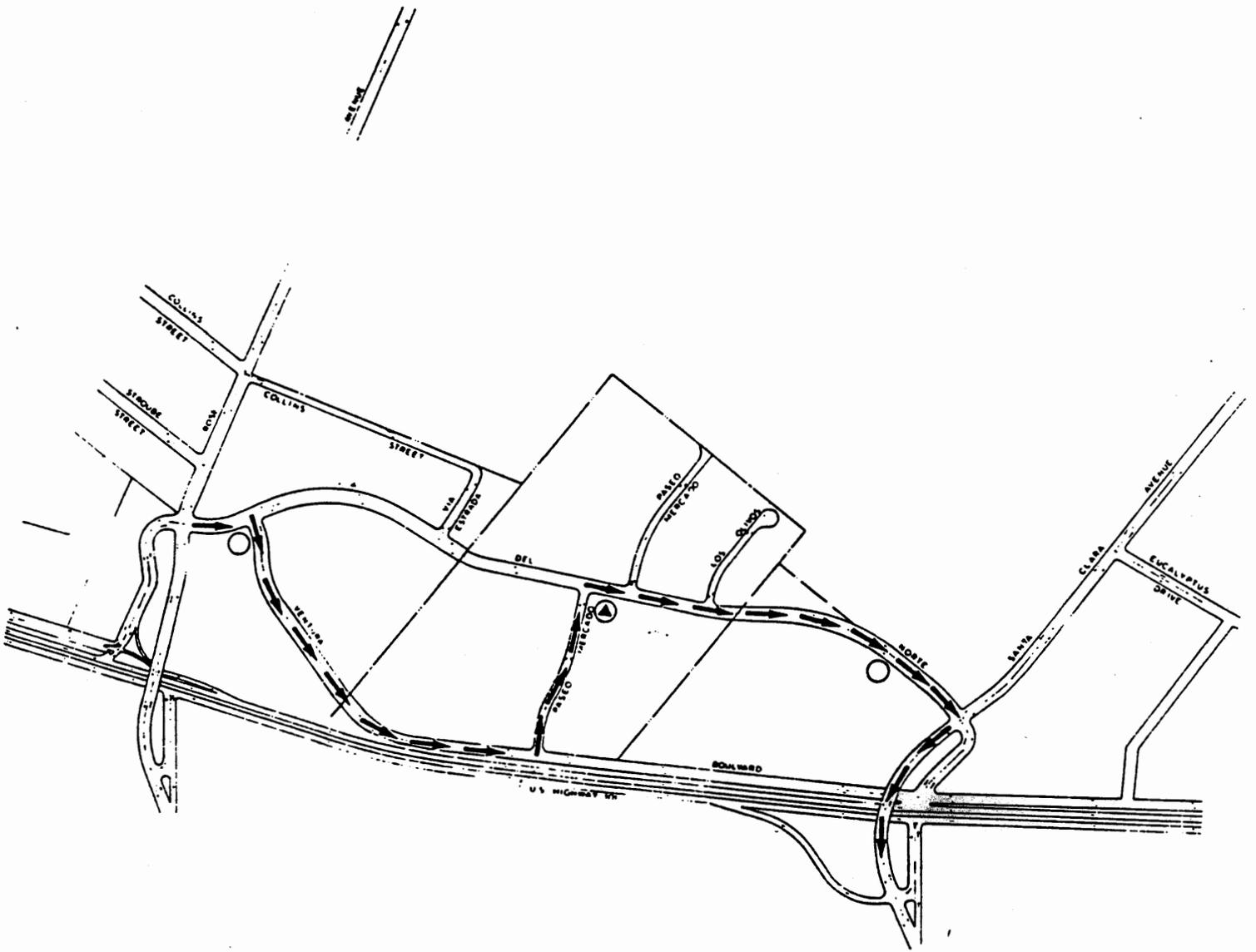
C. Dimensions of Vehicle Parking Spaces, Parking Bays and Aisles

1. Full-Sized Spaces. Each full-sized space shall be an unobstructed rectangle not less than nine (9) feet wide by nineteen (19) feet deep.
2. Compact-Sized Spaces. Each compact space shall be an unobstructed rectangle not less than eight (8) feet wide by sixteen (16) feet deep. Compact spaces may be permitted in residential, commercial and industrial projects, subject to the following:

- a. The maximum number of compact parking stalls shall be that percentage shown in the Schedule of Vehicle Off-Street Parking requirements in Table 6.
 - (1) Each compact space approved hereunder shall be individually designated as a compact space in letters not less than twelve (12) inches high and seven (7) inches wide, that states: "Compact Only"
 - (2) A symbol may be used in lieu of letters if approved by the City Traffic Engineer or Director of Community Development.
 - b. Signs shall be provided to indicate the location of compact parking, as required by the City Traffic Engineer.
 - c. All parking areas containing compact spaces shall be approved by the Director of Community Development and the City Traffic Engineer.
 - d. All compact spaces shall be conveniently located and dispersed throughout the required parking lot areas.
3. Vanpool Spaces. Each space designated for use by a van utilized in a vanpool shall be an unobstructed rectangle not less than ten (10) feet wide by nineteen (19) feet deep.
 4. Vehicle Parking Bays and Aisles. The minimum dimensions of parking bays and maneuvering aisles for a range of parking aisles for full-sized and compact spaces are contained within Exhibit 13.

C. Operation and Maintenance of Vehicle Parking Areas

1. All required parking facilities shall be maintained for the duration of the use requiring such facilities. Such facilities shall be used exclusively for the parking of vehicles. The parking facilities shall not be used for the storage of merchandise or for the storage or repair of vehicles or equipment. Parking facilities shall not be used for the sale of merchandise, except on a temporary basis for special events, subject to the approval of the Director of Community Development.
2. It shall be the responsibility of the owner or operator of a specific use to ensure that required parking facilities are maintained in good operating condition, including striping and signing and to ensure that the parking facilities are periodically swept and cleaned.



LEGEND

-  SUGGESTED TRANSIT ROUTE
-  SUGGESTED BUS STOP
-  SUGGESTED BUS SHELTER

**TRANSIT FACILITIES PLAN
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**

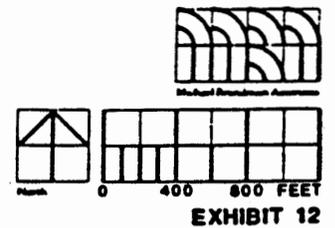


EXHIBIT 12



"STANDARD" AND "COMPACT" VEHICLE STALL WIDTHS AND DEPTHS TABLES

- 1 THE MINIMUM AISLE WIDTH (D) FOR 2-WAY TRAFFIC WITH 10% ANGLED PARKING IS 20'.
- 2 THE MINIMUM AISLE WIDTH (D) FOR 2-WAY TRAFFIC WITH 90% PARKING IS 25'.

STANDARD VEHICLE

WIDTH - 9' DEPTH - 19'

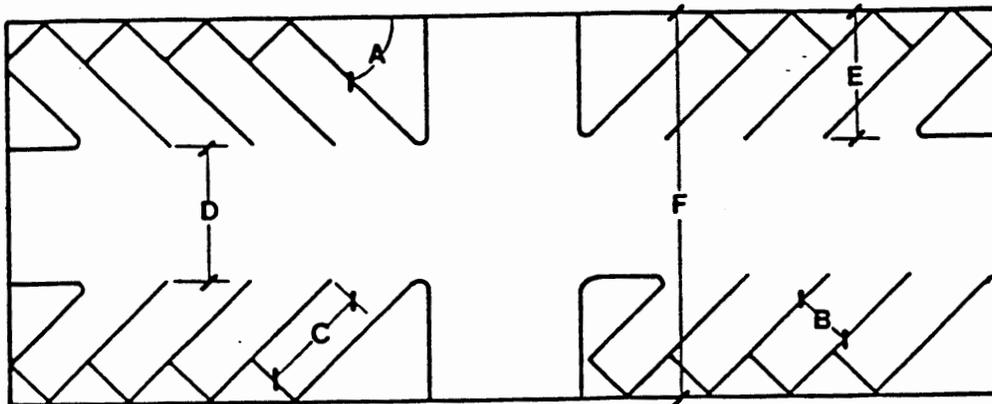
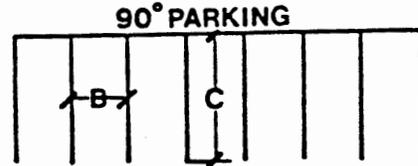
A	B	C	D	E	F
0°	9'	23'	12'	---	---
20°	9'	19'	11'	15'	41'
30°	9'	19'	11'	18'	47'
45°	9'	19'	13'	20'	53'
60°	9'	19'	18	22'	62'
90°	9'	19'	25	20'	63'

COMPACT VEHICLE

WIDTH - 8' DEPTH - 16'

A	B	C	D	E	F
0°	8'	20'	12'	---	---
20°	8'	16'	11'	14'	39'
30°	8'	16'	11'	15'	41'
45°	8'	16'	13'	17'	47'
60°	8'	16'	18'	18'	54'
90°	8'	16'	25'	---	57'

PARKING LOT REQUIREMENTS



- A : PARKING ANGLE
- B : STALL WIDTH
- C : STALL LENGTH
- D : AISLE WIDTH
- E : STALL TO CURB
- F : CURB TO CURB

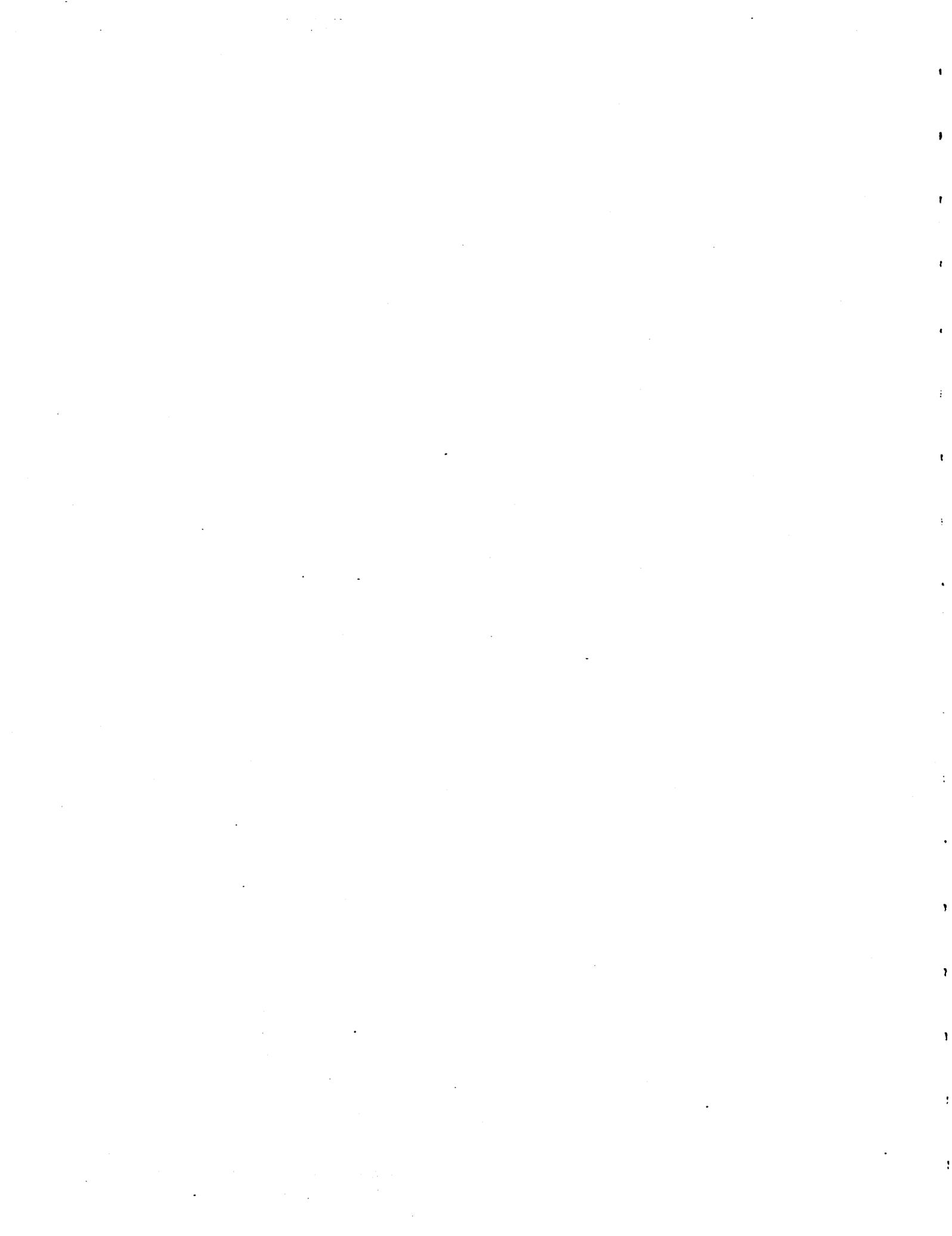
PARKING STALL AND AISLE DIMENSIONS

**ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN**

City of Oxnard



EXHIBIT 13



D. Design Standards for Bicycle Parking Areas

1. **Location Criteria.** Bike racks shall be located such that they are highly visible from the street or building entrance from where bicyclists approach. No bike rack shall be installed in an isolated location, but near the main entrance(s) of the building for which they are intended or in a comparably convenient location, where there is constant pedestrian traffic. Bike racks are intended for use by the general public as well as employees. Bicycle parking areas must be separated from motor vehicle parking areas by at least a curb barrier that would prevent vehicles from damaging bicycles.
2. **Parking Device Design**
 - a. Bicycle racks must be capable of locking the bicycle and of supporting bicycle in an upright position.
 - b. Racks must be securely anchored to supporting surface.
3. **Dimensions**
 - a. Installation of bike racks shall conform with the requirements set forth by the bike rack manufacturer with a rectangular space no less than two and one-half (2-1/2) feet wide by six (6) feet long per bicycle unless a locker or a permanent device to stand the bicycle on end is provided. Racks must be at least three (3) feet high unless bicycle parking area is surrounded by railing, hedge or chain three (3) feet high so as to be readily visible to pedestrians.
 - b. Bicycle racks shall be installed with adequate space (twelve (12) inches minimum) beside the parked bicycle so that a bicyclist will be able to reach and operate locking mechanism.
 - c. A hard-surfaced parking area is required.
 - d. A ramp, at least two (2) feet wide, shall connect all new outdoor bicycle parking areas to the nearest access roadway.

E. Parking Area Paving and Construction Standards

1. **Surfacing**
 - a. **Automobile and Handicapped Spaces** - All parking spaces and maneuvering areas shall be paved and permanently maintained with asphalt, concrete or any other all-weather surfacing approved by the Director of the Public Works Department.
 - b. **Motorcycle** - All motorcycle parking areas shall be paved with concrete or equivalent surfacing approved by the Director of Planning

and Building Services. The intent of the concrete surfacing is to prevent motorcycle kick stands from damaging the pavement.

c. Bicycle — All bicycle parking areas shall be surfaced with a.c. or concrete so as to keep the area in a dust-free condition.

2. Driveway Location - Curb cuts and driveways must be in conformance with the City of Oxnard ordinance establishing standards for the location of curb cuts.

3. Wheel Stops - A continuous 6-inch high concrete curb above parking lot level shall be installed and serve as a wheel stop for vehicles on all periphery areas of the parking lot and as an edging for planting areas, islands, protection for walls and for entrances and exits.

F. Directional Arrows and Signage

1. Aisles, approach lanes, and maneuvering areas shall be clearly marked with directional arrows and lines to expedite traffic movement.

2. The Director of the Public Works Department shall require a developer to install signage in addition to directional arrows to ensure the safe and efficient flow of vehicles in a parking facility prior to the issuance of a building permit.

G. Drainage - All parking facilities shall be graded and drained so as to provide for the disposal of all surface water within the site boundaries.

5.7.12 Off-street Loading and Unloading Areas

A. Loading Spaces Required

All commercial and industrial uses shall reserve a portion of the required number of parking spaces as loading spaces in accordance with the standards in Table 7.

TABLE 7

LOADING SPACE REQUIREMENTS

<u>Use (gross floor area)</u>	<u>Loading Spaces Required</u>
Commercial and Industrial	
0-15,000	1
15,001-40,000	2
40,000-90,000	3
90,000-150,000	4
150,000-and over	5
Hotels, Motels, and Restaurants	1

B. General Provisions

1. The size of loading spaces for uses with less than 15,000 square feet of gross floor area shall be 12 feet by 24 feet. Uses with over 15,000 square feet shall be at least 12 feet in width, 40 feet in length, and with 14 feet in vertical clearance.
2. When the lot upon which loading spaces are located abuts an alley, such loading spaces shall have access from the alley. Where such loading area is parallel with the alley and the lot is 50 feet or less in width, the loading area shall extend across the full width of the lot.
3. Loading spaces shall be located so trucks shall not back into a public street or alley.
4. Industrial developments shall be designed with the following:
 - a. At least one driveway approach capable of accommodating a 48-foot wheel track turning radius at least one onsite maneuvering area which provides a 48-foot wheel track turning radius through the parking area.
 - b. Loading doors shall not be visible from a public street.

C. Industrial Service and Loading Area Requirements

1. Loading facilities shall be located either on the rear or side of the industrial structure to alleviate unsightly appearances often created by

loading facilities. Where this is not feasible, loading docks and doors shall be screened from the street by landscaping or walls.

2. Each industrial site shall be self-contained and capable of handling its own truck maneuvering and docking requirements. The use of public streets for parking, truck staging and/or maneuvering is prohibited.
3. A minimum depth of 85 feet is required for truck docking and maneuvering in a simple warehouse type operation. The required depth for truck terminals using larger vehicles (45-foot trailer length) is 130 feet.

D. Drive-through Facilities

The following requirements apply to any use with drive-through facilities:

1. Each drive-through lane shall be separated from the circulation routes necessary for ingress or egress from the property, or access to any parking space.
2. Each drive-through lane shall be striped, marked or otherwise distinctly delineated.
3. The principal pedestrian access to the entrance of the drive-through facility shall not cross the drive-through lane.
4. The vehicle stacking capacity for uses containing drive-through facilities shall be as follows:

<u>Use</u>	<u>Stacking Requirements</u>
Fast-Food Restaurant	Stacking for three cars between the order board and the pickup window and stacking for five cars behind the order board.

E. Handicapped Parking

Handicapped parking requirements are established by the State of California. The parking standards contained in this section are identical to those established by the state at the time of the adoption of this ordinance. Any future change in the state handicapped parking standards would preempt the requirements given in this section.

Handicapped parking spaces required by this ordinance shall count toward fulfilling automobile required parking.

The California State Building Code mandates development requirements for handicapped accessibility. The following standards are excerpts from the State Building Code:

1. Table 8 shows the number of handicapped parking spaces required. Handicapped spaces count toward filling the automobile requirement.

TABLE 8
HANDICAPPED PARKING SPACE REQUIREMENTS

<u>Number of Required Total Number of Spaces</u>	<u>Handicapped Spaces</u>
1-40	1
41-80	2
81-120	3
121-160	4
161-300	5
301-400	6
401-500	7
over 500	1 for each 200 additional spaces provided

2. Physically handicapped parking spaces shall be located as near as practical to a primary building entrance.
3. Pedestrian ways that are accessible to the physically handicapped shall be provided from each such parking space to related facilities, including curb cuts or ramps as needed.
4. Ramps shall not encroach into any parking space.
5. Surface slopes of such parking spaces for the physically handicapped shall be of the minimum slope possible.
6. Each parking space reserved for the handicapped shall be identified by a permanently affixed reflectorized sign constructed of porcelain steel, beaded text, or equal, displaying the international symbol of accessibility.
7. In addition to the reflectorized sign, the surface of each handicapped parking space shall have a surface identification duplicating the symbol of accessibility in blue paint.

5.8 TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES

A study of transportation management activities applicable to the land uses allowed by the Rose-Santa Clara Corridor Specific Plan was completed as a part of EIR 85-3. The goal of this study was to analyze the travel demand characteristics of the project and determine transportation management activities that would promote the use of transportation modes other than the single occupant passenger vehicle to the greatest extent feasible, thereby reducing the traffic and air quality impacts associated with the project.

The recommended strategies include suggested physical improvements (e.g., provision of bus stops) and development standards (e.g., provision of carpool/vanpool spaces) and operational measures. The recommended physical improvements and development standards have been incorporated into this specific plan. A Transportation Systems Management (TSM) plan will be completed to further evaluate these strategies and present an implementation plan. The recommended operational measures have been included as conditions of approval on the specific plan.

6.0 DESIGN GUIDELINES AND STANDARDS

6.1 INTENT

The Rose-Santa Clara Corridor Specific Plan design guidelines and standards are intended to direct the style of development of individual projects within the specific plan area to ensure that, as a whole, the project has an aesthetically pleasing and distinct visual character. These guidelines and standards will provide guidance to architects, landscape architects and other designers of the individual projects within the specific plan area. The design guidelines and standards will help establish a harmonious visual identity for the area that will enhance the freeway corridor in Oxnard.

The design guidelines and standards are composed of several elements, including a landscape master plan, public art program, architectural guidelines and sign guidelines. Each of these individual elements has been carefully detailed and coordinated with the other elements to produce a consistent and attractive design character for the area. The individual elements of the design guidelines and standards are presented below, along with a discussion of the existing visual character of the area and a statement of the design objectives for the project.

6.2 EXISTING VISUAL CHARACTERISTICS

The Rose-Santa Clara Corridor project site consists of approximately 204 acres of land located on the Oxnard Plain, an alluvial plain of over 200 square miles. A majority of the site consists of flat-tilled cropland. Views from the site include the rugged Topa Topa and Sespe Mountains to the north, the rolling Camarillo Hills to the east and the Santa Monica Mountains to the southeast.

The project site is located adjacent to the Ventura Freeway near the eastern end of the freeway corridor in the City of Oxnard. In the vicinity of the project site, the freeway corridor has a rural character due to the large amount of agricultural land visible from the freeway and low intensity nature of existing land uses along the freeway. The amount of vacant land and lack of ornamental landscaping in existing developed areas along the freeway lend to this image.

The majority of the southern boundary of the project site is visible from the freeway. Presently, land uses on the project site visible from the freeway include two existing trailer parks and two existing truck and heavy equipment sales and service centers at the southeast corner of the site; agricultural land; a produce stand; and a General Telephone (GTE) switching facility. The two existing trailer parks, located in Planning Areas 8 and 9, have unimproved frontages on Ventura Boulevard with no curbs, gutters, sidewalks or ornamental landscaping.

The two existing truck centers, located in Planning Areas 5 and 7, have improved frontages with curbs, gutters, sidewalks and landscaping. The sales lots, with trucks on display, are visible from the freeway. The Gibbs/International Harvester truck center, located on Planning Area 8, contains a single-story concrete industrial building with a flat roof. Frontage landscaping includes turf, eucalyptus trees and a sign for the facility. The White/Freightliner truck center, located on Planning Area 5, contains a two-story industrial building with a flat roof. The front of the building is treated with wood. Frontage landscaping includes groundcover, eucalyptus trees, an iron fence and an identification sign for the facility. These two truck centers have a light industrial visual character.

The Ventura Freeway is designated as a scenic highway in the Scenic Highway Element of the Oxnard General Plan. The element calls for the protection of the scenic quality of all scenic highway through the control of project design.

6.3 DESIGN OBJECTIVES

The Rose-Santa Clara Corridor project site presents an opportunity for development of a mix of land uses that benefits the City of Oxnard and enhances the visual character of the freeway corridor in Oxnard. The project site has excellent visibility and access from the Ventura Freeway. These characteristics make the site ideal for the specialized commercial uses allowed by the specific plan—uses that serve regional needs and require a high degree of visibility.

The specific plan includes four major land use areas, each of which has different needs and requirements with regard to design. The four land use areas include auto

sales and service, retail commercial, business park and commercial manufacturing. The auto sales and retail areas require a distinct and prominent visual identity to announce the location of those uses to passing motorists. Although the business park and commercial manufacturing areas do not have this need for visual prominence, a cohesive design theme for these areas will enhance the value of the property by ensuring quality development.

Three of the project land use areas—auto sales and service, retail commercial and commercial manufacturing—will be visible from the freeway. The auto sales and service and retail commercial areas are large-scale developments that present an opportunity to create a cohesive, attractive and distinct visual identity that meets the needs of these uses and enhances the freeway corridor.

The commercial/manufacturing area includes seven separate parcels that will be developed and/or redeveloped at different times. The new development in this area will be similar in use and visual character to the two existing truck centers. To some extent, the existing truck centers have established a visual character for this area.

Although the design guidelines need to respond to the individual needs of the different land use areas, the project as a whole also needs a unified design image that coordinates the different areas. A common landscape theme is one way to achieve this image.

Based on the design needs of the different land use areas and the existing visual characteristics of the area, the following design objectives have been set for the Rose-Santa Clara Corridor specific plan:

- Enhance the visual character of the Oxnard Freeway Corridor through development of an aesthetically pleasing project.
- Develop an attractive and distinct visual identity for the freeway-oriented commercial (auto and retail sales) areas of the project that maximize the visibility of these areas from the freeway.

- Develop a coordinated design theme for the business park and commercial/ manufacturing areas that is compatible with that of the freeway-oriented commercial uses while being less prominent.
- Create a unified image for the project through landscape design.
- Develop architectural guidelines that respond to the variety of uses within the project area without compromising the quality of the development.
- Allow signing that provides a driver or pedestrian with adequate information to circulate safely and conveniently throughout the project area while ensuring a consistently high level of graphic display.

6.4 LANDSCAPE MASTER PLAN

6.4.1 Introduction

The intent of the landscape master plan is to create a well-articulated landscape corridor that provides high visibility and a harmonious development identity throughout the project. The landscape will be integrated with the physical and architectural elements of the project to unify the variety of land uses and building types in the specific plan area while providing freeway visibility for the auto sales and service and retail commercial land use areas.

The following goals have been set for the landscape master plan.

- The landscape corridor shall be designed to set the overall character for the project and to accentuate entrance areas.
- Areas that shall be landscaped include unpaved setback areas, parking areas and planting areas adjacent to buildings and walls.
- Minimum landscape performance standards and a listing of acceptable plant material shall be established for all planting areas.

An illustrative landscape plan of the project area at build-out that shows median, parkway, entry area and intersection landscaping is presented in Exhibit 14.

6.4.2 Landscape Corridor

The landscape corridor is composed of the primary and secondary street patterns, project entries and intersections that link the variety of land uses in the project. The overall aesthetic effect of the landscape will be created by well-articulated project entry areas that connect major palm lined streets with accent trees at major intersections and parcel entrances. Due to the number of streets and intersections within the project, a simple but elegant plant palette has been adopted to best work with the palm trees.

Turf panels will be used to soften the visual access into the parcels by providing a landscape edge to the sidewalk or street. Hedge treatments, where indicated, should be planted in 5-gallon containers, 24 inches on center and be pruned to a maximum height of 3 feet.

6.4.3 Project Entry Areas

The project entry areas set the overall tone and quality of the project. The entrances at Rose Street and Santa Clara Avenue are the principal project entries. The intersection at Ventura Boulevard and Paseo Mercado is highly visible from the freeway, and for this reason will also be treated as an entry. These areas shall consist of earthen berms up to 3 feet high, planted with a backdrop of *Washingtonia robusta* (Mexican Fan Palms) and *Erythrina caffra* (Coral Trees). Abutting the berm will be a stucco wall up to 4 feet high serving as the project monument sign with a foreground of annuals, perennials and sub shrubs. The ground treatment shall consist of flowering broad leaf drought tolerant ground cover on the berm and drought tolerant turf between the sidewalk and perennial bed.

The Mexican Fan Palms will have a minimum 20-foot height and be planted in a single row, 20 to 25 feet on center. The palms on the ends will be planted 14 feet from the curb, and should be 60 feet from adjacent primary street trees and 40 feet

from secondary street trees. The coral trees planted in front of the palms will be installed 16 feet on center in a minimum 24 inch box size, 6 - 7 feet high and with natural multi-trunks. Exhibit 15 illustrates this entry treatment applied at the project entry on Rose Avenue.

6.4.4 Streetscape

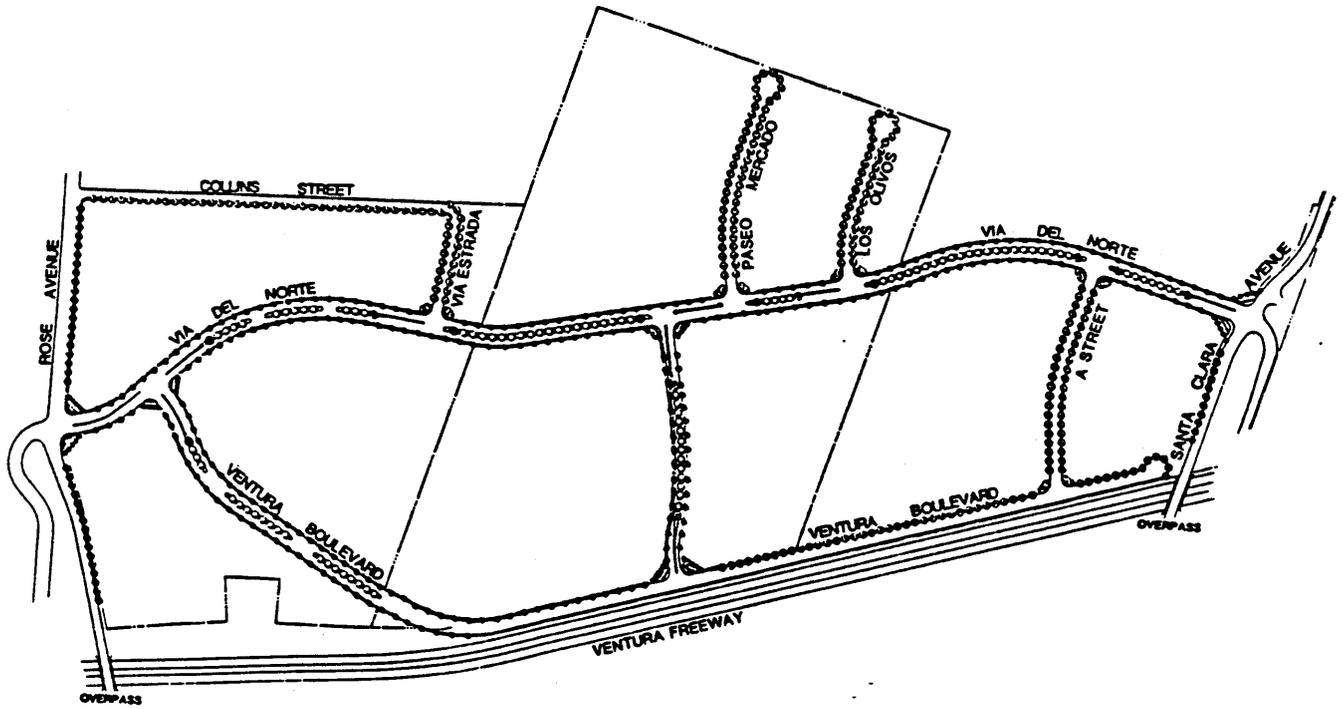
The streetscape provides the major landscape element within the project and is composed of both primary and secondary streets. Unless otherwise stated, the streetscape shall consist of a 15-foot landscape setback from the sidewalk or curblineline (where no sidewalk is indicated) and include 16-foot median areas on the primary streets. All street trees shall be planted 5 feet behind the sidewalk or curblineline (where no sidewalk is indicated). All sidewalks shall be 7 feet in width.

6.4.5 Primary Streets

The primary streets within the project include:

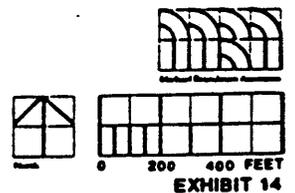
- Via Del Norte
- Paseo Mercado (South of Via Del Norte)
- Ventura Boulevard (within the auto sales/service and retail/commercial land use areas)

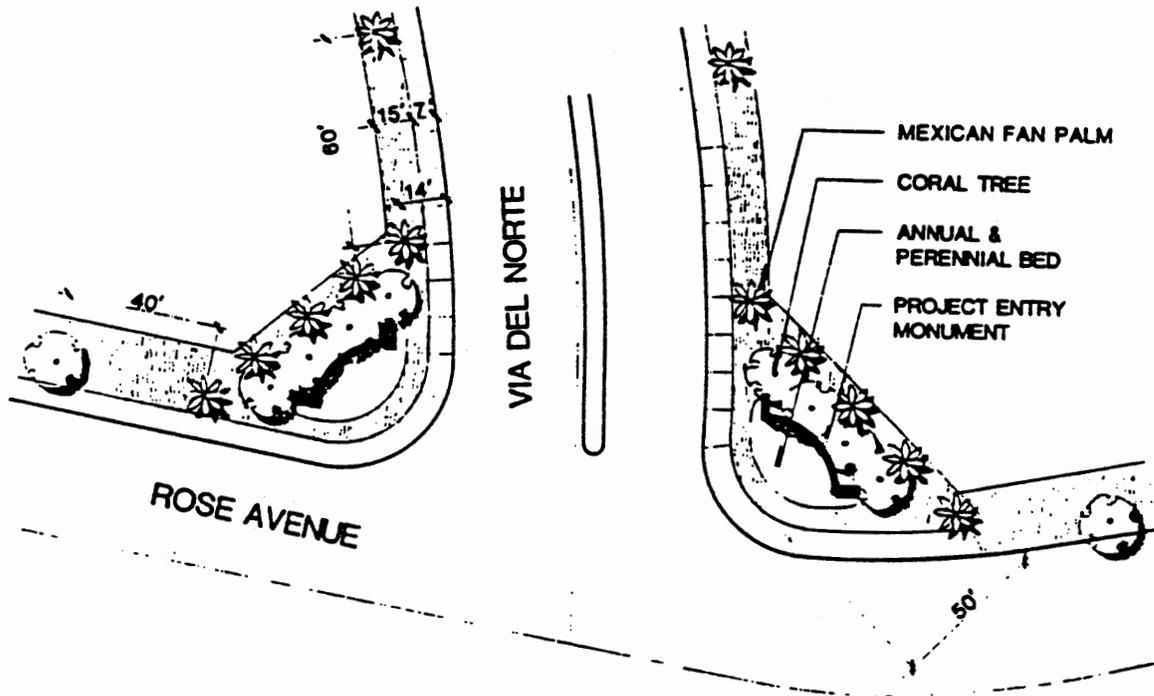
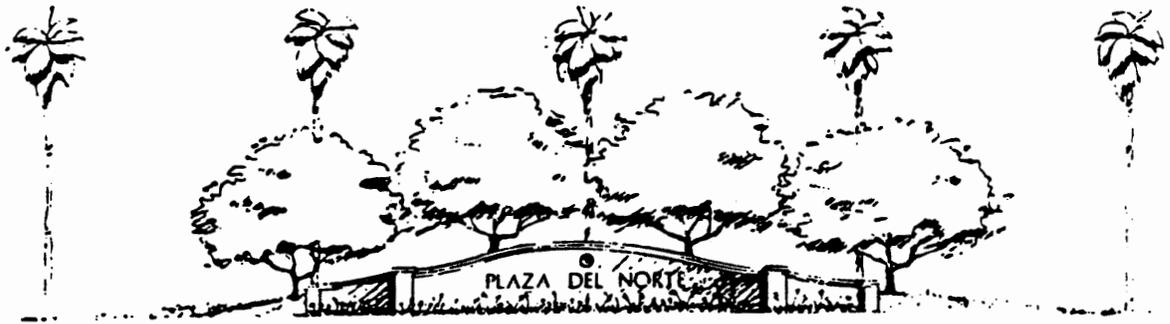
To enable views into parcels and provide a strong rhythmic character that unifies the site, both sides of the street will be planted with *Washingtonia robusta* (Mexican Fan Palm) planted across from each other on 60 foot centers measured along the center line. The medians will be planted with *Cupaniopsis anacardioides* (Carrot Wood) on 40-foot centers, to help soften and add a human scale to the streetscape. The end median tree at intersections will be *Erythrina caffra* (Coral Tree) for accent. The Mexican Fan Palms should have a minimum 20 foot height and the Carrot Wood and Coral Trees should be a minimum 24 inch box size. Where Ventura Boulevard parallels the freeway in the Retail Commercial Land Use Area, palms will not be planted along the south side of Ventura Boulevard.



SOURCE: PACIFIC COAST LAND DESIGN

ILLUSTRATIVE LANDSCAPE PLAN
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard





SOURCE: EMMETT SOURCE: EMMETT L. WEMPLE, ASSOC.
 REVISED BY: PACIFIC COAST LAND DESIGN

**PROJECT ENTRY—
 LANDSCAPE TREATMENT
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**



EXHIBIT 15

The 15 foot landscape setback area will be mounded to 1 foot and planted with drought tolerant turf, with optional additional shrub plantings for accent areas. Adjacent to parking areas for all uses other than auto or retail sales, the landscape setback shall be designed to have a minimum height of 3 feet in order to screen the view of vehicles from streets. This may be achieved by increasing the height of the 1 foot berm or by placing shrubs on top of the berm to achieve a 3-foot maximum height. Where Ventura Boulevard parallels the freeway, drought tolerant ground cover will be planted on the south side of Ventura Boulevard.

Medians will be mounded to 1 foot and planted with drought tolerant turf or ground cover with planting islands of annuals, perennials or sub-shrubs. The shrub islands will have a maximum height of 2 feet above the mound, measure approximately 8 feet wide by 30 feet long. All median areas 4 feet in width (at turning lanes) shall consist of stamped concrete with a 3 inch crown, conforming to City of Oxnard landscape standards. If the median is not reduced in width for a turning lane at an intersection, a 20-foot sight distance shall be provided at the end of the median (measured from curb at end of median).

The primary street planting is demonstrated in Exhibits 16 and 17.

6.4.6 Secondary Streets

The secondary streets within the project include:

- Ventura Boulevard (east of the retail/commercial land use area)
- Collins Street
- Paseo Mercado (North of Via Del Norte)
- Via Estrada
- Los Olivos
- A Street

All secondary streets will be planted with London Plane Trees (Platanus acerifolia) across from each other at 40 feet on center. All secondary street trees will be planted at a minimum 24-inch box size. Where Ventura Boulevard parallels the freeway, trees will not be planted along the south side of Ventura Boulevard. Ground

treatment of the landscape setback will be the same as primary streets except for the north side of Collins Street and the south side of Ventura Boulevard where it parallels the freeway. On the north side of Collins Street the 2-1/2-foot strip between the curb and retaining wall will be planted with a flowering drought tolerant groundcover and vine. The south side of Ventura Boulevard will be planted with drought-tolerant groundcover. Exhibit 18 demonstrates the secondary street planting.

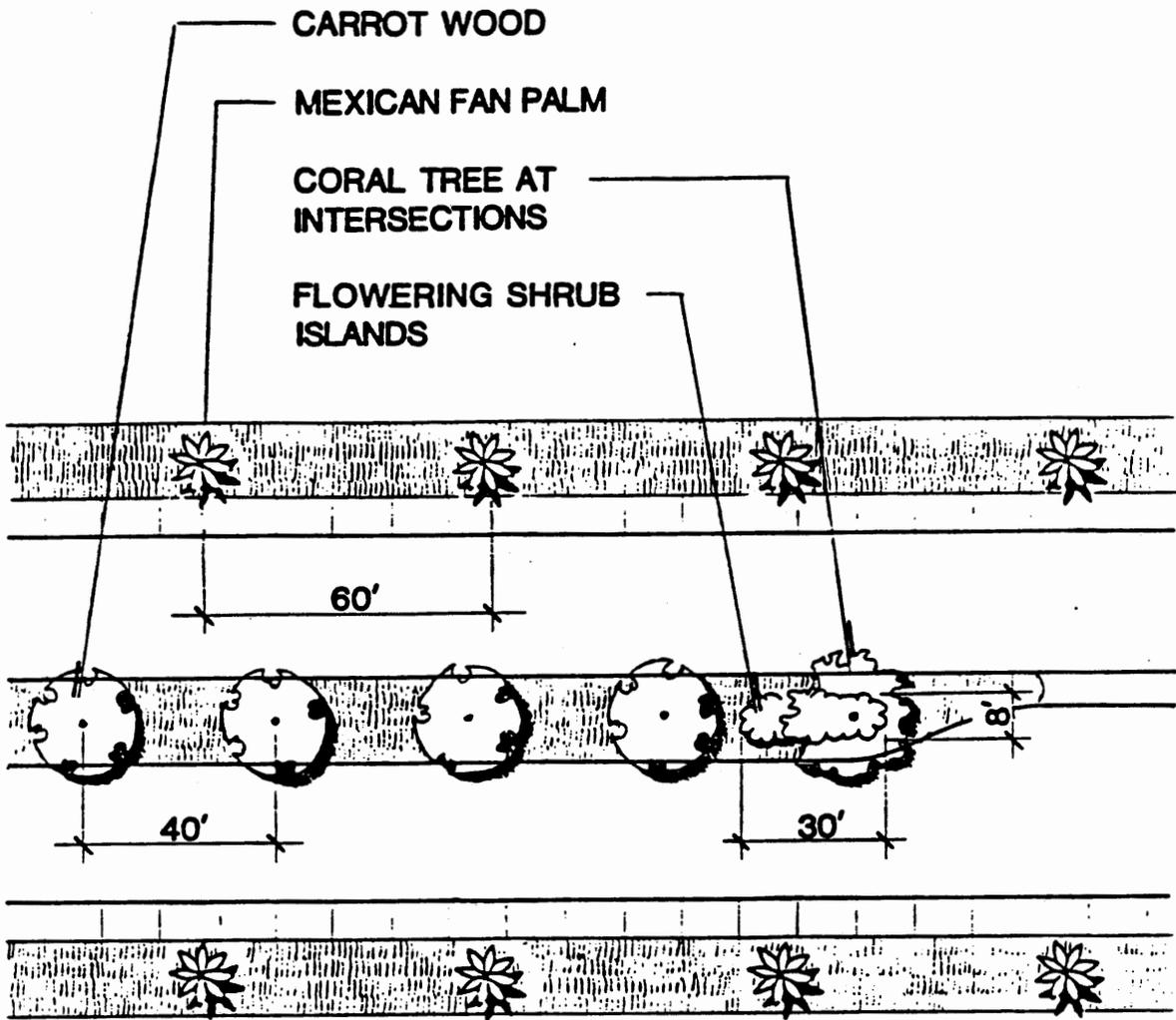
Automobile, truck and heavy equipment service areas that are visible from the freeway, Rose Avenue and Santa Clara Avenue shall be screened with 6-foot masonry walls with vines and shrubs. The quantity, size, location and installation of vines and shrubs shall be in accordance with City of Oxnard landscape standards. A 6-foot high chain link fence shall be installed north of Collins Street.

6.4.7 Intersections

In addition to the streetscape, intersections throughout the project provide linkage between primary and secondary streets, as well as focal points, and provide a means of reference within the site. Similar to the streetscape, there will be a hierarchy of planting based on their location and site prominence. As such, two distinct landscape treatments have been established:

- **Primary intersections, including:**
 - **Via Del Norte at Ventura Boulevard**
 - **Via Del Norte at Paseo Mercado South**

- **Secondary intersections, including:**
 - **Via Del Norte at Paseo Mercado North**
 - **Via Del Norte at Via Estrada**
 - **Via Del Norte at Los Olivos**
 - **Via Del Norte at A Street**
 - **Ventura Boulevard at A Street**



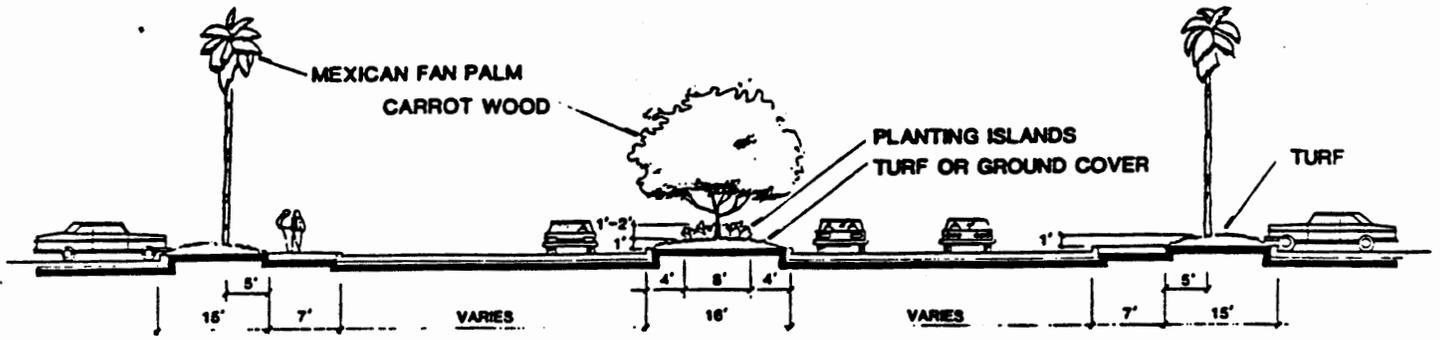
SOURCE: EMMET L. WEMPLE, ASSOC.
 REVISED BY: PACIFIC COAST LAND DESIGN

**LANDSCAPE TREATMENT -
 PRIMARY STREETS**

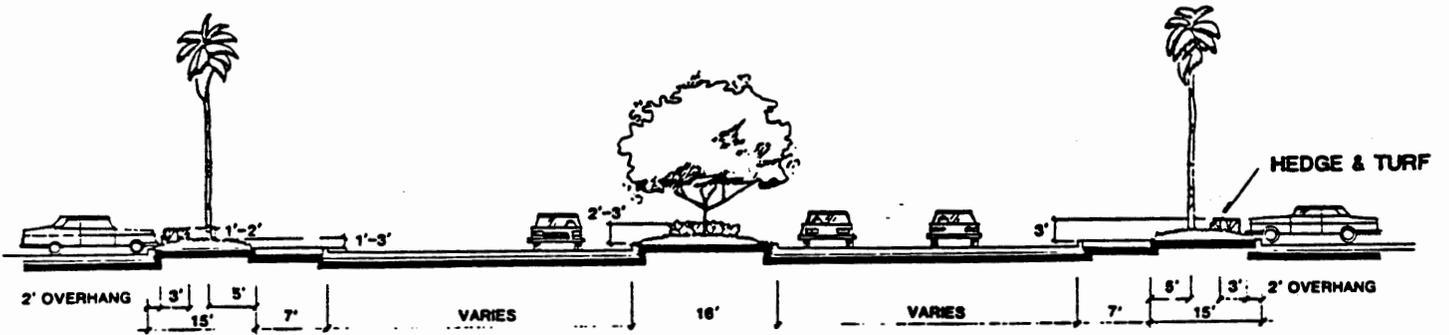
**ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**



EXHIBIT 16



AUTOMOBILE AND RETAIL SALES USES



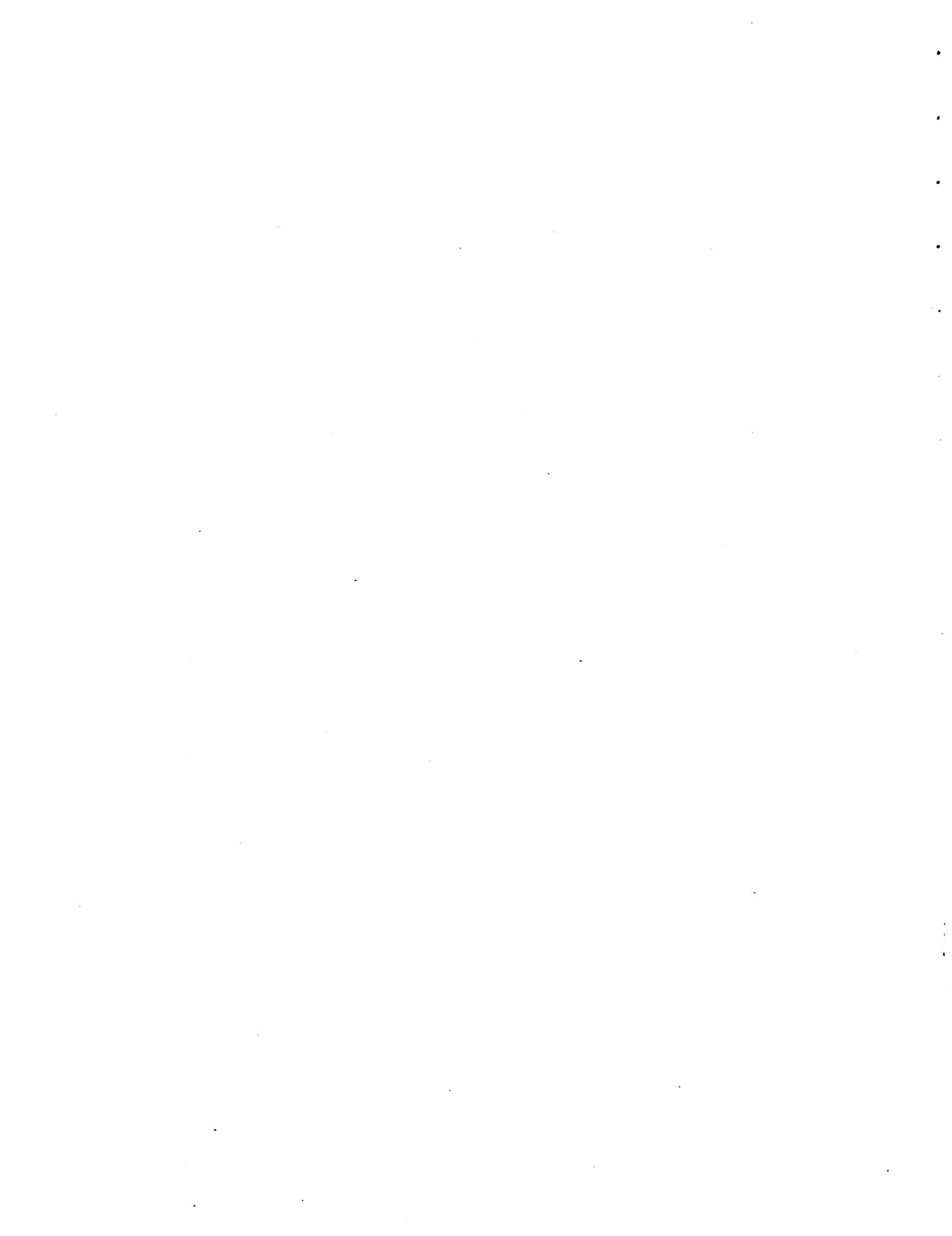
OTHER USES

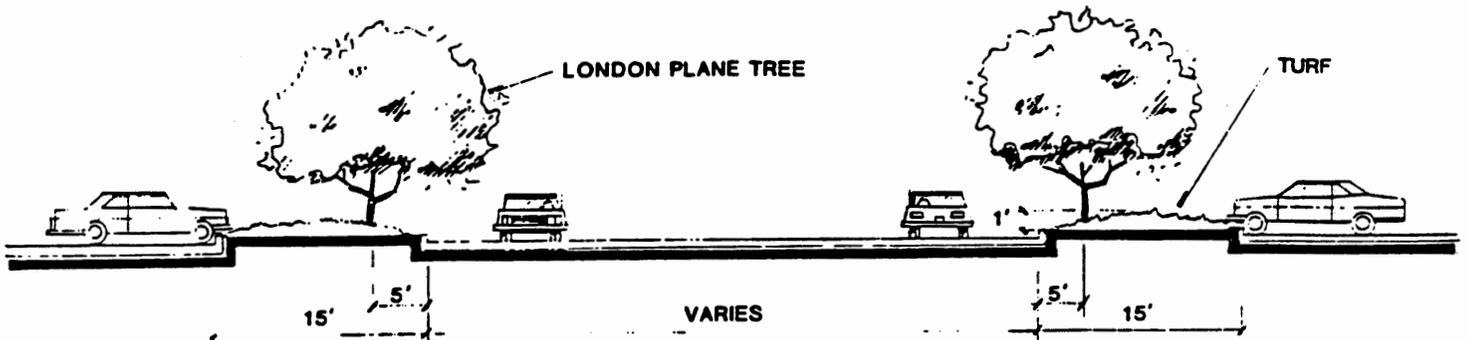
SOURCE: EMMET L. WEMPLE, ASSOC.
 REVISED BY: PACIFIC COAST LAND DESIGN

LANDSCAPE TREATMENT
 PRIMARY STREETS
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard

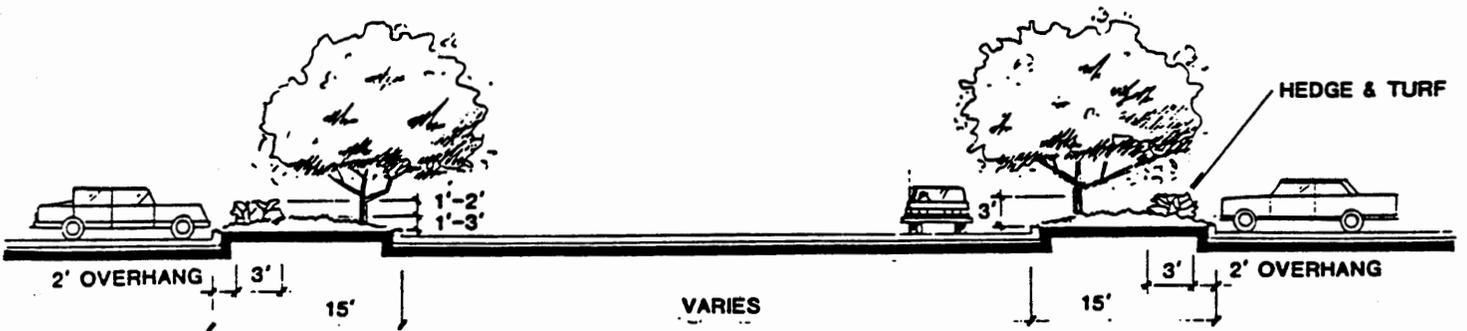


EXHIBIT 17





AUTOMOBILE AND RETAIL SALES USES



OTHER USES

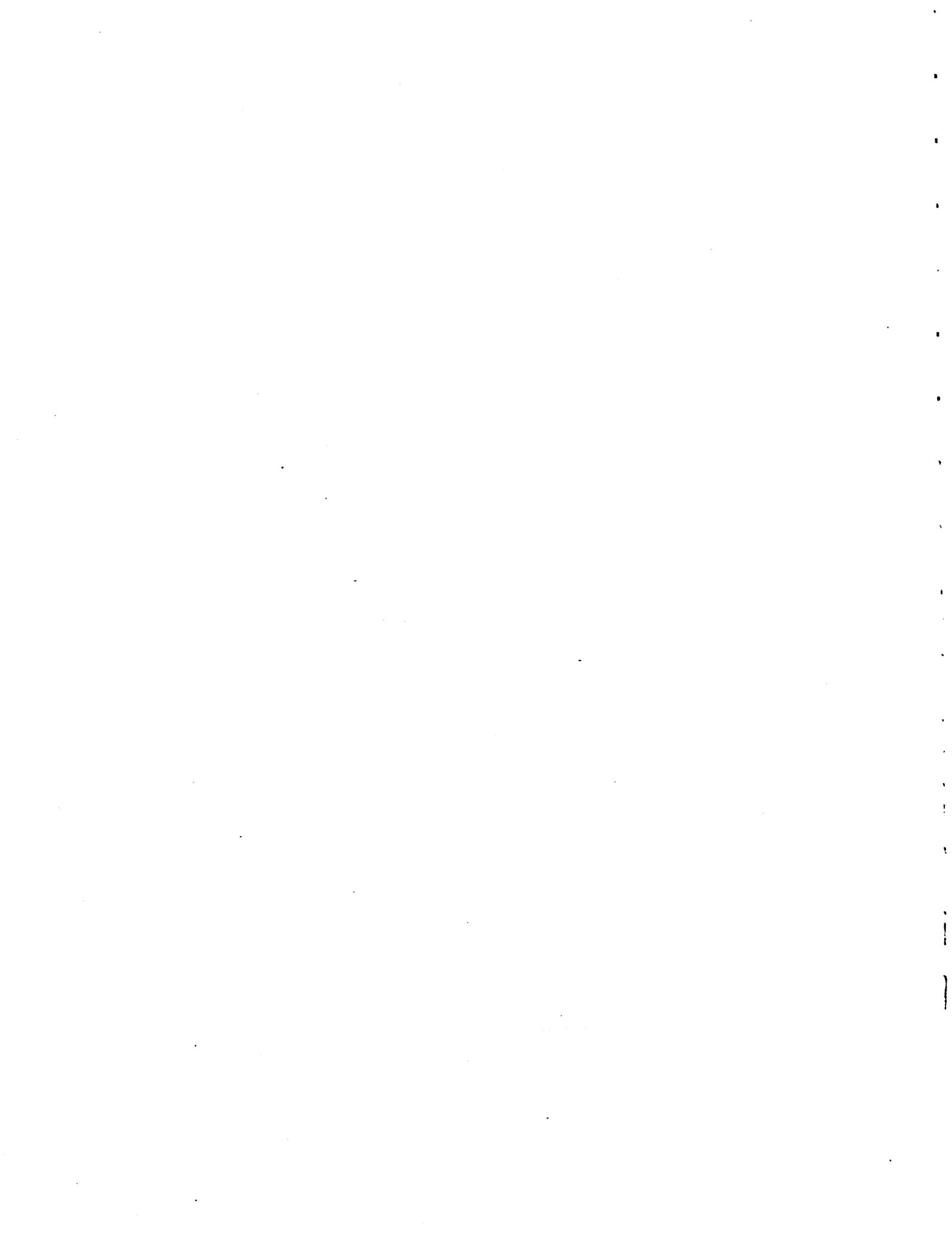
SOURCE: EMMET L. WEMPLE, ASSOC
 REVISED BY: PACIFIC COAST LAND DESIGN

**LANDSCAPE TREATMENT -
 SECONDARY STREETS**

**ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**



EXHIBIT 18



Primary Intersections

Primary intersections shall be planted with *Washingtonia robusta* (Mexican Fan Palms) and *Erythrina caffra* (Coral Trees), similar to the project entries.

The Mexican Fan Palms should have a minimum 20-foot height and be planted in a single row, approximately 20 feet on center. The palms on the ends should be planted 14 feet from the curb, and should be 60 feet from adjacent primary street trees and 40 feet from secondary street trees. The Coral Trees planted in front of the palms should be 16 feet on center in a minimum 24-inch box size, 6 - 7 feet high and with multi-trunks.

Parcel signs may be located in front of the Coral Trees. If parcel signs are used, they must be mounted on a stucco wall resembling the project entry monuments. The size of the sign shall conform to the sign regulations (see Section 6.7). The stucco wall shall be a maximum 4 feet high and 16 feet long. The parcel sign and stucco wall are demonstrated in Exhibit 19.

Exhibit 20 demonstrates the primary intersection treatment applied at the intersection of Via Del Norte and Paseo Mercado.

Secondary Intersections

The secondary intersections connect the primary streetscape with the secondary streetscape. As such, the same species of tree used on the secondary streets will provide a backdrop for evergreen subtropical shrub masses.

The London Plane Trees shall be planted in a single row, 15 feet on center in a minimum of 24 inch box sizes. The tree on the end shall be 60 feet from adjacent primary street trees and 40 feet from secondary street trees. The shrubs should be 4 feet high at maturity and be planted in a minimum of 5 gallon containers.

Exhibit 21 demonstrates the secondary intersection treatment applied at the intersection of Via Del Norte and Los Olivos.

Parcel signs may be used at secondary intersections and must conform to the standards set for primary intersections. See Exhibit 19.

6.4.8 Perimeter Landscape

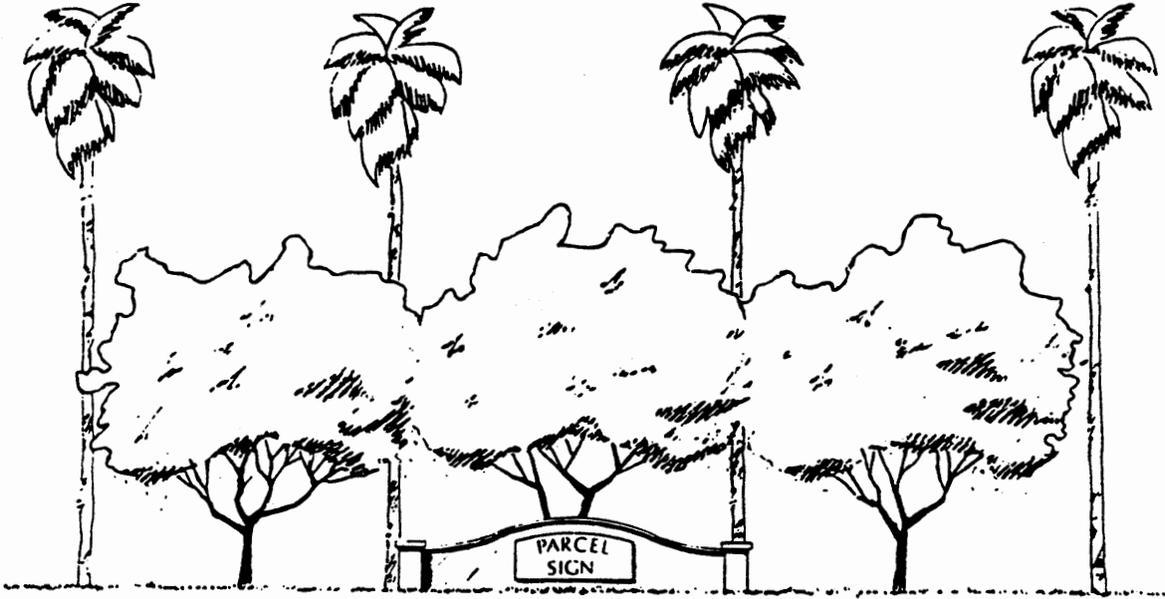
The project area is bordered by two major thoroughfares: Rose Avenue and Santa Clara Avenue. The City of Oxnard has designated primary street trees to be planted in the parkways of major thoroughfares in the city to provide a unified design theme throughout the city. The parkway bordering on Rose Avenue will be planted with *Eucalyptus ficifolia* (red-flowering gum) and the Santa Clara Avenue will be planted with *Platanus acerifolia* (London Plane Tree) at 40 feet on center in accordance with the city standards.

Parcels bordering the proposed interchange adjacent to the auto center require special consideration due to their proximity to Rose Avenue and the freeway. A landscape buffer will be provided until the offramp is built. Landscape material will include an informal planting of trees, shrubs and ground cover planted on a slight mound. This landscape buffer will be interrupted at several points along the edge of the freeway to allow automobile display areas for the dealership.

6.4.9 Individual Parcel Development Landscape Requirements

To accommodate the numerous land uses and building types within the project site, the landscape standards are formulated to provide guidelines that will enable an overall consistency, yet allow flexibility in terms of individual ownership needs and requirements. The landscaping on individual parcels shall be in conformance with the standards set forth below and the city landscape standards.

In the auto sales and service areas, a minimum of 5 percent of individual parcel areas shall be landscaped in addition to the required parking lot landscaping. In the business and research park area and commercial/manufacturing use areas, a minimum of 15 percent of individual parcel areas shall be landscaped in addition to the required parking lot landscaping. In the retail commercial land use area, a minimum of 5 percent of any planned retail shopping center or complex shall be landscaped in addition to the required parking lot landscaping. For any other use in

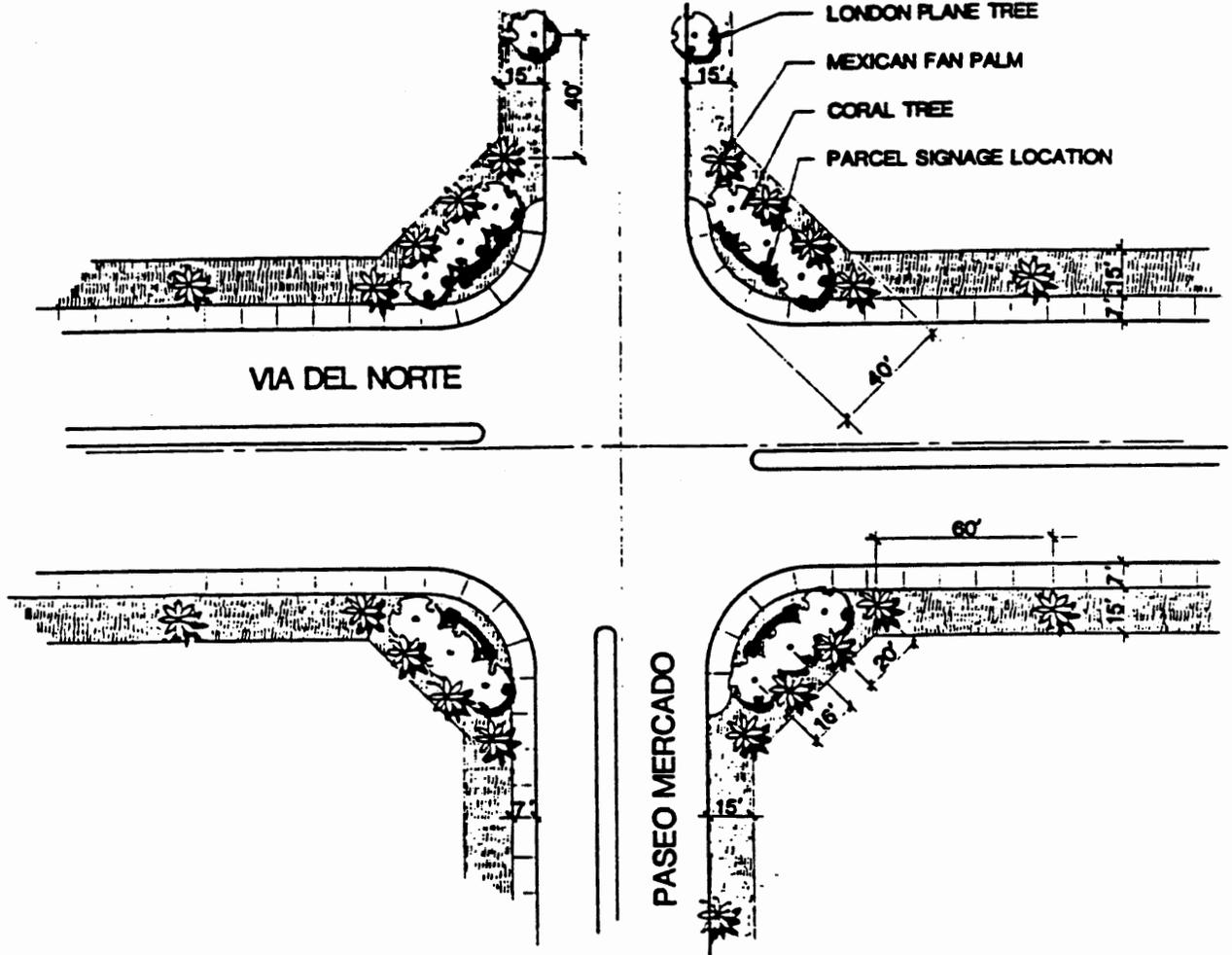


SOURCE: EMMET L. WEMPLE, ASSOC.
REVISED BY: PACIFIC COAST LAND DESIGN

PARCEL SIGN AT INTERSECTION
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard



Michael Brundman Associates
EXHIBIT 19



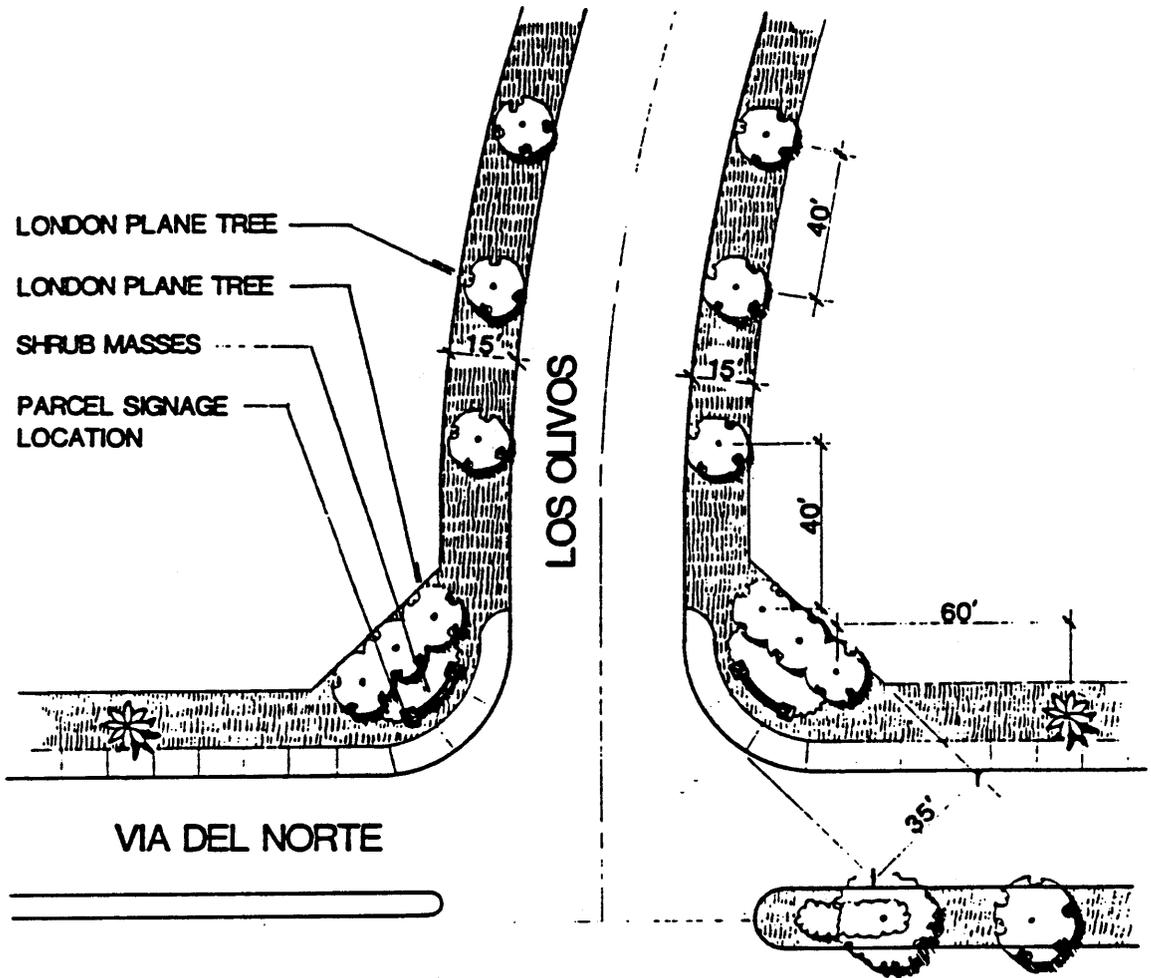
SOURCE: EMMET L. WEMPLE, ASSOC.
 REVISED BY: PACIFIC COAST LAND DESIGN

**LANDSCAPE TREATMENT
 PRIMARY INTERSECTION
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**



Michael Brandman Associates
EXHIBIT 20





SOURCE: EMMET L. WEMPLE, ASSOC.
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**LANDSCAPE TREATMENT -
 SECONDARY STREETS**

**ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard**



this land use area, a minimum of 15 percent of individual parcel areas shall be landscaped in addition to the required parking lot landscape requirement.

The landscape material should be used to enhance the architectural elements through coordinated use of tree forms and plant material masses. All front, side and rear setbacks shall be landscaped to achieve a transition into the primary land use of the site and provide a visual screen from service areas, where needed. The visual screen shall consist of 5- to 8-foot hedges. Vines should be evergreen in 5-gallon containers planted up to 10 feet on center. These vines should be securely attached to wall surfaces as specified by city requirements.

6.4.10 Parcel Entry Areas

A minimum of two 36-inch box trees shall be incorporated into the landscape treatment at each entry to an individual parcel. The placement of these trees shall conform to the city landscape standards.

6.4.11 Parking Lots

All parking lot landscaping shall conform to the City of Oxnard parking lot regulations and standards and the city landscape standards. All trees in parking islands abutting the streetscape shall be different from the secondary street trees in order to provide variety throughout the project.

6.4.12 Parcel Planting Material

Plant material has been chosen which will best enhance individual parcel identity and at the same time remain consistent to the treatment of plant materials along the entries and streetscape. Parcel plant material shall be chosen from the list below. Other plant materials may be used with design review approval.

<u>Botanical Name</u>	<u>Common Name</u>
<u>Accent Trees</u>	
Albizia distachya	Plume Albizia
Arbutus Unedo	Strawberry Tree

Cassia leptophylla
Chorisia speciosa
Erythrina - all species
Melaleuca quinquenervia
Metrosideros excelsus
Palm - all species
Pyrus - all species
Tipuana Tipu

Gold Medallion Tree
Floss Silk Tree
Coral Tree
Paper Bark Tree
New Zealand Christmas Tree

Tipu Tree

Parking Lot Trees

Cupaniopsis anacardioides
Eucalyptus - all species
Fraxinus uhdei
Koelreuteria bipinnata
Platanus acerifolia
Podocarpus gracilior

Carrot Wood

Shamel Ash
Chinese Flame Tree
London Plane Tree
Fern Pine

Shrubs

Agapanthus africanus
Abelia Edward goucher
Begonia
Calliandra inaequilatera
Carissa - all species
Cistus - all species
Coprosma - all species
Diets bicolor
Dodonaea viscosa 'purpurea'
Escallonia - all species
Elaeagnus pungens
Hakea - all species
Hebe - all species
Hibiscus - all species
Hemerocallis hybrid
Juniper - all species
Lantana - all species
Myoporum alaetum
Nandina - all species
Oleander - all species
Pittosporum - all species
Raphiolepis - all species
Xylosma compact

Lily of the Nile
Abelia

Pink Powder Puff

Fortnight Lily

Silverberry

Day Lily

Xylosma

Vines

Bignonia
Bougainvillea
Ficus pumila
Hedera helix

Trumpet Vine
Bougainvillea
Creeping Fig
English Ivy

Ground Cover

Baccharis
Fragaria chiloensis
Gazania - all species
Hedera helix hahnii
Muehlenbeckia complex
Myoporum parvifolium
Santolina chamaecyparissus
Annuals & Perennials -
as desired

Twin Peaks
Wild Strawberry

Little Leaf Ivy
Wire Vine
Prostrate Myoporum
Santolina

6.4.13 Irrigation

All medians, street trees, street landscape set back areas, and parcel landscaping shall be irrigated with an automatic irrigation system. All irrigation shall conform to the City of Oxnard landscape standards.

6.4.14 Landscape Installation

All landscaping shall be installed by individual property owners in accordance with the standards in this specific plan and city standards. Each owner shall prepare landscape and irrigation plans to be reviewed by the city's Park and Recreation Department prior to issuance of building permits. In addition, the Public Works Department shall review and approve the irrigation plans for water meter sizing criteria prior to the issuance of building permits.

6.4.15 Landscape Maintenance

A landscape maintenance district shall be formed to maintain all median and parkway areas. All other areas are to be maintained by individual lot owners according to maintenance requirements adopted by the maintenance district.

Each parcel owner is required to provide continuous maintenance for their site. The areas should be kept free and clear of weeds, debris, oil stains, tire marks and rubbish, etc.

All vegetation shall be maintained free of physical damage or injury arising from lack of water, chemical damage, insects, diseases or other causes. Vegetation

showing such damage shall be replaced with the same or similar vegetation. All landscaping shall be maintained in conformance with city landscape standards.

6.5 PUBLIC ART PROGRAM

The City of Oxnard has adopted an art in public places policy that requires that visual art be included in major commercial, industrial and mixed-use projects where applicable. The City of Oxnard has set the following criteria to implement this policy:

1. Art/sculpture shall be easily visible to the public.
2. Art/sculpture shall be located in an area that is specifically designed for that purpose. Installation of the works of art shall be planned and implemented to enhance the work and allow for unobstructed public viewing from as many angles as possible.
3. Developers are encouraged to develop a complete site plan with landscaping, lighting and other appropriate accessories to complement the art work.
4. The composition of the art/sculpture shall be of permanent-type materials and require a low level of maintenance.
5. Any lettering or signing on a sculpture or its foundation must be approved by the Community Development Director prior to installation. (Project identification is allowed; however, product advertising is not.)
6. The art/sculpture shall be constructed proportional to its site location.
7. No expressions of obvious bad taste or profanity, which would likely be offensive to the general public, are allowed.
8. Art/sculpture work shall consist of a quality type of art/design.
9. Developers shall be encouraged to provide a wide range of art/sculptural styles, materials and types when selecting an art work for the program.

The city's standard is that all individual commercial or industrial structures containing 100,000 square feet or more of gross floor area are required to include an art/sculpture element. In a master planned project, a master art in public places plan that specifies the locations of art/sculpture may be approved by the Community Development Director in lieu of requiring the above standard to be met on a structure-by-structure basis.

The city's policy criteria and standard for the inclusion of art in public places are incorporated into this specific plan. Conformance with this program shall be required at the time an application is made for approval of site and building plans.

In addition to application of city's adopted criteria and standard, an entry treatment/art monument will be located at each of the major entries to the project is shown in Exhibit 22. At this time, it is known three parcels in Planning Area 2 will contain over 100,000 square feet of structures. Art monuments will be incorporated into the site plans for these three projects, as shown on Exhibit 22. Art monuments on these two parcels will be located at the primary intersections of Paseo Mercado and Via Del Norte and Paseo Mercado and Ventura Boulevard. The art monument at Paseo Mercado and Ventura Boulevard will be visible from the Ventura Freeway.

Based on an analysis of preliminary development proposals, it is not anticipated at this time that any other parcels within any of the nine planning areas will contain 100,000 square feet of development. Should site plans for any parcels, other than those described above, contain 100,000 square feet of development, art monuments shall be incorporated into the site plans for these projects in accordance with the city's standard.

6.6 ARCHITECTURAL GUIDELINES

These architectural guidelines are provided to establish an architectural theme for the project area. It is the intent of these guidelines to encourage excellence in architectural design, rather than to restrict creative design. Toward this end, the nature of the design of some building elements must be specified to achieve the level of quality desired; however, specific guidelines can only be provided for some of the many architectural elements of a structure. Therefore, the balance of possible design applications must be evaluated by the individual property owner/developer and project architect in conjunction with the City of Oxnard Design Review Committee during the design review process.

In order to meet the individual design needs of the different land use areas, the architectural guidelines are divided into two general categories: (1) freeway-

oriented retail areas (including the auto sales and service and retail commercial areas); and (2) light industrial areas (including the business park and commercial/industrial areas).

6.6.1 Freeway-Oriented Commercial Uses

A. Design Character

In order to ensure design continuity and visual prominence, the freeway-oriented commercial uses will have a continuity of design. Both the auto sales and service and retail commercial land use areas will have a "mission style" or "Spanish" theme. A specific style of "Spanish" architecture has been selected for the auto sales and service land use area. This style is referred to here as "Spanish Colonial" with contemporary interpretations. More Mediterranean than Californian in origin, this architecture is typified by an elegance of proportion and simple lines, rather than the heavy-wooded, rustic detail of much of today's "Mission Style" or "Spanish" architecture. This style has been selected based on its durability as a style representative of high-quality development. It is a style that offers a wide range of design opportunities for the variety of specific user needs, while assuring lasting compatibility from project to project. A description of the treatment of various building elements within this style is presented below.

B. Building Constituents

1. **Entries.** Entries are to be designed for prominence and visibility. Main building entries should provide a focal point of architectural "celebration" highly visible from public streets and parking areas.
2. **Side and Rear.** Design treatment on side and rear of buildings should represent a continuation of the basic design established for the building front. Changes in building materials and shifts in architectural emphasis will be done, with particular attention paid to sight lines from areas of high public use, both on and off the project site. Loading doors, storage areas and other onsite service facilities are to be designed in accordance with standards specified in Section 4.1.2 of this specific plan.
3. **Colonnade.** The colonnade is characteristic of this style, and should be included as an important design element. Whether the colonnade is integrated into the storefront design and is enclosed with glass, or whether it becomes an open-air arcade, the rhythm and proportions of

columns and spacing can add significantly to architectural interest and the play of forms. Arches are not essential to the colonade design.

4. **Roofs.** An interesting, varied and "playful" roof line is the primary objective of this guideline. This should be accomplished by means of a combination of flat and sloped roofs in accordance with the following criteria:
 - a. Barrel clay tile - sloped roof surfaces shall be of barrel clay tile, with a pitch of not less than 4:12.
 - b. Parapets and roof screening will be permitted where they offer a logical and integrated extension of the overall building design. No parapet or roof screen is to appear as "tacked-on." For this reason, mechanical equipment must be considered early in the design process—not as an afterthought.
 - c. Roof vents will be grouped where possible, and where visible; from street level, their finish shall blend into surrounding material color to reduce visual impact.
 - d. Eaves - eave overhangs are to be minimized. Where overhangs are used they should be "clean, crisp and trim." Where there is no overhang, stucco eave and cornice molding should be used extensively.
5. **Columns and Details.** The "Spanish Colonial Revival" architecture offers a rich source of material for detailing. Column capitols, entry facades and other building detail elements all represent an opportunity to express the architectural celebration of this style. The versatility of stucco offers the opportunity for a wide variety of "pop-outs," cornice molds, eave molds, exterior wanescot, etc.
6. **Walls and Screening.** All perimeter and onsite screening walls shall conform with the design and appearance of the building design. In general, these walls should be of a smooth stucco finish, with color to match that of the building(s).
7. **Windows.** Window systems should be compatible with the architectural style of the buildings. Wood or aluminum storefronts will be considered appropriate. The use of mirrored or highly reflective glass is not encouraged.

C. **Materials, Textures and Color**

In general, the exterior of all perimeter and building walls shall be of a smooth stucco finish. A color palette shall be submitted with each application for an administrative permit for approval of site and building plans.

The structures in the retail commercial land use area will have a related, but less defined, "mission style" or "Spanish" architectural theme. A less specific style is required due to the functional requirements of retail commercial centers and structures.

6.6.2 Light Industrial Areas

A. Design Character

The architectural guidelines for the light industrial-oriented uses are less specific than those formulated for the freeway-oriented commercial uses. In these areas, the following design applications are encouraged: (1) intelligent selection of form and detail; (2) sensitive development of massing; (3) consistency of site planning, landscaping and architecture; and (4) logical, sensitive and creative use of materials.

The following will not be permitted in these areas: (1) harsh contrasts of color and/or materials, (2) large massing, (3) inappropriate combination of scale, (4) poorly designed or inappropriate location of details, (5) excessive use of design elements and (6) extreme interpretations of style.

B. Building Constituents

1. **Entries.** Entries are to be designed for prominence and visibility. The entry should provide a definite focal point of architectural interest, easily identifiable from the street and parking areas.
2. **Side and Rear.** Design treatment on side and rear of buildings should represent a continuation of the basic design established for the building front; i.e., the design "wraps around" the building. Changes in building materials and shifts in architectural emphasis will be done, with particular attention paid to sight lines from the street and adjoining properties or uses. Rear area loading doors, storage areas and other unsightly areas shall be carefully oriented away from roadways or shielded from view, as seen from roadways. These rear areas will be integrated, where possible, into landscaping or building construction.
3. **Windows.** Window systems are to be designed to provide a clean, modern appearance. Window frame color and design should complement the building and glass materials and the overall image of the structure. Glass colors and materials shall be subject to design review. Low-quality, reflective glass producing a nonuniform reflective surface will not be permitted.

4. **Roofs.** The following guidelines will be applied to all structures within the light industrial areas. All roofs must meet the City of Oxnard Building and Safety standards.
 - a. Parapets and roof screening will be permitted where they offer a logical and integrated extension of the overall building design. No parapet or roof screen is to appear as a "tacked-on" look. No changes in color/materials are permitted.
 - b. Roofline ridges will not project above parapets.
 - c. Roof vents will be grouped, where possible, and their finish will be blended into building color, style or detail to reduce their visual impact.

C. **Materials, Textures and Colors**

Materials and finishes should be selected with the goal of achieving a high-quality architectural appearance that is durable, requires minimal maintenance and will retain its quality appearance for years to come. Color should be integral with the architectural material wherever possible.

A minimum of two types of building texture or materials, exclusive of window glazing and frames, shall be provided on all building elevations having exposure to public streets or residential areas. Metal buildings are not permitted.

Permitted materials include the following:

- Split-face or other architecturally treated block.
- Brick or prefinished masonry.
- Glass block.
- Stucco.
- Wood, as a finish material, when properly sealed and finished.
- Concrete or textured concrete.

6.7 SIGN GUIDELINES AND STANDARDS

6.7.1 Purpose and Intent

The purpose of this section is to establish standards for the uniform regulation of signs throughout the Rose-Santa Clara Corridor Specific Plan area. The intent of this section is to permit adequate signing while preventing unnecessary and unsightly signs that would disrupt the aesthetic character of the project. These guidelines address categories of signs, including: (1) project entry signs, (2) freestanding signs, (3) individual site identity signs, (4) directional signs, and (5) temporary signs. In addition, general sign regulations and the requirements related to sign programs are specified.

Signs shall be established as part of an approved site plan or building design through the design review process. All signs shall be integrated with the landscape and architectural treatment of the area or individual project where the sign is located. The following standards shall apply unless an approved sign program permits a sign or signs. The requirements of the Oxnard Sign Ordinance shall apply unless otherwise indicated below.

6.7.2 Project Entry Signs

- A. Purpose: Project entry signs will serve to identify the project area, as a whole, to passing motorists.
- B. Type: Ground Sign
- C. Location: Project entry signs are allowed at the following four locations:
- The northwest and southwest corners of the intersection of Santa Clara Avenue and Via Del Norte
 - The northeast and southeast corners of the intersection of Rose Avenue and Via Del Norte
 - The northwest and northeast corners of the intersection of Paseo Mercado and Ventura Boulevard
 - The north and south sides of Ventura Boulevard at the boundary of the Auto Sales and Service Land Use area.

- D. **Text:** The sign text shall be limited to the display of the name of the project.
- E. **Height:** The sign height shall not exceed 8 feet (96 inches).
- F. **Size:** The sign area shall not exceed 150 square feet.

6.7.3 **Freestanding Signs**

The use of freestanding signs will be limited to enhance the aesthetic character of the area. Freestanding signs are allowed as specified below:

A. **Auto Sales and Service Land Use Area**

1. **Location:** Two freestanding signs shall be allowed for the auto sales and service land use area. One freestanding sign shall be allowed to identify the auto center area from the freeway and one sign shall be allowed to identify the area from Rose Avenue.
2. **Text:** The sign text shall be limited to the common name of the auto center and a list of the brands of vehicles sold in the center.
3. **Height:** The maximum height of the sign on the freeway shall be 32 feet. The maximum height of the sign on Rose Avenue shall be 24 feet.
4. **Size:** The sign area shall not exceed 300 square feet (150 square feet for each sign face).

B. **Retail Center Site Located West of Paseo Mercado and North of Ventura Boulevard**

1. **Location:** One freestanding sign shall be allowed to identify the retail center.
2. **Height:** The maximum height of the sign shall be 32 feet.
3. **Size:** The sign area shall not exceed 300 square feet (150 square feet for each sign face).

C. Parcels Located East of Paseo Mercado on Ventura Boulevard

Each parcel located east of Paseo Mercado and having 250 lineal feet of frontage on Ventura Boulevard shall be allowed one freestanding sign subject to the following standards:

1. **Location:** Freestanding signs shall be located within the center 80 percent of the property as measured from the side property lines. On a corner lot the owner may consider the corner to be the center of the property. Freestanding signs shall be located in a planted, landscaped area that is at least equal in area to the sign but need not exceed 200 square feet.
2. **Text:** The sign text shall be limited to identification of the building and tenants and may include a logo but no other advertising.
3. **Height:** The maximum height of the sign shall be 24 feet.
4. **Size:** The sign area shall not exceed 300 square feet (150 square feet for each sign face). In no case shall a single-faced freestanding sign exceed 50 percent of the total permitted sign area.

6.7.4 Individual Site Identity Signs

A. All Uses in the Retail Commercial, Business Park and Commercial/Manufacturing Land Use Areas and Uses Other Than Auto Dealerships in the Auto Sales and Service Land Use Area

1. **Total Permitted Sign Area** - Except as provided below, the total aggregate sign area for individual site identity signs shall not exceed 2 square feet of sign area for each lineal foot of building on its principal street, or 1 square foot of sign area for each lineal foot of lot frontage on its principal street, whichever is larger. Except as otherwise provided in this section, the maximum aggregate sign area for any individual project site shall be 1,200 square feet.
2. **Ground Signs**
 - a. **Location:** Ground signs shall be located within the center 80 percent of the property frontage as measured from the side property lines. On a corner lot the property owner may consider the corner to be the center of the lot. Ground signs shall also be set back a minimum of 10 feet from the public right-of-way and located in a landscaped area.
 - b. **Text:** The sign text shall be limited to identification of the building and tenants and may include a logo but no other advertising.

- c. **Height:** Sign height shall not exceed 3 feet 6 inches (42 inches), except that a sign not exceeding 6 feet in height shall be permitted if located 35 feet or more from the center of a curb return at any intersection of a street with a public or private street, private drive or alley.
- d. **Size:** The sign area shall not exceed 50 square feet (25 square feet each side).
- e. **Number Allowed:** For a shopping center, one ground sign shall be permitted for each street frontage on different streets provided that each frontage is 100 lineal feet or greater. For those businesses not located in a shopping center, one ground sign shall be permitted for any parcel having at least 100 feet of contiguous street frontage.
- f. **Special Provision:** For any one parcel or group of contiguous parcels under one ownership and intended for a single use located east of Paseo Mercado and permitted a freestanding sign under Section 6.7.3(C) above, a ground sign may be permitted in lieu of, but not in addition to, the allowed freestanding sign unless the parcel has a street frontage of 500 lineal feet or greater and the ground and freestanding signs are separated by 150 feet or more.

3. Building Signs

- a. **Location:** All building signs shall be located on the ground floor or in an area located above the first story specifically designed to display signs, provided that the bottom of the sign is located within 15 feet of ground level, except that building or primary tenant identification signs may also be located on the uppermost story, provided that the sign does not project above the top of the building face.
- b. **Text:** The sign text shall be limited to identification of the building and tenants and may include a logo but no other advertising.
- c. **Size:** The sign area shall not exceed 1 square foot in area for each lineal foot of building frontage on the principal street and shall not exceed a maximum area of 50 square feet.
- d. **Construction:** Building signs shall consist of channel can plex-faced internally lit individual letters mounted directly to the face of a building. Neon may be approved subject to design review.

3. Wall Signs

- a. **Location:** Where walls or solid fences exist, one wall sign is permitted, provided that the sign does not project above the top of the wall or fence.
- b. **Text:** The sign text shall be limited to identification of the building and tenants and may include a logo but no other advertising.

- c. **Size:** The sign area shall not exceed 50 square feet.
- d. **Construction:** Wall signs shall consist of channel can plex-faced internally lit individual letters mounted directly to the face of a building. Neon may be approved subject to design review.

4. **Canopy Signs**

In a retail shopping center an undercanopy sign may be permitted for each business in accordance with the following standards:

- a. **Location:** Canopy signs may be located either perpendicular to the face of the building or parallel to the face of the building under the canopy. Canopy signs shall observe an 8 foot clearance between the bottom of the sign and the sidewalk or other pedestrian way.
- b. **Text:** The sign text shall be limited to identification of the business.
- c. **Size:** The sign size shall be limited to 5 feet in length and 1 foot in height.

5. **Window Signs**

Window signs are permitted in a retail shopping center only in accordance with the following standard:

- a. **Location:** Window signs shall be placed entirely within the building and shall not cover more than 20 percent of any window.

B. **Auto Dealerships Located in the Auto Sales and Service Land Use Area**

- 1. **Total Permitted Sign Area** - Except as provided below, the total aggregate sign area for individual site identity signs shall not exceed 2 square feet of sign area for each lineal foot of building on its principal street, or 1 square foot of sign area for each lineal foot of lot frontage on its principal street, whichever is larger. Except as otherwise provided in this section, the maximum aggregate sign area for any individual auto dealer shall be 550 square feet.

2. **Ground Signs**

- a. **Location:** Ground signs shall be located within the center 80 percent of the property frontage as measured from the side property lines. On a corner lot the property owner may consider the corner to be the center of the lot. Ground signs shall also be set back a minimum of 10 feet from the public right-of-way and located in a landscaped area.
- b. **Text:** The sign text shall be limited to identification of the dealer and manufacturer and display of the manufacturer's logo.
- c. **Height:** The sign height shall not exceed 7 feet (84 inches).

d. Size: The sign area shall not exceed 100 square feet (50 square feet each side).

e. Number Allowed: 1 ground sign is allowed per individual dealer or dealership facility.

3. Building Signs

a. Location: All building signs shall be located on the ground floor or in an area located above the first story specifically designed to display signs, provided that the bottom of the sign is located within 15 feet of ground level.

b. Text: The sign text shall be limited to identification of the dealer and manufacturer and display of the manufacturer's logo.

c. Size: The sign area shall not exceed 250 square feet.

d. Construction: Building signs shall consist of channel can plex-faced internally lit individual letters mounted directly to the face of a building. Neon may be approved subject to design review.

4. Wall Signs

a. Location: Where a wall or solid fence exists a wall sign is permitted, provided that the sign does not project above the top of the wall or fence.

b. Text: The sign text shall be limited to identification of the dealer and manufacturer and display of the manufacturer's logo.

c. Size: The sign area shall not exceed 90 square feet.

d. Construction: Wall signs shall consist of channel can plex-faced internally lit individual letters mounted directly to the face of a building. Neon may be approved subject to design review.

5. The Following Signs are Permitted in Addition to the 550 Square Foot Maximum Sign Area for Auto Dealerships Allowed Above

a. Directional

(1) Type: Ground sign.

(2) Location: At each vehicular entrance

(3) Text: The sign text shall be limited to identification of the dealer and the words "Body Shop" or "Service" and an arrow or symbol for body shop or service.

(4) Size: The sign area shall not exceed 15 square feet.

(5) Number Allowed: 2 per individual dealer or dealership facility.

b. Used Cars

(1) Type: Ground or wall sign to be located apart from other permitted ground or wall signs.

(2) Text: The sign text shall be limited to the words "Used Cars."

(3) Height: The sign height shall not exceed 6 feet (72 inches).

(4) Size: The sign area shall not exceed 20 square feet.

(5) Number Allowed: 1 per individual dealer or dealership facility.

c. Leasing and Parts

(1) Type: Wall sign.

(2) Location: On wall near leasing and/or parts departments.

(3) Text: The sign text shall be limited to the words "Leasing" or "Parts."

(4) Size: The sign area shall not exceed 10 square feet.

(5) Number Allowed: 2 signs of this type are allowed per individual dealer or dealership facility.

d. Service

(1) Type: Wall sign.

(2) Location: On wall above or near entrance to service area.

(3) Text: The sign text shall be limited to the word "Service."

(4) Size: The sign area shall not exceed 10 square feet.

6.7.5 Directional Signs

A. Type: Ground sign.

B. Location: 1 double faced permanent directional sign per vehicle entrance.

C. Size: The sign area shall not exceed 3 square feet.

6.7.6 Temporary Signs

- A. **Purpose: Temporary signs are intended to advertise the sale, lease or rental of the property upon which the sign is located or to announce the location of a planned project.**
- B. **Text: The sign text for a temporary for sale/lease sign shall be limited to a brief description of the property for sale or lease and the broker or agent's name and telephone number. The sign text for a future facility sign shall be limited to the name of the facility or project, the architect, engineer and contractor's names and the developer or owner's name and telephone number.**
- C. **Dimensions: The sign shall not exceed a dimension of 8 feet in height or width.**
- D. **Size: The sign area shall not exceed 64 square feet.**

6.7.7 Sign Programs

A master sign program shall be required for all individual projects within the Rose-Santa Clara Corridor specific plan area. To provide incentive and flexibility, a sign program may propose alternative standards to those listed above. All sign programs shall be submitted when site and building plans are submitted for design review. A proposed sign program shall include the following items:

- A. **Coverage Area: A map, drawn to scale, delineating the site proposed to be served by the sign program.**
- B. **Building Elevations: Drawings and/or sketches indicating the exterior surface details and colors of all structures on the site.**
- C. **Signing: Drawings of a uniform scale shall be used to indicate the sign copy, size, method and intensity of illumination, materials, height, sign area and general location of all signs.**
- D. **Total Sign Area: A summary of the total sign area proposed.**

6.7.8 General Sign Regulations

- A. **A sign shall not flash, scintillate, move, change color, appear to change color or change intensity or contain any part or attachment that does the same.**
- B. **Banner, pennants, flags and captive balloons are not permitted except that, subject to the issuance of a temporary use permit, any or all of the above may**

be authorized by the Community Development Director for a period not to exceed 1 month for the purpose of a grand opening.

A grand opening occurs when an existing permanent business changes ownership or a new permanent business opens. Grand opening signs shall only be permitted for a period of 3 months following the issuance of a business license by the City License Division.

- C. Except as otherwise provided herein, portable, movable signs are not permitted. Paper, cloth or similar temporary signs are not permitted on the exterior of any building, unless placed within a glassed showcase or permanent framed area designed for that purpose.
- D. No roof signs shall be permitted.
- E. No illuminated signs shall be permitted within 100 feet of, and facing any, property containing residential uses.

7.0 INFRASTRUCTURE MASTER PLAN

7.1 INTENT

The intent of the infrastructure master plan is to assure that the onsite infrastructure systems are designed to support the intensity of land uses allowed in the area. The sewer and water master plans for the project are based on the City of Oxnard sewer and water master plans and are in conformance with these plans. The drainage master plan is based on the City of Oxnard Drainage Master Plan and on studies completed by the County of Ventura and is in conformance with these plans and studies. Minor variations to the design of the infrastructure systems as described below may occur during subsequent more detailed levels of engineering design.

7.2 DRAINAGE MASTER PLAN

The drainage master plan for the Rose-Santa Clara Corridor specific plan area is presented in Exhibit 23. The site will be graded to drain to an earthen channel located between planning areas 2 and 3. This channel will be located in easements along property lines outside the specific plan area and will drain north and west to the existing Santa Clara Avenue Drain. The Santa Clara Avenue Drain will be realigned and enlarged north of the point of intersection with the new earthen channel. The Santa Clara Avenue Drain will conduct runoff to the existing Nyeland Drain. The offsite channel and the realigned Santa Clara Avenue Drain will be earth channels with a 14 foot wide base and 1.5 to 1 sides.

The primary onsite drainage facility will be a drain in Via Del Norte. In Planning Area 3 this drain will consist of 30-inch and 60-inch by 38-inch pipes that will drain west to a 14 foot by 3 foot 9-inch box located on the boundary of Planning Areas 2 and 3. In Planning Areas 1 and 2 this drain will consist of a 42-inch pipe and a series of boxes that will drain to the box on the boundary of Planning Areas 2 and 3. In Planning Area 1 there will be a drain consisting of 36-inch and 42-inch pipes in Ventura Boulevard connecting to the drain in Via Del Norte. In Planning Area 2 there will be a short section of 24-inch pipe located in Paseo Mercado south of Via Del Norte that will drain this section of the street to the box in Via Del Norte. A

42-inch pipe will drain the southern portion of Paseo Mercado south to Ventura Boulevard. This 42-inch drain will continue east in Ventura Boulevard to the boundary of Planning Area 2 and drain north along this boundary to the box in Via Del Norte. An 18-inch pipe will drain Ventura Boulevard in Planning Area 2 east to Paseo Mercado where it will intercept the 42-inch drain.

The onsite storm drain improvements are designed to accept the 10-year frequency storm runoff from the project. Runoff from any storm greater in intensity than a 10-year frequency storm will be stored on the project site. In conformance with the city's standards, a 50-year storm will be stored within the project streets and all buildings will be located above the 100-year storm level. The system is designed in this manner in order to minimize impacts to offsite drainage facilities.

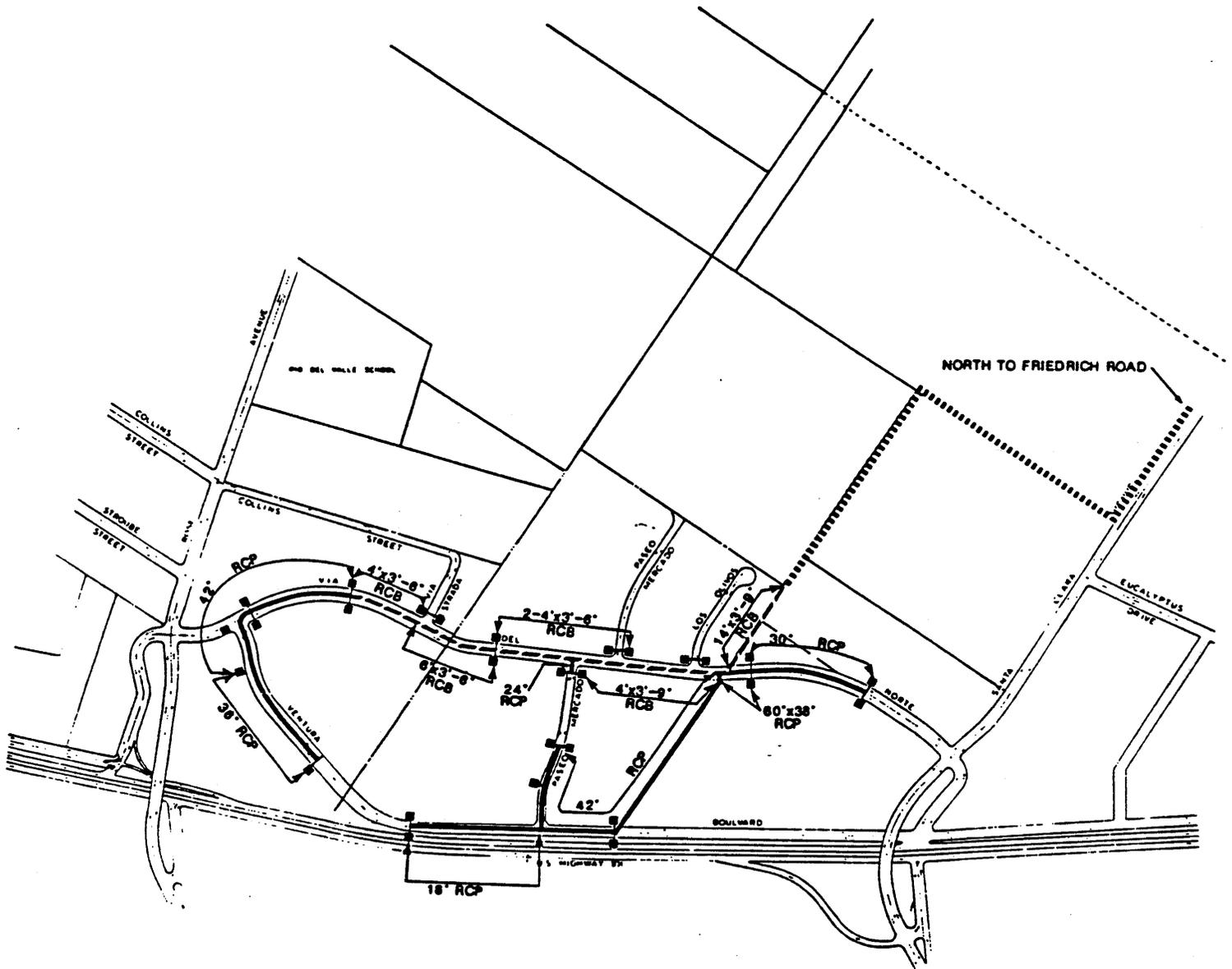
Planning Areas 5 through 9 currently drain to the north to Planning Areas 3 and 4. The storm drain system is sized to accept the runoff from these parcels. A drainage facility to conduct this runoff from the rear of these parcels to either the Via Del Norte or Santa Clara Avenue drains needs to be designed. Agreement among the owners of the parcels comprising Planning Areas 3 through 9 as to the location and nature of this facility needs to be reached at such time as individual projects are proposed for any of these planning areas.

7.3 WATER MASTER PLAN

The Water Master Plan for the Rose-Santa Clara Corridor Specific Plan area is presented in Exhibit 24. The water system will connect to existing water lines in Ventura Boulevard. As shown, the existing 8-inch line in Ventura Boulevard will be replaced with a 12-inch line. In addition, a 16-inch line will be installed in Rose Avenue between Ventura Boulevard and Collins Street. Twelve-inch lines will be installed in all other streets as shown in Exhibit 24.

7.4 SEWER MASTER PLAN

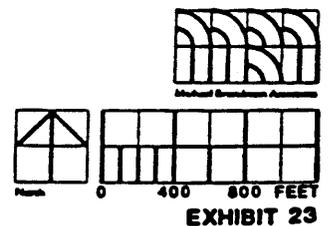
The Sewer Master Plan for the Rose-Santa Clara Corridor Specific Plan area is shown in Exhibit 25. As shown, Planning Areas 5 through 9 are presently served by a 12-inch line in Ventura Boulevard and a 15-inch line that crosses under the freeway.

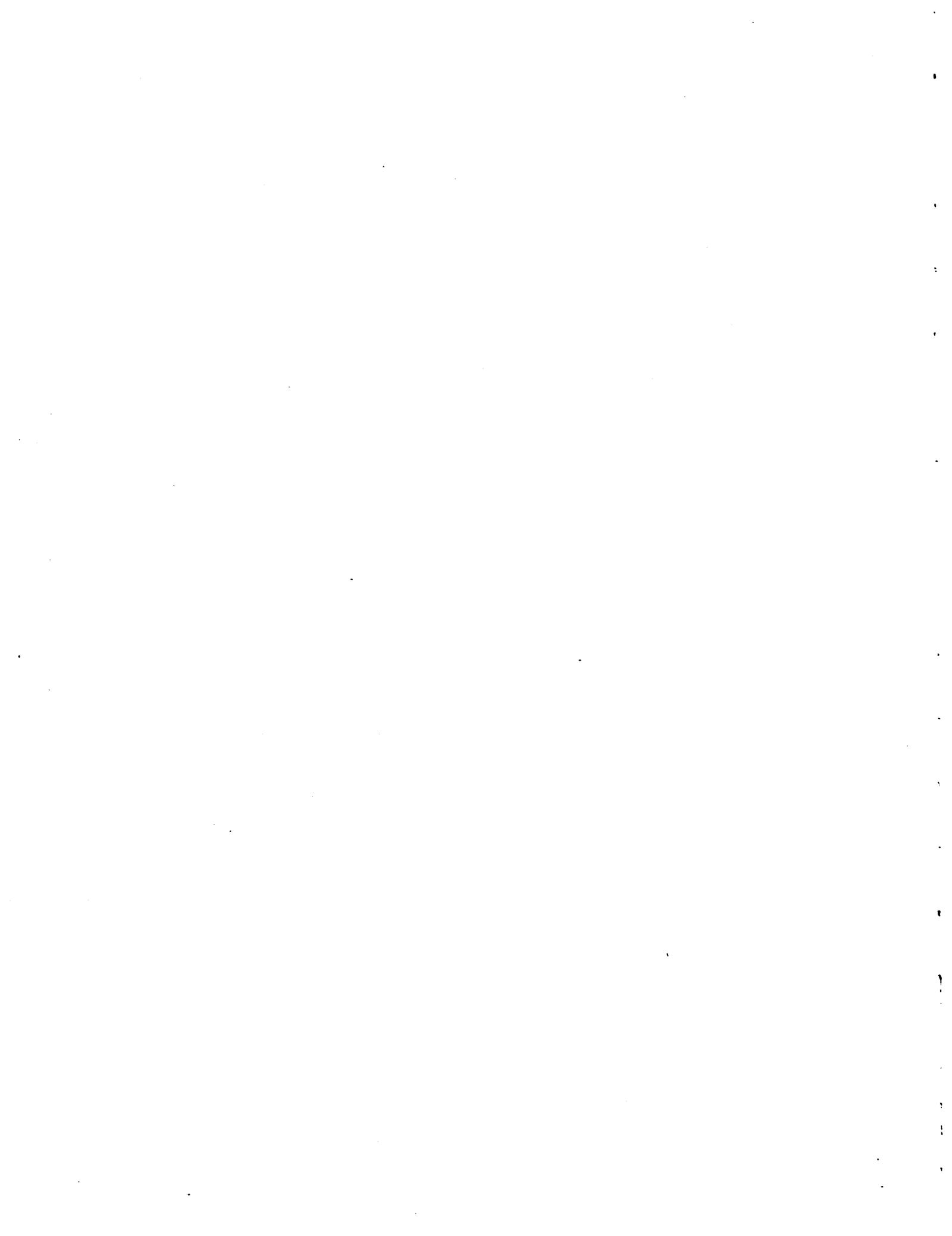


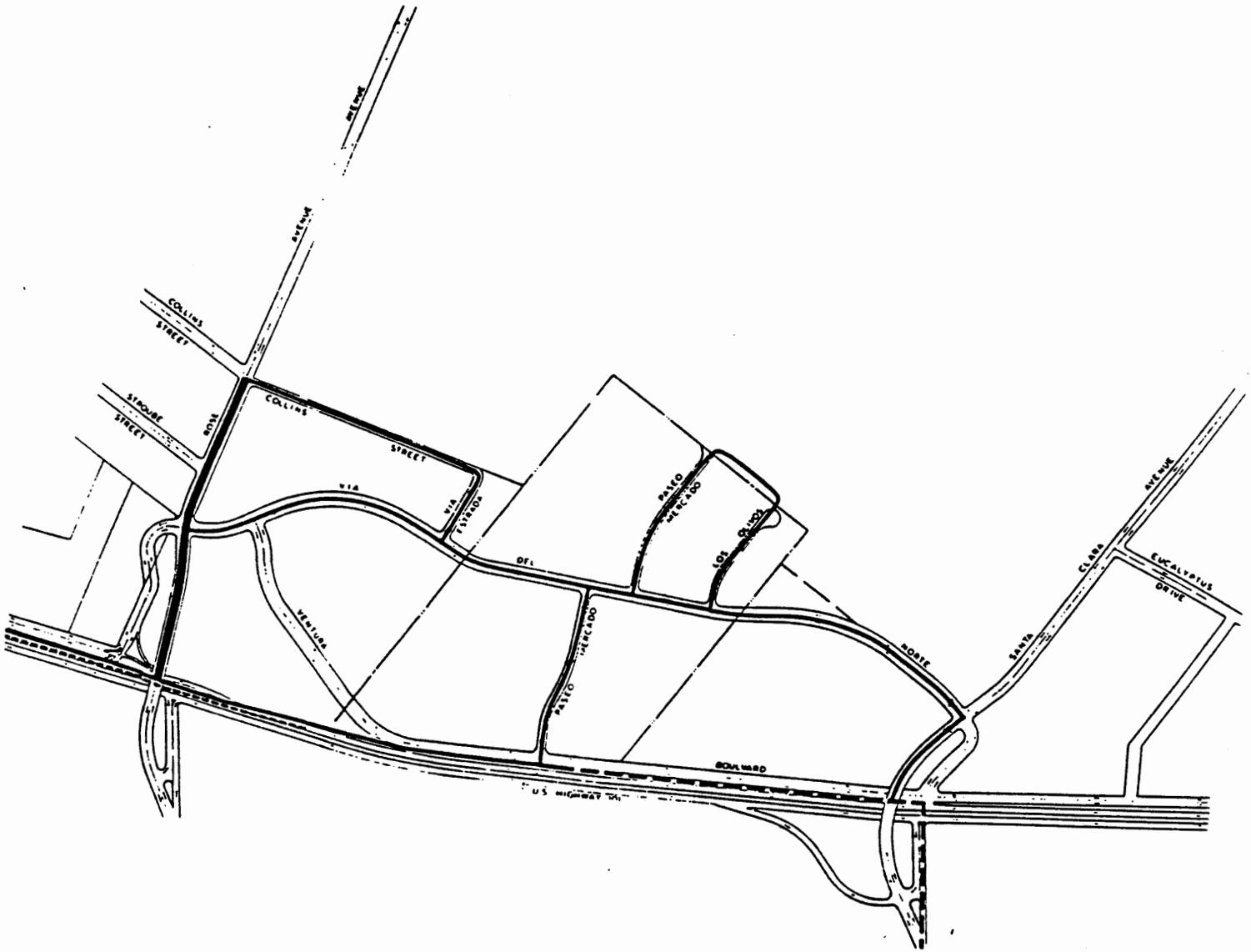
LEGEND

-  REINFORCED CONCRETE BOX
-  REINFORCED CONCRETE PIPE
-  EARTHEN TRAPEZOIDAL CHANNEL
WITH 14' BASE AND 1.5:1.0 SIDES
-  CATCH BASINS

**STORM DRAIN MASTER PLAN
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**







LEGEND

-  EXISTING 12" LINE
-  PLANNED 12" LINE
-  PLANNED 16" LINE
-  EXISTING 8" LINE TO BE REPLACED WITH 12"

**WATER MASTER PLAN
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**

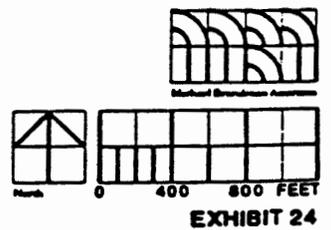
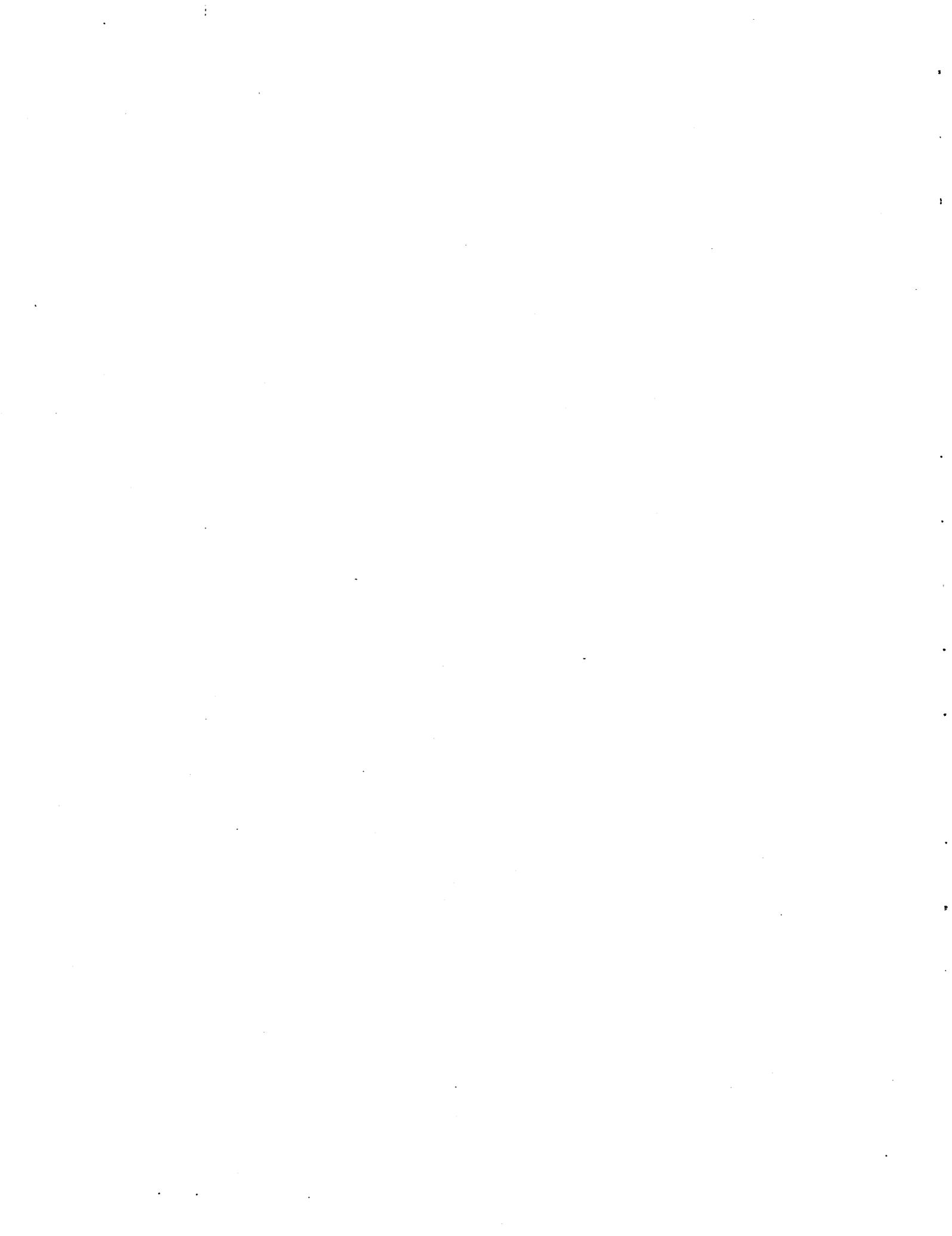
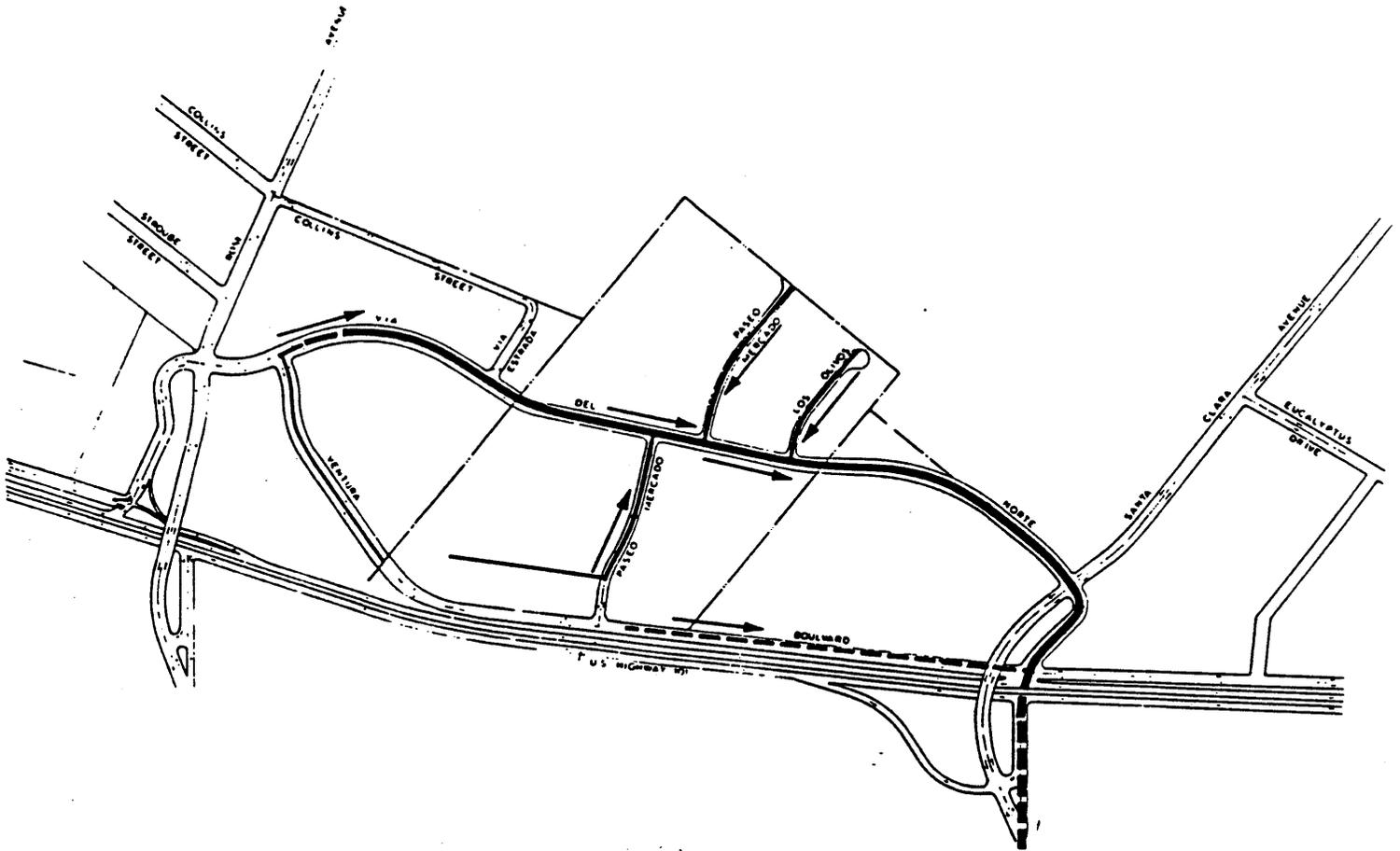


EXHIBIT 24





LEGEND

-  EXISTING 12" LINE
-  EXISTING 15" LINE
-  8" PLANNED LINE
-  PLANNED 10" LINE
-  PLANNED 12" LINE
-  PLANNED 15" LINE
-  DIRECTION OF FLOW

**SEWER MASTER PLAN
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**

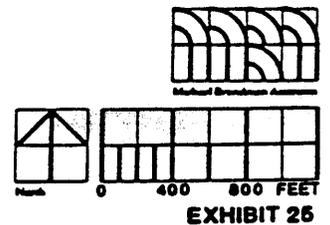
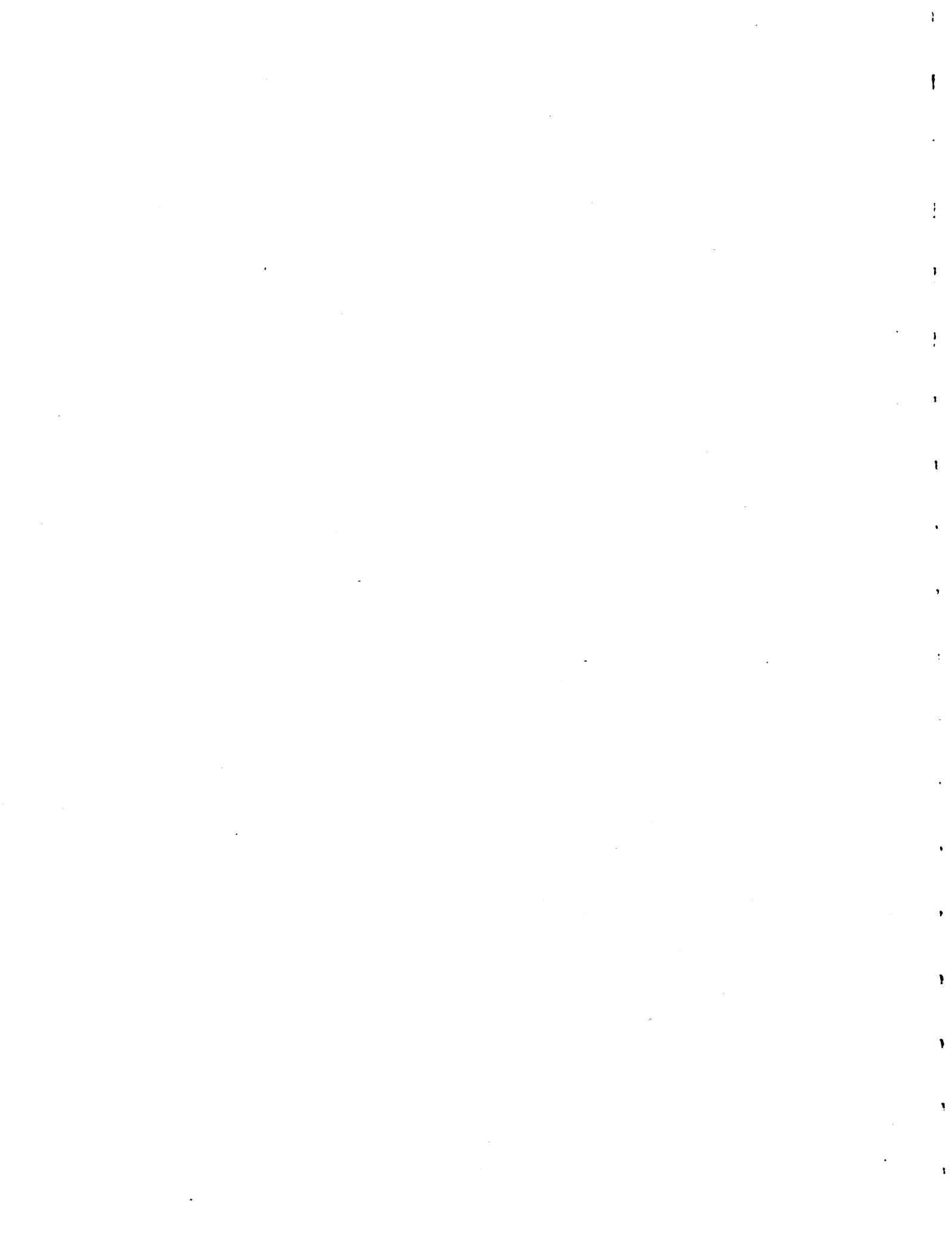


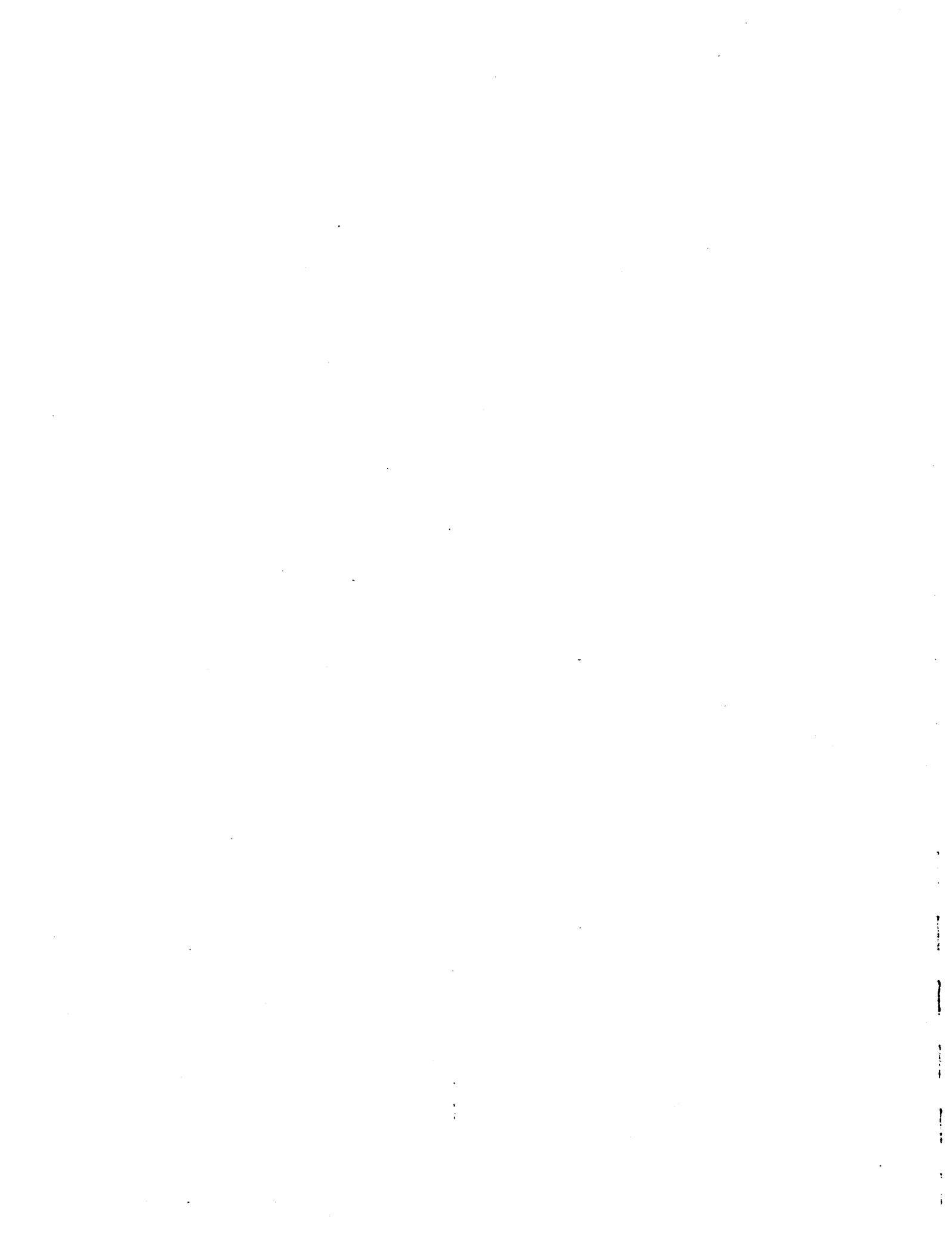
EXHIBIT 25



The remainder of the project will be served by a 12-inch line to be installed in Via Del Norte from Santa Clara Avenue to a point located approximately 800 feet west of Via Estrada. The rest of the specific plan area will be served by 8, 10 and 12-inch lines as shown in Exhibit 25.

7.5 OTHER UTILITIES

The Rose-Santa Clara Corridor Specific Plan site lies within the service areas of the Southern California Edison Company (electricity), Southern California Gas Company (natural gas), General Telephone Company (telephone) and City of Oxnard (solid waste disposal). The utility network can be expanded to meet the future demands of the project. The specific design and sizing requirements of the utility improvements will be determined through the development review process. All future utility improvements will be placed underground.



8.0 SPECIFIC PLAN IMPLEMENTATION

8.1 INTENT

The Intent of the implementation procedures set forth in this section is to assure the development of the Rose-Santa Clara Corridor project area in accordance with the design and development standards contained in this specific plan and other applicable City of Oxnard development and performance standards.

8.2 RELATIONSHIP TO THE OXNARD GENERAL PLAN

The Rose-Santa Clara Corridor Specific Plan is consistent with the goals and policies of the Oxnard General Plan and is intended to implement each of the General Plan elements where they are applicable to the project. The following is a brief, comparative description that outlines how the Specific Plan meets and implements the relevant policies contained within the general plan.

A. Land Use Element

The project is consistent with the major goals of the land use element, including: (1) control and limit growth, based on the city's ability to provide the necessary government and municipal services, (2) encouragement of a stable, diversified, well-balanced economy and (3) promotion of urban design as an integral part of the general plan.

This specific plan includes drainage, sewer and water master plans. The construction of the improvements included in those plans will assure that the site is adequately served. All other utilities and public services can also be extended to serve the site with minimal impacts. The land uses allowed by the specific plan will also benefit the economy of the Oxnard area in several ways. First, recent planning studies conducted by the City of Oxnard project a demand for additional auto dealership sites, specialty commercial center space and sites for the sales of heavy equipment, building materials and hardware. The specific plan includes all these land uses and, therefore, helps to meet the goal of providing a balanced economy. Second, the project will result in creating approximately 2,600 employment opportunities for the

residents of Oxnard and surrounding areas. With regard to urban design, the specific plan includes a comprehensive set of design guidelines and standards, including a landscape master plan, public art program, building design guidelines and sign guidelines. These guidelines will ensure that the development in the specific plan area will have a cohesive design theme and present an attractive image to motorists on the Ventura Freeway and surrounding roadways.

B. Circulation Element

The goals of the City of Oxnard circulation element call for the development of a safe and efficient transportation system to serve planned land uses and encourage transportation planning, which encourages alternative methods of transportation, which emphasize energy conservation. The circulation element designates Rose and Santa Clara Avenues as major thoroughfares and plans for full interchanges with the Ventura Freeway at both roadways.

The traffic generation associated with the land uses allowed by the Rose-Santa Clara Corridor Specific Plan is compatible with the type and capacity of the facilities included in the circulation element. The circulation master plan included in the specific plan provides for all necessary onsite roadway improvements. In addition, the specific plan includes a phasing plan that will ensure that the traffic generation associated with the project will be compatible with the capacity of the local circulation system, until all the affected transportation facilities are built-out to the levels called for in the circulation element. The specific plan also incorporates transportation management strategies to encourage the use of public transit, bicycles and ridesharing.

C. Scenic Highways

The Scenic Highways Element of the Oxnard General Plan identifies a system of scenic routes throughout the city and encourages the presentation of the scenic qualities of these roadways through sensitive design. The Ventura Freeway is designated as a scenic highway.

The Rose-Santa Clara Corridor Specific Plan includes a comprehensive set of design guidelines and standards that will ensure that the project will have a cohesive design theme and present an attractive image to motorists on the Ventura Freeway.

D. Open Space and Conservation Elements

The Open Space and Conservation Elements of the Oxnard General Plan encourage the preservation of identified natural resources, including agricultural land. The City of Oxnard has implemented this goal by working with other jurisdictions to establish an agricultural greenbelt and by limiting development to areas within the city's sphere of influence line.

The development of the specific plan area is consistent with the city's current open space and conservation programs, as the site is designated for urban development by the Land Use Element and a majority of the site is located within the city's sphere line. A minor adjustment to the city's sphere line will be necessary to accommodate the project.

E. Seismic and Safety Elements

The Seismic and Safety Elements of the Oxnard General Plan identify potential hazards, such as flooding and seismic effects, that need to be considered in land use planning. The project site is currently subject to shallow flooding resulting from the lack of drainage facilities in the area. The site is not exposed to any significant geological hazards.

The Rose-Santa Clara Corridor Specific Plan includes a drainage master plan. The provisions of the facilities included in the master plan along with proper grading of the site for drainage will eliminate the onsite flooding hazard and convey project runoff to a safe point of discharge.

F. Housing Element

The Housing Element of the Oxnard General Plan assesses the need for housing in the City of Oxnard and includes an inventory of resources and constraints that affect the provision of an adequate supply of housing.

As the Rose-Santa Clara Corridor Specific Plan includes commercial and industrial uses, the project will not directly impact the city's housing stock. The employment opportunities associated with the project may, however, generate a secondary demand for housing. The City of Oxnard currently has a sufficient supply of land designated for residential uses to meet the secondary demands for housing associated with this and other major commercial and industrial projects currently planned in the City.

G. Noise Element

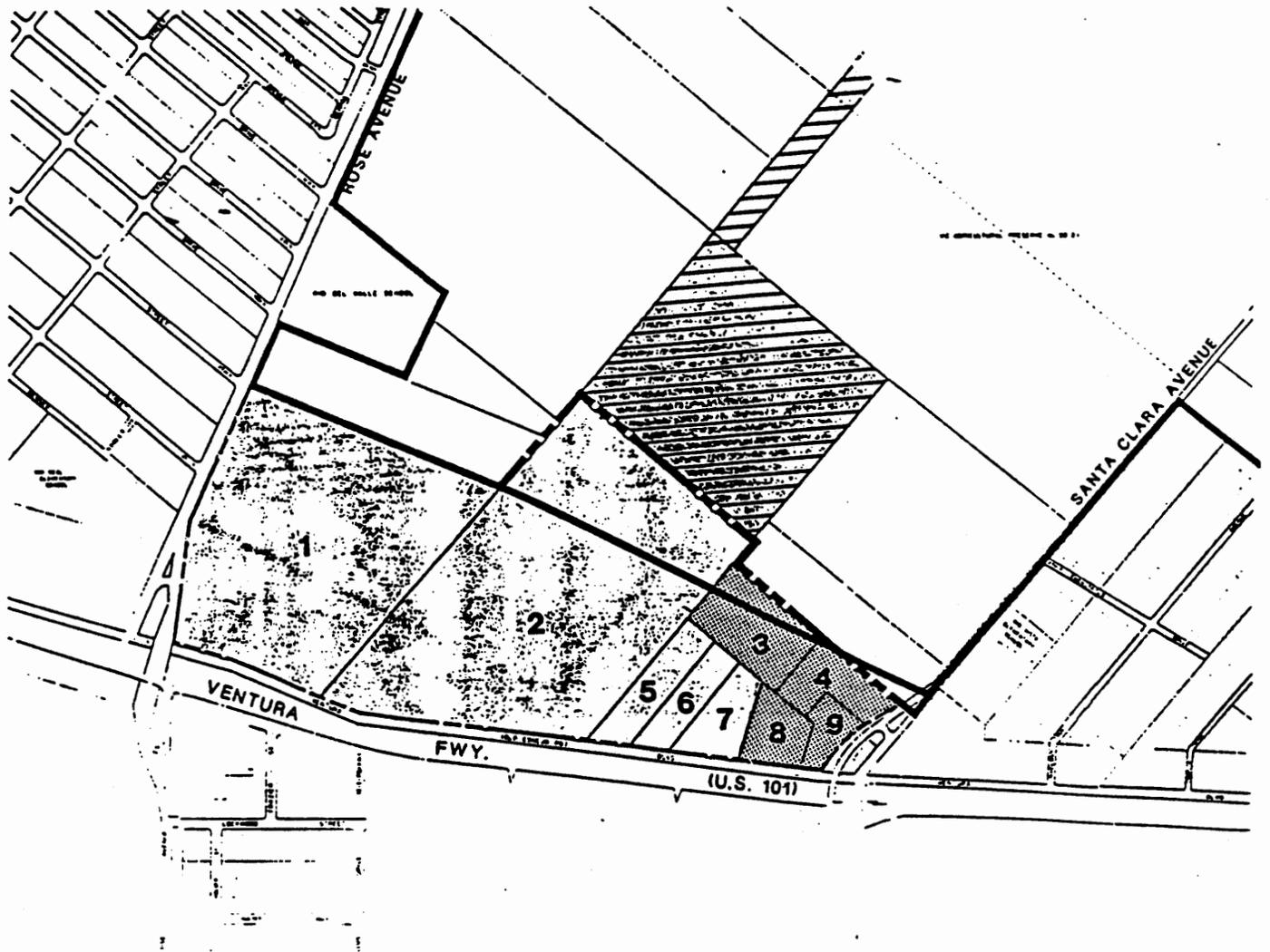
The Noise Element of the Oxnard General Plan establishes standards and criteria to protect the health, welfare and safety of Oxnard citizens and encourages the integration of noise considerations into the community planning process to prevent noise/land use conflicts.

An evaluation of the noise impacts associated with the proposed project is included in EIR 85-3 on the Rose-Santa Clara Corridor Specific Plan. The proposed commercial/industrial land uses are compatible with the noise environment of the Ventura Freeway and the noise impacts of the project can be adequately mitigated.

8.3 SPHERE OF INFLUENCE LINE ADJUSTMENT AND ANNEXATIONS

In order to realize the goals of the Rose-Santa Clara Corridor Specific Plan, it will be necessary for the City of Oxnard to achieve single jurisdictional control over the specific plan project site. Of the total 204 acres included within the project site, approximately 32 acres are located outside the Lead Agency Formation Commission (LAFCO) sphere of influence line for the City of Oxnard and approximately 25 acres are located outside the corporate limits of the City of Oxnard. The existing jurisdictional boundaries affecting the project site are shown in Exhibit 26.

The LAFCO sphere of influence line for the City of Oxnard will be amended following adoption of the specific plan by the City of Oxnard. Planning Areas 3, 4, 8 and 9 will also need to be annexed to the City of Oxnard for these parcels to be subject to the regulations and provisions of the specific plan. Annexation of these parcels is to be initiated by the individual property owners.



LEGEND

-  EXISTING SPHERE OF INFLUENCE LINE (JANUARY 1985)
-  NEW SPHERE OF INFLUENCE LINE
-  CURRENT CITY LIMITS
-  PROBABLE FUTURE ANNEXATIONS
-  AREA TO BE DETACHED UNDER EXISTING ANNEXATION DETACHMENT PROGRAM

**JURISDICTIONAL BOUNDARIES
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard**

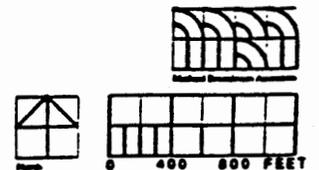
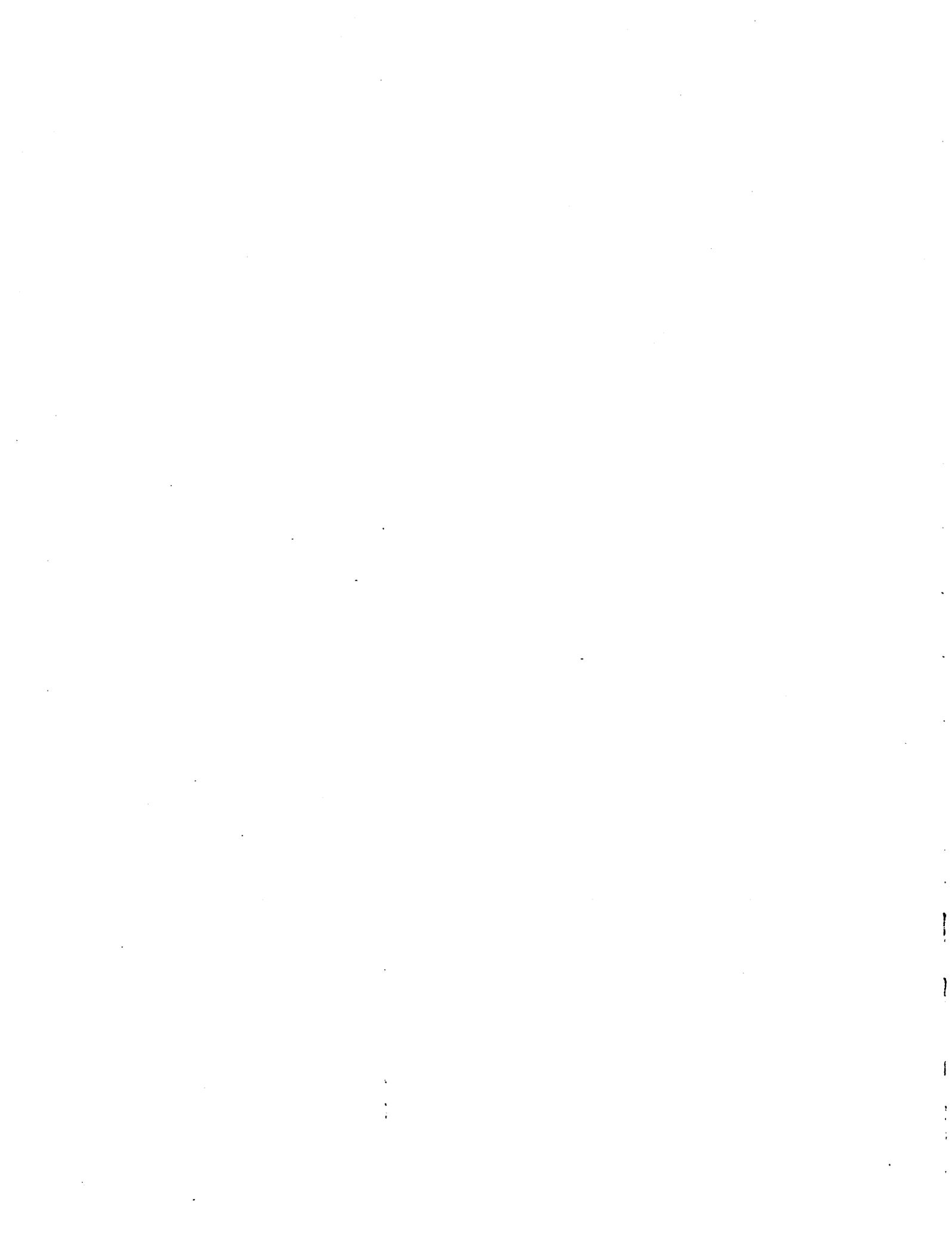


EXHIBIT 26



8.4 IMPLEMENTATION OF IMPROVEMENTS

An assessment district will be formed to find the design and construction of the major infrastructure systems needed to support the proposed land uses. This assessment district will fund the design and construction of the following improvements:

- All onsite roadways included on the circulation master plan.
- The interim improvements to the existing intersections of Ventura Boulevard with the Westbound Ramps of the Ventura Freeway at Rose and Santa Clara Avenues.
- Installation of all required traffic signals as warranted.
- All drainage improvements included on the drainage master plan.
- All water improvements included on the water master plan and all required offsite improvements.
- All sewer improvements included on the sewer master plan and all required offsite improvements.
- Installation of all median and parkway landscaping.

8.5 DESIGN REVIEW PROCEDURES

All proposed structures within the Rose-Santa Clara Corridor Specific Plan area shall be subject to design review by the City of Oxnard. The purpose of this review is to assure that all individual building designs and site plans are in conformance with the design and development standards contained in the Rose-Santa Clara Corridor Specific Plan and other applicable City of Oxnard development and performance standards. This design review process shall be in accordance with the following procedures.

Prior to the issuance of any building permits for a building site that has the capacity for 100,000 square feet or greater of development or any structure 100,000 square feet or larger, a planned development permit must be approved by the Planning Commission in accordance with Sections 34-146 through 34-157.1 of the Oxnard City Code. If a special use permit is required for a given use, it shall be obtained as

provided in Sections 34-146 through 34-157.1 of the Oxnard City Code and no planned development permit shall be required.

Prior to the issuance of any building permits for a building site that will contain less than 100,000 square feet of development or any structure of less than 100,000 square feet, an administrative permit for development design review must be approved by the Community Development Director. Subsequent to the receipt of a complete application for an administrative permit for development design review, the director shall approve, conditionally approve or deny the request within the time period prescribed by state law. The decision of the director may be appealed to the Planning Commission as provided in Chapter 34 of the Oxnard City Code. The decision of the Planning Commission shall be final.

An application for a planned development permit or administrative permit for development design review shall be filed along with the following materials:

Required Materials

- Application Form
- Application Fees
- Application Checklist Form
- Site Plan (3 copies)
- Conceptual Landscape Plan (3 copies)
- Building Elevations (3 copies)
- Floor Plans (3 copies)
- Building Materials Sample Board (1)
- Master Signing Program (3 copies)
- Reduced Plan Transparencies
- Colored Elevations (1 copy)
- Location Map

Optional Materials (may be required at the discretion of the Community Development Department)

- Color Slides, Photos
- Fencing Plan
- Development Phasing Plan
- Additional Explanatory Material

Subsequent to the receipt of a complete application, the director shall approve, conditionally approve or deny an application for a site plan and building design review permit within the time prescribed by state law. The decision of the director may be appealed to the Planning Commission as provided in Chapter 34 of the Oxnard City Code. The decision of the Planning Commission shall be final.

8.6 SPECIAL USE PERMIT PROCEDURES

Prior to the issuance of a building permit for any use listed as a conditionally permitted use in this specific plan, a special use permit shall be obtained as provided in Sections 34-146 through 34-157.1 of the Oxnard City Code.

8.7 SUBDIVISION PROCEDURES

The City of Oxnard Subdivision Code shall regulate and control all divisions of land within the Rose-Santa Clara Corridor Specific Plan area. All subdivision maps must be found to be in substantial conformance with this specific plan.

8.8 SPECIFIC PLAN AMENDMENT PROCEDURES

Amendments to the Rose-Santa Clara Corridor Specific Plan shall be approved in accordance with Section 65453 of the California Government Code, which states:

Specific plans shall be prepared, adopted and amended in the same manner as general plans, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

8.9 NONCONFORMING USES AND STRUCTURES

8.9.1 Intent

The parcels designed as Planning Areas 8 and 9 in this specific plan contain two existing trailer parks. These trailer parks were established under the jurisdiction of the County of Ventura. These uses are not considered to be consistent with the Oxnard General Plan and therefore, residential uses and structures are not permitted by this specific plan. When these parcels are annexed to the City of Oxnard, the existing residential uses and structures will become nonconforming uses and structures subject to the provisions of this section.

It is the intent of this section to allow these nonconforming uses and structures to continue until they are voluntarily removed by the property owners while not encouraging these nonconforming uses and structures to continue. These existing uses are declared by this section to be incompatible with the uses permitted by this specific plan. It is further the intent of this section that these nonconformities shall not be enlarged upon, expanded or extended nor be used as grounds for adding other structures or uses not permitted by this specific plan.

A nonconforming use of a structure, a nonconforming use of land or a nonconforming use of a structure and land shall not be extended or enlarged after adoption of this specific plan by attachment on a building or premises of additional signs intended to be seen from off the premises, or by the addition of other uses that are not permitted by this specific plan.

When the property owners wish to voluntarily discontinue the nonconforming residential trailer park uses, the applicable requirements of state law related to the termination of a mobile home park shall be satisfied. At the time of the adoption of this specific plan, these requirements were as follows:

- At least 30 days prior to a hearing on an application to convert a mobile home park, the local agency must notify the applicant in writing of the reasons for which a mobile home park tenancy may be terminated under state law.

- **The applicant must notify residents and mobile home owners of the proposed change in the mobile home park use. A public hearing or any other action to be taken is prohibited until the applicant has verified that residents of the mobile home park have been notified of the proposed change.**
- **Prior to the conversion of a mobilehome park to another use, except pursuant to the Subdivision Map Act (Division 2 (commencing with Section 66410) of Title 7), the person or entity proposing such change in use shall file a report on the impact of the conversion upon the displaced residents of the mobilehome park to be converted. In determining the impact of the conversion on displaced mobilehome park residents, the report shall address the availability of adequate replacement space in mobilehome parks.**

The person proposing such change in use shall make a copy of the report available to each resident of the mobilehome park at least 15 days prior to the hearing on the impact report by the advisory agency, or if there is no advisory agency, by the legislative body.

The legislative body, or its delegated advisory agency, shall review such report, prior to any change of use, and may require, as a condition of such change, the person or entity to take steps to mitigate any adverse impact of the conversion on the ability of displaced mobilehome park residents to find adequate space in a mobilehome park.

These requirements are listed for illustrative purposes only. The applicable requirements of state law pertaining to the termination of a mobile home park use at the time such termination is proposed shall be met rather than those requirements listed above.

- If no structural alterations are made, a nonconforming use of a building may be changed to another nonconforming use of the same or a more restrictive classification.

8.9.4 Land Use Limitations

Every nonconforming use of land that, at the effective date of adoption or amendment of this specific plan, is a lawful use of the land and that is made no longer permissible under the terms of this specific plan as enacted or amended may be continued, so long as it remains otherwise lawful, subject to the following provisions:

- No such nonconforming use of land shall be enlarged or increased, or extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of this specific plan.
- No such nonconforming use of land shall be moved in whole or in part to any other portion of a lot or parcel occupied by such use at the effective date of adoption or amendment of this specific plan.
- If any such nonconforming use of land ceases for any reason for a period of 30 days or more, any subsequent use of such land shall conform to the regulations specified by this specific plan.

8.9.5 Exceptions

Nothing in this section shall be construed to prohibit any additions or alterations to a nonconforming structure as may be reasonably necessary to comply to any lawful order of any public authority made in the interest of the public health, welfare, safety or morals.

Nothing in this section pertaining to nonconforming structures and uses shall be construed or applied so as to require the termination, discontinuance or removal or so as to prevent the expansion, modernization, replacement, repair, maintenance, alteration, reconstruction or rebuilding and continued use of public utility buildings,

8.9.2 Definition of Nonconforming Use and Building

A nonconforming use is a use of a building or land that does not conform to the regulations contained in this specific plan and that lawfully existed at the time the regulations with which it does not conform become effective.

A nonconforming building is a building, structure or portion thereof that does not conform to the regulations contained in this specific plan and that lawfully existed at the time the regulations with which it does not conform became effective.

8.9.3 Building Limitations

The following regulations shall apply to all nonconforming buildings and structures, or part thereof, and uses legally existing at the effective date of this specific plan:

- Any such nonconforming building or structure may be continued and maintained, provided there is no physical change other than necessary maintenance and repair in such building or structure, except as permitted by this section.
- Any such nonconforming use of a conforming building may be maintained and continued, provided there is no increase or enlargement of the area, space or volume occupied or devoted to such nonconforming use except as otherwise provided in this section.
- Any part of the building, structure or land occupied by such a nonconforming use that is changed to or replaced by a use conforming to the provisions of this specific plan shall not thereafter be used or occupied by a nonconforming use.
- Any part of a building, structure or land occupied by such a nonconforming use that is discontinued or ceases for a period of 6 calendar months or more shall not again be used or occupied for a nonconforming use.

structures, equipment and facilities, provided that there be no change of use nor enlargement of those areas so used.

8.9.6 Use May be Continued When Building Destroyed by Fire, etc; Limitation

Subject to all other regulations of this article, a building destroyed to the extent of not more than 50 percent of its reasonable value by fire, explosion or other casualty, or act of God, or the public enemy, may be restored and the occupancy or use of such building or part thereof that existed at the time of such partial destruction, may be continued.

CITY COUNCIL OF THE CITY OF OXNARD

Ordinance No. 2355

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING THE ADOPTED SPECIFIC PLAN ENTITLED "ROSE/SANTA CLARA CORRIDOR SPECIFIC PLAN" EXTENDING THE SPECIFIC PLAN AREA BY INCLUDING THE PROPERTY LOCATED AT 1333 EAST VENTURA BOULEVARD AND DESIGNATING THE PROPERTIES LOCATED AT 2371 AND 1333 VENTURA BOULEVARD AS "RETAIL COMMERCIAL, FILED BY VALLEY TRAILER VILLA, 2371 VENTURA BOULEVARD, OXNARD, CALIFORNIA 93030 AND LAUTERBACH AND ASSOCIATES, 300 MONTGOMERY AVENUE, OXNARD, CALIFORNIA 93030

WHEREAS, the Planning Commission of the City of Oxnard has held public hearings on the proposed revised Specific Plan entitled "Rose/Santa Clara Corridor Specific Plan" in accordance with the provisions of Section 6550 et. seq. of Government Code of the State of California and adopted Resolution No. 7746 recommending to the City Council the approval of the revised Specific Plan entitled "Rose/Santa Clara Corridor Specific Plan"; and

WHEREAS, the City Council has held a hearing and received and reviewed all written and oral testimony pursuant to the provisions of Section 65300.5 and 65302 et. seq. of the Government Code of the State of California in favor and against this project; and

WHEREAS, the City Council certifies that the final environmental impact report was presented to the City Council and that the City Council reviewed and considered the information contained in the final environmental impact report before approving the project; and

WHEREAS, the City Council finds that , after due study and deliberation, the public interest and general welfare requires the adoption of the revised Specific Plan entitled "Rose/Santa Clara Corridor Specific Plan".

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oxnard approves and adopts the revised Specific Plan entitled "Rose/Santa Clara Corridor Specific Plan" to include approximately 7.36 acres located at 1333 east Ventura Boulevard and designating the properties located at 2371 and 1333 Ventura Boulevard as "Retail Commercial" as shown on the map included in Exhibit "A" attached hereto and reference incorporated herein and known as PZ 94-5-09 and Misc. 252.

Part 1. Within 15 days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No.2355 was first read on Dec. 13, 1994 and finally adopted on December 20, 1994, to become effective thirty (30) days thereafter.

Passed and adopted this 20th day of December, 1994, by the following vote:

AYES: Councilmembers Herrera, Holden, Lopez, Maulhardt & Pinkard

NOES: None

ABSENT: None

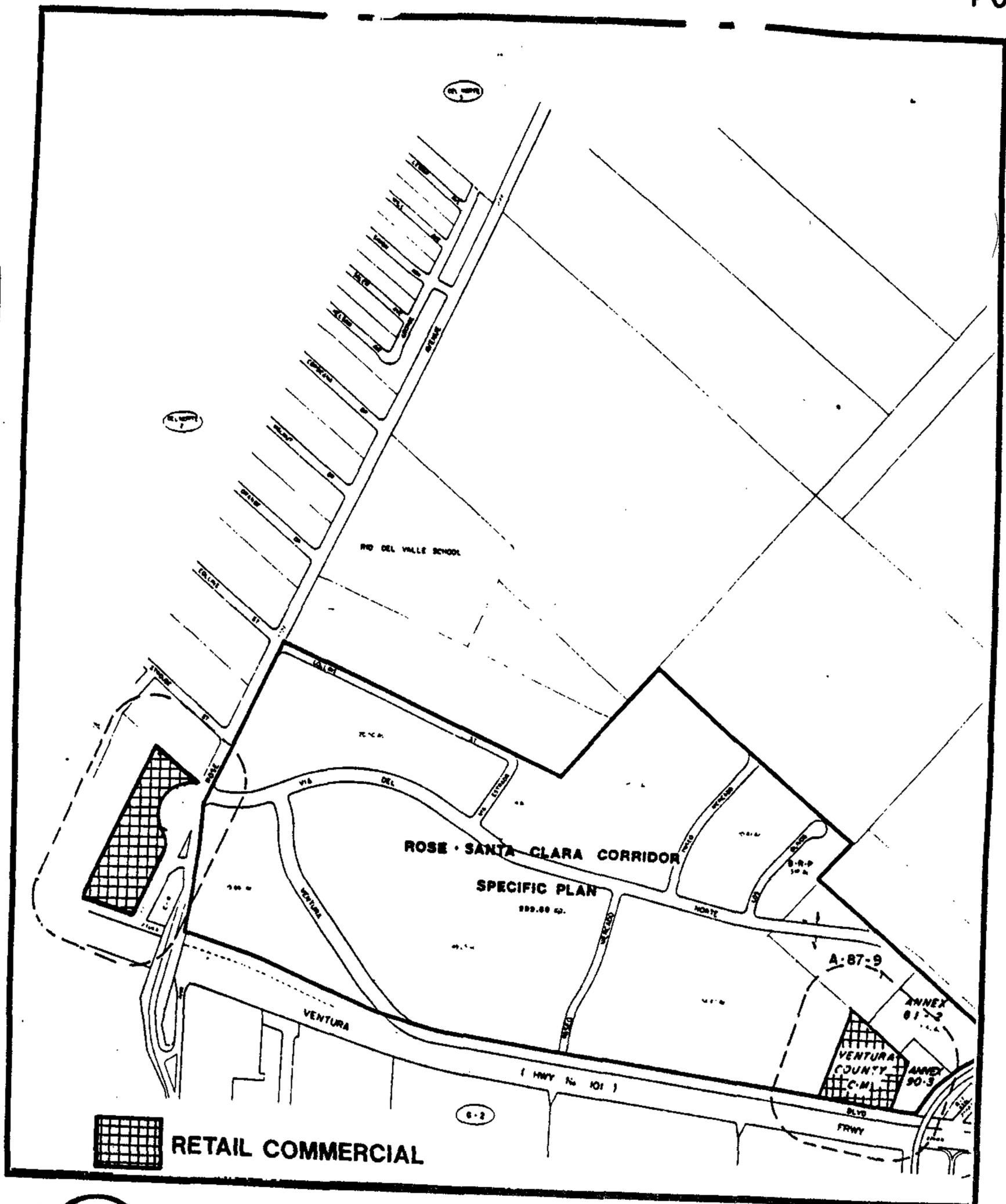
Dr. Manuel M. Lopez
Dr. Manuel M. Lopez, Mayor

ATTEST:

for Linda Lawrence
Daniel Martinez, City Clerk

APPROVED AS TO FORM: -

James Krupp, Jr. for
Gary L. Gillig, City Attorney



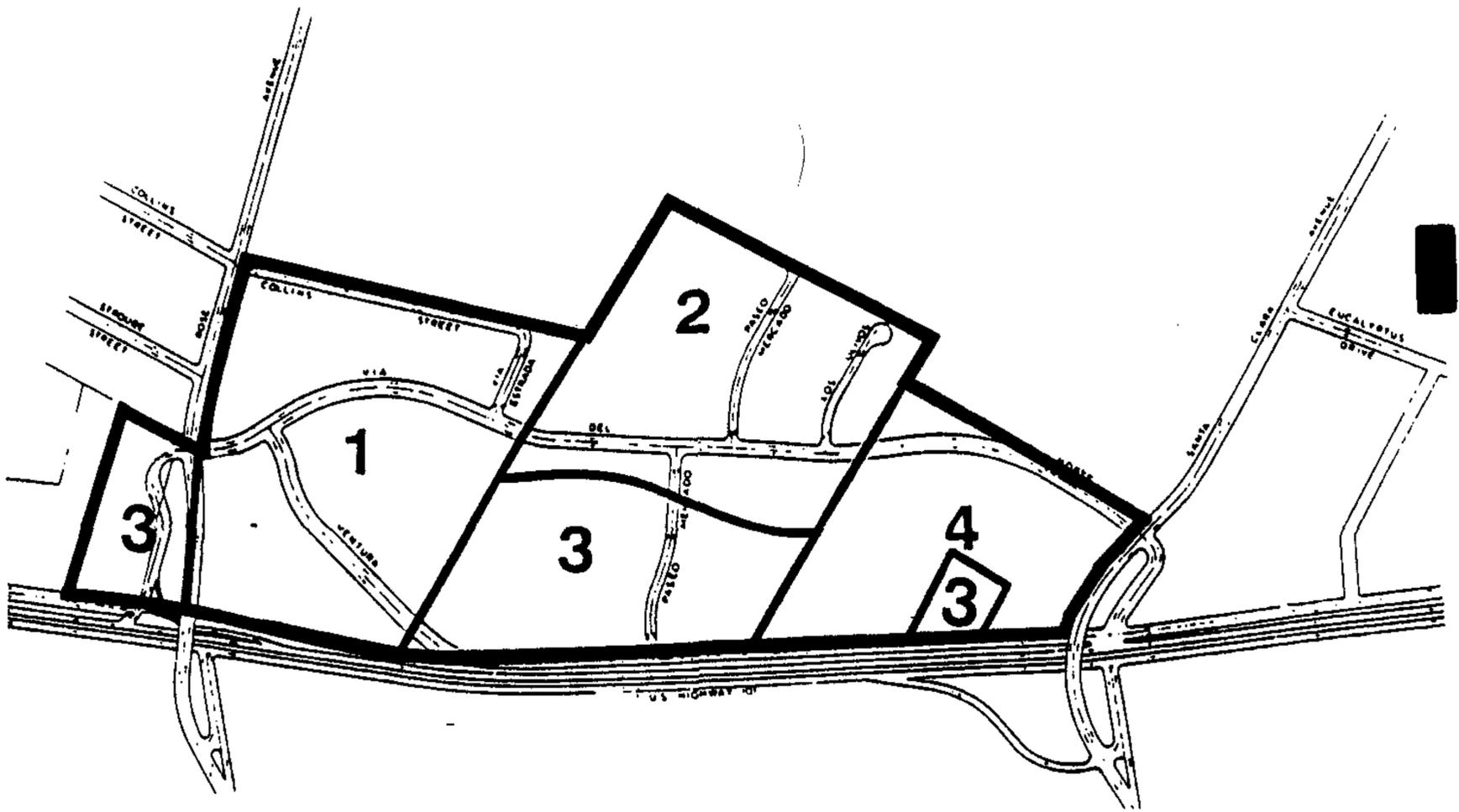

CITY OF
xnard
 COMMUNITY DEVELOPMENT DEPARTMENT

FILE No:
PZ 94-5-09
MISC. 252

DATE:
8-17-94

PREPARED BY:
E. Carrillo

EXHIBIT A



LEGEND

- 1 AUTO SALES AND SERVICE
- 2 BUSINESS PARK
- 3 RETAIL COMMERCIAL
- 4 COMMERCIAL/MANUFACTURING

LAND USE AREAS

**ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN**
 City of Oxnard

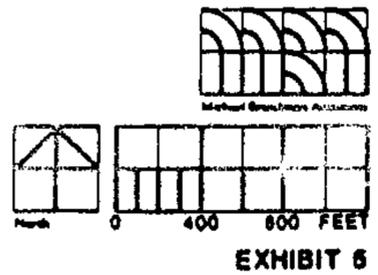


EXHIBIT 6

CITY COUNCIL OF THE CITY OF OXNARD

Ordinance No. 2183

AN ORDINANCE ADOPTING A SPECIFIC PLAN AMENDMENT FOR THE ROSE/SANTA CLARA FREEWAY CORRIDOR AREA TO CONDITIONALLY PERMIT COMMERCIAL/RETAIL SALES IN THE AUTO-RELATED LAND USE DESIGNATION ON LOT 17 OF TRACT 4169 (MISCELLANEOUS FILE NO. 218), IN ACCORDANCE WITH THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA, ON THAT PROPERTY CONTAINING APPROXIMATELY 204 ACRES, BEING LOCATED IMMEDIATELY NORTH OF THE VENTURA FREEWAY (U.S. 101) EAST OF ROSE AVENUE AND WEST OF SANTA CLARA AVENUE.

The City Council of the City of Oxnard does ordain as follows:

Part 1. The City Council of the City of Oxnard has considered adoption of a specific plan amendment for the Rose/Santa Clara Freeway Corridor Area, to conditionally permit commercial/retail sales in the auto-related land use designation on Lot 17 of Tract 4169, in accordance with the Government Code of the State of California and Chapter 2 of the Oxnard City Code; and

Part 2. The City Council finds that after due study, deliberation and public hearing, the following circumstances do exist:

1. That the proposed specific plan as amended is in conformance with the General Plan.
2. That the proposed specific plan as amended is a logical refinement of the General Plan, and that the land use relationships, the streets proposed, and the reservations for public lands are in conformance with adopted standards of the Planning Commission or constitute good City planning policies.
3. That the development proposed on the specific plan as amended will not adversely affect or be materially detrimental to the adjacent land uses, buildings or structures, or to the health safety, or general welfare of the citizens of Oxnard.

Part 3. Pursuant to Section 65863.5 of the Government Code, the City Clerk shall mail a copy of this ordinance to the County Assessor of Ventura County within thirty (30) days from the final adoption of this ordinance.

Part 4. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No. 2183 was first read on November 15, 1988 and finally adopted on November 22, 1988, to become effective thirty (30) days thereafter.

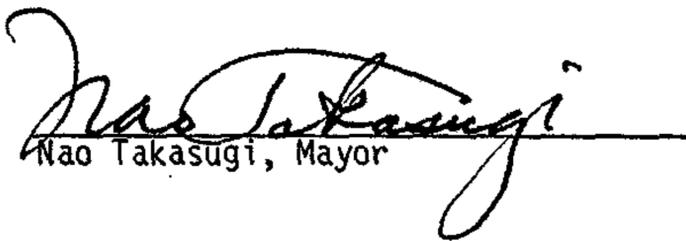
Ordinance No. 2183
Page 2

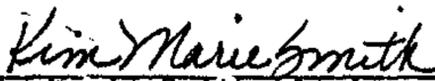
Passed and adopted this 22nd day of November , 1988, by the following vote:

AYES: Council Members: Johs, Maron and Takasui

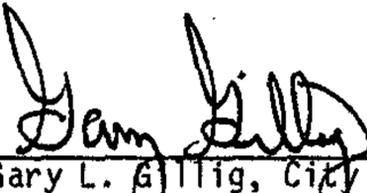
NOES: Council Members: None

ABSENT: Council Members: Furr and Lopez


Nao Takasugi, Mayor

ATTEST: 
Kim Marie Smith, Assistant City Clerk

APPROVED AS TO FORM:

 11-3-88
Gary L. Gillig, City Attorney

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. 2540

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD, CALIFORNIA, APPROVING AN AMENDMENT TO SECTION 6.7.3 OF THE ROSE-SANTA CLARA SPECIFIC PLAN TO INCREASE THE PERMITTED HEIGHT AND SIZE OF THE FREESTANDING SIGN ALONG HIGHWAY 101. FILED BY CHIEF NEON SIGN COMPANY ("APPLICANT"), 707 EAST ROSECRANS AVENUE, LOS ANGELES, CA 90059.

WHEREAS, on August 5, 1986, the City Council adopted the Rose-Santa Clara Specific Plan.

WHEREAS, on September 5, 1989, the City Council adopted an amendment to the Rose/Santa Clara Specific Plan to amend the sign criteria for the auto center sign;

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager has provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the City Council has considered the proposed mitigated negative declaration, together with any comments received during the public review process, finds on the basis of the initial study and any comments received that there is no substantial evidence that the project will have a significant effect on the environment, further finds that the mitigated negative declaration reflects the independent judgment of the City, and approves the mitigated negative declaration; and

WHEREAS, Applicant agrees, as a condition of approval of this ordinance and at Applicant's own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claim, action or proceeding to attack, set aside, void or annul the approval of this ordinance or any proceedings, acts or determination taken, done or made before the approval of this ordinance that were part of the approval process.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD DOES ORDAIN AS FOLLOWS:

Part 1. Subparts 1 and 2 of Part A1 of Subsection A of Section 6.7.3 of the Rose-Santa Clara Specific Plan shall be amended to read as follows:

Section 6.7.3 Freestanding Signs

A. Auto Sales and Service Land Use Area

A1. Freeway Sign:

1. The maximum height shall be ~~forty-five (45)~~ seventy-four (74) feet.
2. The sign area shall be a maximum of ~~three hundred~~ eight hundred fifty (850) square feet for each sign face (~~600~~ 1,700 square feet maximum).

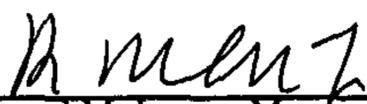
Part 2. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the Assessor of Ventura County within thirty (30) days from the adoption of this ordinance.

Part 3. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation and circulated in the City. Ordinance No. 2540 was first read on October 3, 2000, and finally adopted on 10/10/00 to become effective thirty days thereafter.

AYES: Councilmembers Lopez, Maulhardt, Pinkard and Zaragoza.

NOES: Councilmember Holden.

ABSENT: None.



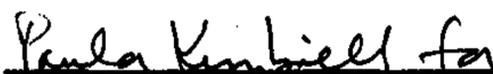
Dr. Manuel M. Lopez, Mayor

ATTEST:



Daniel Martinez, City Clerk

APPROVED AS TO FORM:



Gary L. Gillig, City Attorney

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. 2151

ORDINANCE AMENDING THE ROSE-SANTA CLARA CORRIDOR SPECIFIC PLAN CIRCULATION ELEMENT TO MODIFY THE INTERIM NORTHBOUND FREEWAY RAMP CONFIGURATION AT SANTA CLARA AVENUE CONNECTOR ROAD, VENTURA BOULEVARD, AND STATE HIGHWAY 101 (UNCODIFIED)

The City Council of the City of Oxnard does ordain as follows:

Part 1. Exhibit A (City preferred alternative for circulation), copies of which are attached hereto, are hereby added to the Rose-Santa Clara Corridor Specific Plan to modify the interim circulation element in the vicinity of the intersection of the northbound highway 101 interchange at the Santa Clara Avenue Connector Road and Ventura Boulevard.

Part 2. The specific plan amendment as approved shall consist of the following exhibits.

Exhibits:

A. Interim Circulation Element for the Rose Santa Clara Corridor Specific Plan.

A1. Detail of the Interim Circulation Element for the Rose Santa Clara Corridor Specific Plan Circulation, Highway 101/Santa Clara Avenue Connector Road/Ventura Boulevard.

Part 3. Pursuant to Section 65863.5 of the Government Code, the City Clerk shall mail a copy of this ordinance to the County Assessor of Ventura County within thirty (30) days from the final adoption of this ordinance.

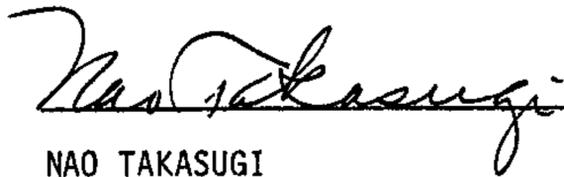
Part 4. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in the newspaper of general circulation published and circulated in the City. Ordinance No.2151 was first read on February 23, 1988, and finally adopted on March 1, 1988, to become effective thirty (30) days thereafter.

AYES: Council Members: Johs, Lopez, Maron, Plisky, Takasugi.

NOES: None.

ABSENT: None.

ATTEST:

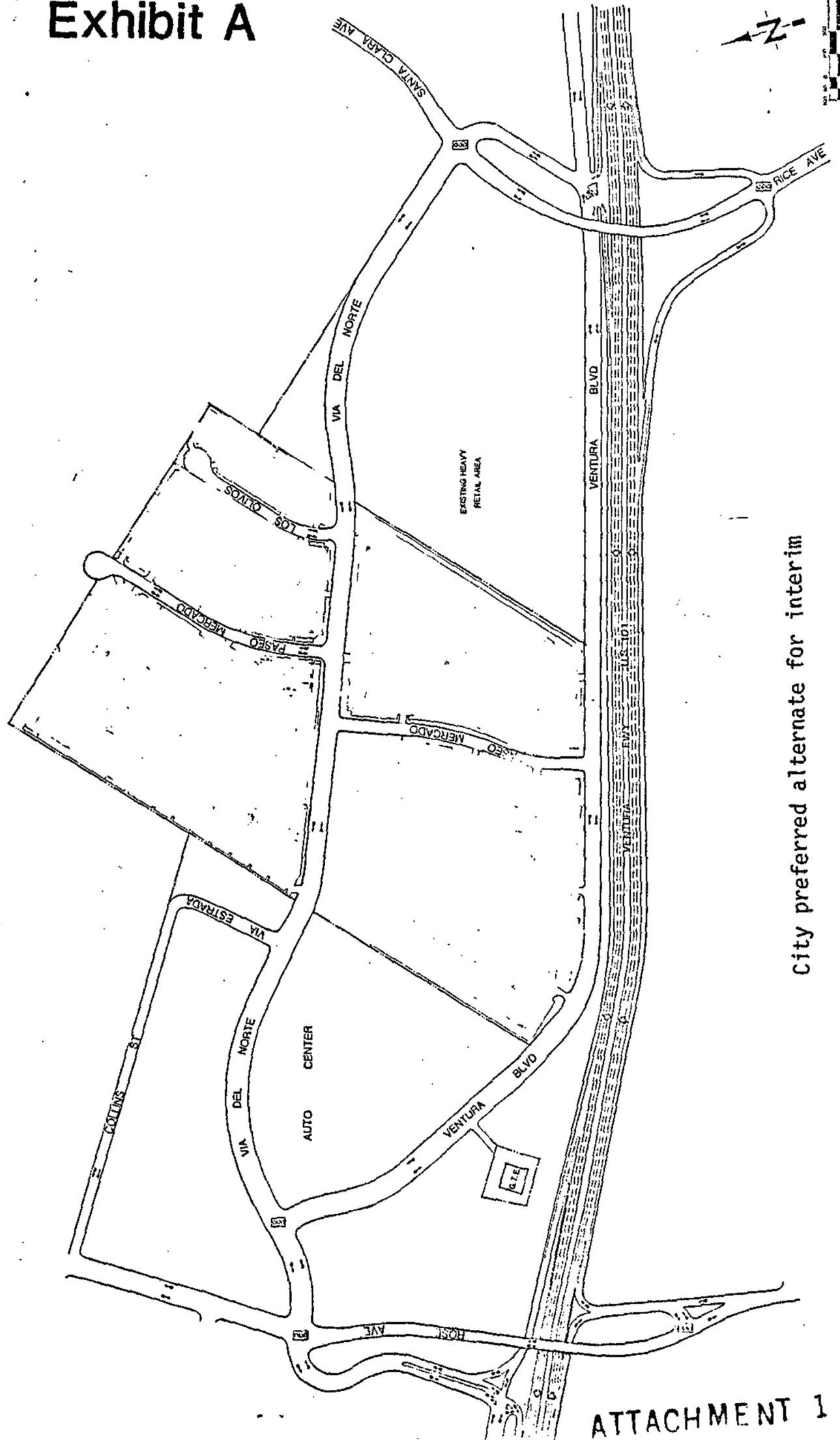

NAO TAKASUGI
MAYOR


MABI PLISKY
CITY CLERK

APPROVED AS TO FORM:

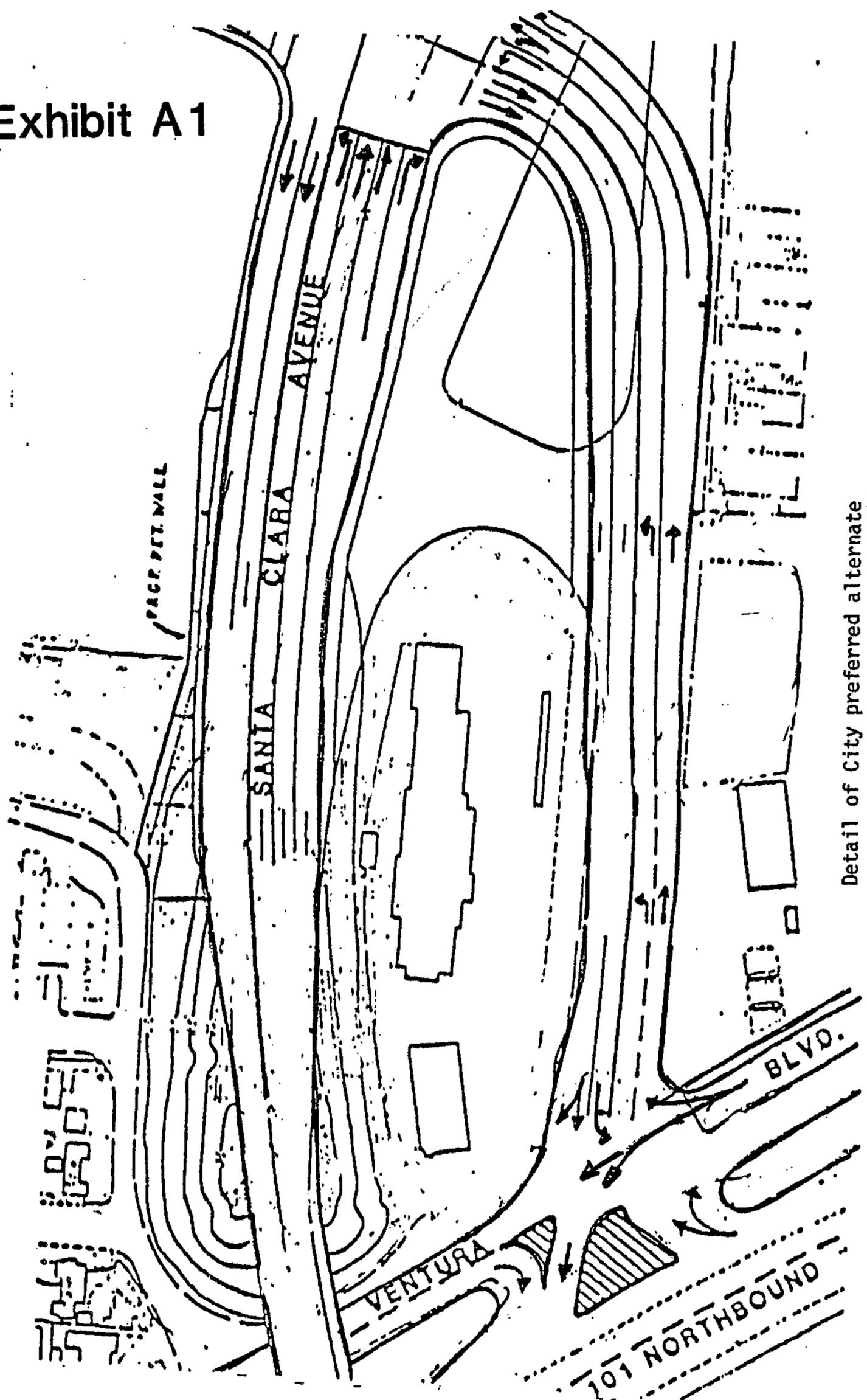

K. DUANE LYDERS
CITY ATTORNEY

Exhibit A



City preferred alternate for interim

Exhibit A1



Detail of City preferred alternate

CITY COUNCIL OF THE CITY OF OXNARD

Ordinance No. 2231

AN ORDINANCE ADOPTING A SPECIFIC PLAN AMENDMENT FOR THE ROSE/SANTA CLARA CORRIDOR SPECIFIC PLAN AREA TO CONDITIONALLY PERMIT REGIONAL COMMERCIAL LAND USES IN THE AUTO-RELATED LAND USE DESIGNATION ON LOT NO. 18 OF TRACT MAP NO. 4169, LOT A OF TRACT MAP NO. 4386, AND THE ABANDONED PORTION OF VENTURA BOULEVARD ADJACENT TO THESE PARCELS (ASSESSOR'S PARCEL NOS. 144-0-130-405, 144-0-130-395, 144-0-130-115 AND 144-0-145-015, AND 144-0-145-025), (MISCELLANEOUS FILE NO. 236), CONTAINING APPROXIMATELY 3.56 ACRES, LOCATED IMMEDIATELY NORTH OF THE VENTURA FREEWAY (U.S. 101) EAST OF ROSE AVENUE, WEST OF SANTA CLARA AVENUE, AND SOUTH OF VENTURA BOULEVARD.

The City Council of the City of Oxnard does ordain as follows:

Part 1. The City Council finds, after due study, deliberation and public hearing, that the following circumstances exist:

1. The specific plan as amended is in conformance with the General Plan.
2. The specific plan as amended is a logical refinement of the General Plan, and the land use relationships are in conformance with adopted standards and constitute good city planning policies.
3. The development proposed by the specific plan as amended will not adversely affect or be materially detrimental to adjacent land uses, buildings or structures, or to the health, safety, or general welfare of the citizens of Oxnard.

Part 2. Paragraph B of Section 4.2.1 of Exhibit A to Ordinance No. 2085 is amended to read as follows:

"B. Conditionally Permitted Uses

1. Outdoor storage
2. Service station
3. Drive-through services
4. Regional commercial land uses on the following property:
Assessor's Parcel Numbers 144-0-130-405, 144-0-130-395, 144-0-130-115 and 144-0-145-015, and 144-0-145-025. Use of subject parcels shall not be allowed unless the application of the reimbursement provisions of the development agreement for Parkway Auto Center, as applied to these parcels, has been determined to the satisfaction of the City of Oxnard.

Part 3. Pursuant to Section 65863.5 of the Government Code, the City Clerk shall mail a copy of this ordinance to the County Assessor of Ventura County within thirty (30) days from the final adoption of this ordinance.

Part 4. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No. 2231 was first read on September 11, 1990 and finally adopted on September 18, 1990, to become effective thirty (30) days thereafter.

Passed and adopted this 18th day of September, 1990, by the following vote:

- AYES: Council Members: Johs, Lopez, Maron and Takasugi
- NOES: Council Members: None
- ABSENT: Council Members: Furr

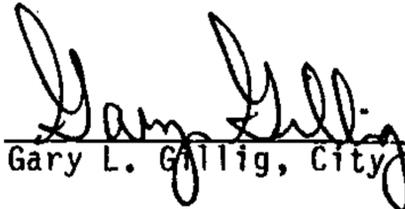


 Nao Takasugi, Mayor

ATTEST: 

 Mabi Plisky, City Clerk

APPROVED AS TO FORM:

 9-18-90

 Gary L. Gillig, City Attorney

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. 2085

ORDINANCE APPROVING THE ROSE/SANTA CLARA CORRIDOR SPECIFIC PLAN FOR PROPERTY LOCATED NORTH OF THE 101 FREEWAY BETWEEN ROSE AND SANTA CLARA AVENUES OF THE DEL NORTE COMMUNITY CONSISTING OF 204 ACRES. FILED BY MESSRS. BOB BIERIG, VIGGO BOSERUP, DOUG OFF AND FRANK WOODWARD.

WHEREAS, the Planning Commission approved the Rose/Santa Clara Corridor Specific Plan at their meeting of June 26, 1986, through adoption of Resolution No. 6907 in accordance with the provisions of Section 65450 et. seq. of the California Government Code, and General Plan Amendment No. 85-2.

The City Council of the City of Oxnard does ordain as follows:

Part 1. The property located at the location north of 101 Freeway between Rose and Santa Clara Avenues of the Del Norte Community as shown on the attached map labelled Rose/Santa Clara Corridor Specific Plan, is hereby adopted.

Part 2. The Specific Plan as approved shall consist of the following exhibits and modifications:

Exhibits

Exhibit "A": Draft Specific Plan

Exhibit "B": CEQA Findings and Statement of Facts

Exhibit "C": Planning Commission Resolution No. 6907

Exhibit "D": Exhibit 1 and Exhibit 2 showing the interim and ultimate circulations systems respectively for the Rose and Rice/Santa Clara Freeway Interchanges.

Modifications

A. Page 14 of Exhibit "B" shall have the following sentence added to the last paragraph: The traffic study and recommended phasing program, as required, shall be accepted by the City Council prior to the issuance of building permits for new buildings within the Specific Plan area. The developers and their successors in interest shall agree to not oppose the formation of assessment districts for the improvements of the Rose Avenue and Rice/Santa Clara Avenue Freeway interchanges. This agreement shall be recorded with each property deed. These requirements shall be made a condition of all tentative map approvals.

B. The text of Exhibit "A" shall be amended to require that the mitigation measures identified in Exhibit "B" be incorporated as conditions of approval of projects within the Specific Plan area.

C. Exhibit "A" shall be amended to show cul-de-sacs at the end of stub streets in Planning Area 2.

Part 3. Pursuant to Section 65863.5 of the Government Code, the City Clerk shall mail a copy of this ordinance to the County Assessor of Ventura County within thirty (30) days from the final adoption of this ordinance.

Part 4. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No 2085 was first read on 7/15/86 and finally adopted on 8/5/86, to become effective thirty (30) days thereafter.

AYES: COUNCILMEMBER LOPEZ, MARON, PLISKY, TAKASUGI
NOES: NONE
ABSENT: COUNCILMEMBER JOHS


Nao Takasugi, Mayor

ATTEST: 
MADI PLISKY, City Clerk

APPROVED AS TO FORM:

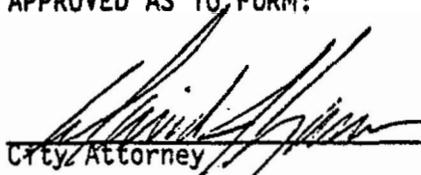

City Attorney

EXHIBIT A**CEQA FINDINGS AND STATEMENT OF FACTS**

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT, FINDINGS WITH RESPECT TO SAID EFFECTS, AND STATEMENT OF FACTS IN SUPPORT THEREOF, ALL WITH RESPECT TO THE PROPOSED AMENDMENT OF THE OXNARD GENERAL PLAN AND ADOPTION OF A SPECIFIC PLAN FOR THE ROSE-SANTA CLARA CORRIDOR PROJECT SITE.

Background

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Guidelines) state that:

"No public agency shall approve or carry out a project for which an Environmental Impact Report has been completed and which identified one or more significant effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding." (Section 15091)

The finding and statement of facts delineated herein are organized in the following manner:

Significant Effect - Each finding is prefaced by a brief description of the relevant significant effect that is identified within EIR 85-3.

Finding - Specific to the identified significant effect is one or more of the three following findings made pursuant to Section 15091 of the CEQA Guidelines:

1. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, social, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts in Support of Finding - Following each finding is a brief explanation of the rationale for each finding.

The order in which the significant impacts are identified herein follows the order in which issues are addressed within the final EIR.

The City of Oxnard proposes to approve amendments to the Oxnard General Plan Land Use Element, as well as adopt a specific plan for the area referred to as the Rose-Santa Clara Corridor site. Because the proposed actions constitute a project under CEQA and the Guidelines, the City of Oxnard has prepared an Environmental Impact Report (EIR). Final EIR 85-3 has identified certain significant effects that may occur as a result of the project proposal. The Planning Commission has reviewed and considered the information contained in the final EIR and desires to approve the project with the following findings and statement of overriding considerations.

FINDINGS

Earth Resources

Significant Effect - The possibility exists that the Simi-Springville-Camarillo faults (located east of the project site) extend beneath the Holocene deposits of the Oxnard Plain, thus posing a potential ground rupture hazard on the subject property in the event of an earthquake on this fault system.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Further, more detailed soils investigations will be submitted, as appropriate, with all tentative parcel or tract maps or applications for building permits. Additional

analysis or evidence to substantiate the apparent absence of active faults within the project area will be required. This analysis could be by means of detailed correlation of available water well logs or test borings to demonstrate the continuity of the underlying alluvial strata or possible near-surface perched water zones. If determined necessary, trenching across the conjectured fault features mapped by the state will be required.

As a result of these detailed studies, the existence of active faults within the project area will be determined. If active faults do exist on the site, appropriate setbacks for structures from the faults will be required. By virtue of these mitigation measures, the hazard from ground rupture associated with active faults will be eliminated or substantially lessened.

Significant Effect - The project site could be subject to moderate to locally intense groundshaking during an earthquake.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - All structures will be designed in accordance with the seismic design provisions of the Uniform Building Code and applicable City of Oxnard codes. In this manner, safety in the event of an earthquake will be maximized. By virtue of this mitigation measure, the hazard from groundshaking due to an earthquake will be eliminated or substantially lessened.

Significant Effect - The project site is located in an area identified as having a low to moderate potential for liquefaction.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Further, more detailed soils investigations will be submitted, as appropriate, with all

tentative parcel or tract maps or applications for building permits. Additional analysis of the liquefaction potential of individual building sites and the specification of detailed, site-specific mitigation measures will be required.

The incorporation of the findings from these more detailed studies into the grading and site preparation plans for individual building sites will result in the hazard from liquefaction being eliminated or substantially lessened.

Significant Effect - The project site contains two abandoned oil wells that have been capped in accordance with California Division of Oil and Gas standards. Grading of the site may expose the abandoned wells and require that the wells be recapped. It is also considered possible that buried pipelines and well-related fills or sumps may also exist on the site.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Prior to any grading or excavation operations, the State Division of Oil and Gas will be contacted to determine the exact location and mechanical condition of the onsite oil wells. If found necessary, the wells will be reabandoned in conformance with current standards. All existing oil pipelines will be located through examination of records and/or field explorations during grading of the site. All pipelines and the surrounding trench backfill material will be removed or the settlement potential treated by an acceptable method. Implementation of these mitigation measures will eliminate any hazard associated with existing oil-extraction facilities on the project site.

Significant Effect - Implementation of the proposed project would preclude excavation of the construction aggregate resources located on the site and would be inconsistent with the designation of a portion of the site as a regionally significant construction aggregate resource area by the State of California. Development of the project site is consistent with the mineral resource policies of the City of Oxnard and County of Ventura General Plans.

FINDING 3 - Specific economic, social, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts in Support of Finding - There are no measures available to mitigate this impact other than implementing the No Project alternative. The No Project alternative was evaluated in the EIR and considered during the public review process. This alternative is rejected in favor of the current project for the reasons cited in the EIR, as well as those noted in Attachment 1.

The remaining unavoidable significant effect is acceptable when balanced against the facts set forth above and in the Statement of Overriding Considerations contained in Attachment 2.

Water Resources

Significant Effect - Grading and construction activities may result in short-term impacts to surface water quality by increasing the potential for erosion and sedimentation.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Temporary erosion control measures such as sandbagging will be used to minimize sedimentation during construction activities. Implementation of these measures will eliminate or substantially lessen the identified erosion hazard.

Significant Effect - The nature of pollutants entering surface runoff will change from those associated with agricultural activities (i.e., pesticides, herbicides, etc.) to those associated with urban activities (oils, debris, etc.).

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Appropriate storm water pollution control plans will be developed (e.g., a street sweeping program and/or periodic cleaning of storm drains, catch basins, etc.). Implementation of these measures will reduce the amount of urban pollutants in runoff to the maximum extent feasible, thereby substantially lessening the significant effect identified in the final EIR.

Cultural Resources

Significant Effect - Given the alluvial nature of the area, it is possible that subsurface archaeological deposits exist on the project site. In addition, if future geotechnical investigations indicate that older (being of the Pleistocene age--10,000 years old or more) alluvial deposits of the San Pedro or Santa Barbara Formations exist on the project site, paleontological resources may also exist on the site.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The initial stages of grading of the study area will be periodically inspected by an archaeologist. The archaeologist should be prepared to quickly assess the value and recover any archaeological remains that appear. The observation should be terminated when the archaeologist is satisfied that grading is deep enough to be below any possible archaeological deposition.

If archaeological remains are encountered, the archaeologist will prepare a written report describing the finds. Should human remains of Native American origin be encountered, the County Coroner's office shall be contacted, pursuant to the procedures set forth in Section 7050.5 of the Health and Safety Code. In addition, the state Native American Heritage Commission and the appropriate local Indian groups will be contacted.

If future geotechnical investigations indicate that older alluvial deposits of the San Pedro (or Santa Barbara) Formation are within the limits of future excavation, a paleontologist will be retained to observe the excavations that would encounter these

older rock units. Implementation of these measures will eliminate any potential impact to archaeological or paleontological resources that may exist on the site.

Land Use and Aesthetics

Significant Effect - Implementation of the proposed project will probably result in the two existing mobile home parks located within the project area being annexed to the city and redeveloped with commercial and light industrial uses at some future date.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - At such time as the existing mobile home parks are annexed to the city and other uses are proposed for those parcels, the state requirements for the closure of the mobile home parks, as enumerated in the final EIR, will be met. Compliance with these requirements will mitigate the impact of the closure of the mobile home parks on the residents.

Significant Effect - The proposed project will increase access to the agricultural parcels to the north of the project, thereby possibly increasing the opportunity for trespassing and vandalism.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - A chain link fence will be constructed on the northern border of the project area to preclude access from the project to the agricultural parcels located immediately north of the site. Implementation of this measure will eliminate the identified impact.

Significant Effect - The proposed project has a potential to create nighttime light and glare impacts for surrounding land uses because certain uses in the project, such as the proposed auto center, are likely to utilize high-intensity display lighting.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Only high cutoff light fixtures that direct lighting downward will be allowed within the project area. The use of high cutoff lighting fixtures will eliminate or substantially reduce any nighttime light and glare impacts.

Significant Effect - Extension of the existing westbound freeway ramp road at Santa Clara Avenue to meet Las Posas Road will impact an existing 18-space trail park located to the east of Santa Clara Avenue and north of Ventura Boulevard. This trailer park will be impacted, however, by the construction of the planned partial cloverleaf interchange with the Ventura Freeway at Santa Clara/Rice Avenue.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The proposed extension of the freeway ramp road will be realigned to the west to avoid the existing trailer park. This realignment will be reflected in the final improvement plans and will mitigate the identified significant impact.

Significant Effect - Implementation of the project will exert a long-term change in the visual and aesthetic character of the area as urban uses replace agricultural/rural uses. Views will be altered from the Ventura Freeway, a designated scenic highway.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The design of the project is sensitive to the designation of the Ventura Freeway as a scenic

highway. The project specific plan includes architectural guidelines, landscape standards, sign standards and a public art program to ensure the attractiveness of the project as viewed from surrounding areas and roadways.

Although the change in the visual and aesthetic character of the area from agricultural/rural to urban is an unavoidable impact, the design guidelines and standards included in the project specific plan will substantially lessen the visual impact of the project.

Significant Effects - Circulation Alternative A, as modified and shown on the attached Exhibits 1 and 2, will be incorporated into the proposed project. In the ultimate condition, this planned circulation system involves the realignment of Ventura Boulevard to the west of Rose Avenue and the east of Santa Clara Avenue. To the west of Rose Avenue, Ventura Boulevard will be realigned to the north to meet Las Posas Drive at Rose Avenue as shown in Exhibit 2 (attached). This realignment will impact an existing parcel located adjacent to Rose Avenue. Currently, this parcel is used for agricultural purposes. To the east of Santa Clara Avenue, Ventura Boulevard will be realigned to the north of the interchange between Nyeland Avenue and Santa Clara Avenue. This realignment will impact existing commercial and residential uses.

FINDING 3 - Specific economic, social or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts In Support of Finding - The proposed circulation system would not result in the land use impacts identified above. This alternative would, however, result in significant circulation and traffic impacts on streets in the El Río and Nyeland Acres areas. Although this alternative is feasible, it is not considered as desirable as Circulation Alternative A (modified) due to the circulation and traffic impacts that will result.

Significant Effect - Three of the four alternative alignments for the East Oxnard Bypass Freeway would impact the proposed project. At this time, there is no schedule for right-of-way acquisition or construction of this planned facility. The currently adopted freeway agreement alignment for the freeway would travel through the center of the project area. The Rice Avenue Alignment, which is

currently preferred by local jurisdictions, would impact the eastern portion of the project site. At this time, it is anticipated that this alignment will be formally adopted by the California Transportation Commission in lieu of the currently adopted alignment. Either alignment would impact the project and, in turn, the project may hamper implementation of the planned freeway.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The City of Oxnard and Caltrans will cooperate during subsequent planning of the freeway and the individual projects in the specific plan area. The City of Oxnard and Caltrans will review all individual project site plans for areas that may be affected by the future freeway to ensure that any conflicts between proposed structures and the planned freeway are minimized. In addition, the City of Oxnard and Caltrans will consult on the detailed design of the Freeway and freeway-to-freeway interchange to ensure that the final design minimizes impacts to existing and planned land uses in the project area to the extent feasible. Through this continuing coordination, it is anticipated that this impact can be reduced to a level that is less than significant.

FINDING 3 - Specific economic, social, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts in Support of Finding - There are no measures available to mitigate this impact other than implementing the No Project alternative. The No Project alternative was evaluated in the EIR and considered during the public review process. This alternative is rejected in favor of the current project for the reasons cited in the EIR, as well as those noted in Attachment 1.

The remaining unavoidable significant effect is acceptable when balanced against the facts set forth above and in the Statement of Overriding Considerations contained in Attachment 2.

Agricultural Resources

Significant Effect - Implementation of the proposed project would result in the elimination of the onsite agricultural activities. Currently, 173 acres of the 204-acre site are under cultivation.

FINDING 3 - Specific economic, social, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts in Support of Finding - There are no measures available to mitigate this impact other than implementing the No Project alternative. The No Project alternative was evaluated in the EIR and considered during the public review process. This alternative is rejected for the reasons cited in the EIR as well as for the reasons noted in Attachment 1.

- The remaining unavoidable significant effect is acceptable when balanced against the facts set forth above and in the Statement of Overriding Considerations contained in Attachment 2.

Transportation/Circulation

Significant Effect - The project will generate approximately 50,600 trips per day at buildout. The addition of this traffic to the local circulation system would have a significant impact on roadways and intersections in the area if planned and recommended roadway improvements, including construction of the planned partial cloverleaf interchanges at Rose and Santa Clara/Rice avenues, are not implemented. With such improvements, all roadways and intersections in the vicinity of the project will operate at an acceptable level of service.

The proposed project may, however, result in temporary impacts at different times during the buildout of the circulation system in the area. As discussed in the final EIR, an assessment district will be formed by the City of Oxnard to help fund the design and construction of the Rose Avenue/Route 101 interchange. Local funds will be combined with available state funds to ensure that the interchange is constructed within the shortest possible time frame. It is anticipated that the Rose Avenue/Route 101 interchange will be constructed by 1990-1991. The project area will be included in the assessment district.

At this time, it is anticipated that the Santa Clara/Rice Avenue interchange will also be funded by a combination of sources, including state funds, the city's traffic impact fees and formation of an assessment district. An assessment district is currently being formed that includes funding for a portion of the interchange improvements at Santa Clara/Rice avenues. The date of completion for the full interchange at Santa Clara/Rice avenues is not known at this time.

Prior to completion of the Rose and Santa Clara/Rice Avenue interchanges, the project may temporarily impact intersections in the vicinity of the site. The duration and extent of these impacts will depend on the pace at which the project builds out. Completion of the interchange improvements at Rosa/Santa Clara/Rice avenues will mitigate project impacts.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The Rose-Santa Clara Corridor Specific Plan will include a circulation master plan intended to provide an adequate circulation system for project traffic and mitigate impacts to the offsite circulation system. The master plan will specify the configuration of all onsite and offsite streets and intersections. Implementation of the recommended circulation system and improvements will mitigate the traffic impacts of the project to a level that is less than significant.

FINDING 3 - Specific economic, social, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts in Support of Finding - The draft EIR included a recommendation that phasing restriction be placed upon the project to avoid the temporary traffic impacts that may occur prior to completion of the planned interchanges at Rose and Santa Clara/Rice avenues. The imposition of phasing constrictions would, however, affect the economic viability of the proposed auto sales and service, retail commercial and business park uses proposed; for this reason, this mitigation measure is considered infeasible. Specifically, the phasing restriction would limit development of the site

until the new interchanges were in. Partial development of the site would restrict the flow of revenues necessary to fund the needed infrastructure improvements, thereby making the project economically infeasible.

With the exception of the No Project alternative, all of the project alternatives would generate sufficient traffic to require improvements to the affected local and regional transportation facilities. The land use alternatives examined would generate significantly less traffic than the proposed project; however, these alternatives, would generate substantially less revenue than the proposed project, which would affect the project's ability to fund the necessary infrastructure improvements and participate in the assessment district for the Rose Avenue interchange.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above, as well as those noted in Attachment 1.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations contained in Attachment 2.

Significant Effect - The interim circulation improvements include proposals to cul-de-sac Ventura Boulevard immediately west of Santa Clara Avenue and to restrict turning movements from Ventura Boulevard east of Santa Clara Avenue and west of Rose Avenue to right turns only. In addition, Ventura Boulevard would be realigned to the north to meet the intersection of Rose Avenue and Stroube Street and the existing westbound freeway ramps at Santa Clara Avenue will be extended to meet Las Posas Road at Santa Clara Avenue. These improvements will, however, result in Ventura Boulevard becoming a discontinuous street and will restrict access to and from the existing land uses located east of Rose Avenue and east and west of Santa Clara Avenue, and from the existing land uses located between the Santa Clara Avenue Bridge and the westbound freeway ramps. The proposed ultimate circulation system would also result in Ventura Boulevard becoming a discontinuous street. These proposed improvements will change existing circulation patterns and result in the redistribution of traffic, thereby impacting streets in the El Rio and Nyeland Acres area.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - With minor modifications, Circulation Alternative A, as described in the final EIR, will be incorporated into the project. This alternative would maintain Ventura Boulevard as a through frontage road to the extent feasible. This will mitigate the impact to local streets in the El Rio and Nyeland Acres areas. The attached Exhibits 1 and 2 show Circulation Alternative A (modified) as it will be incorporated into the project. In the interim, prior to the construction of the interchanges at Rose and Santa Clara/Rice avenues, the existing ramp road at Santa Clara Avenue will be extended to meet Los Posas Drive. Ventura Boulevard will be maintained as a through frontage road at Santa Clara Avenue. The existing freeway offramp at Santa Clara Avenue will be relocated approximately 800 feet south of its present location. The relocation of this ramp will increase the safety and capacity of the existing intersection by reducing the number of traffic movements occurring at the intersection. With the new location of the offramp, westbound traffic exiting the freeway will merge onto Ventura Boulevard. With the provision of a merging lane, this movement can be completed safely. In addition to the relocation of the offramp, a signal will be installed at the existing intersection of Ventura Boulevard and the westbound freeway ramp.

At the western side of the project, Las Posas Drive will be realigned in planning area 1 to meet Rose Avenue approximately 400 feet south of Stroube Street. This will mitigate the impact of project traffic on Stroube Street. Ventura Boulevard will be realigned in planning area 1 to meet Los Posas Drive. The existing intersection of Ventura Boulevard and the freeway ramp road at Rose Avenue will be reconfigured as shown in Exhibit 1 to minimize conflicting vehicle movements and improve the safety and capacity of the intersection. A traffic study will be prepared to analyze the capacity of the interim circulation system. This information will be utilized to determine if phasing of the project is necessary and to develop appropriate phasing recommendations.

The ultimate circulation system shown in Exhibit 2 includes the planned partial cloverleaf interchanges at Rose and Santa Clara/Rice avenues and the realignment of Ventura Boulevard to the west of Rose Avenue and the east of Santa Clara Avenue. West of Rose Avenue, Ventura Boulevard will be realigned to the north to meet Los Posas Drive at Rose Avenue. At Santa Clara Avenue, Ventura Boulevard will be realigned to the north between Nyeland Avenue and Santa Clara Avenue. In the ultimate condition, Ventura Boulevard will become a cul-de-sac to the west of Santa Clara Avenue within the project area. An additional north/south collector street will be provided along the boundaries of parcels 3 and 8 to mitigate this impact and provide access to parcels in this area of the project site. The realignment of Ventura Boulevard will be accomplished concurrently with the construction of the freeway interchanges.

This circulation system will mitigate the circulation impacts associated with the proposed circulation system by maintaining Ventura Boulevard as a through frontage road to the extent feasible given the configuration of the planned interchanges at Rose and Santa Clara/Rice avenues.

Significant Effect - The proposed cul-de-sac of Ventura Boulevard is longer than the 600-foot maximum allowed by City of Oxnard standards.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The Rose-Santa Clara Corridor Specific Plan will incorporate an additional north/south collector street located approximately 600 feet from the end of the proposed cul-de-sac in the buildout circulation system to mitigate this impact.

Air Quality

Significant Effect - Short-term grading and construction activities will generate fugitive dust emissions and may result in the exposure of construction workers to San Joaquin Valley Fever.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Unpaved areas will be watered regularly and treated with chemical stabilizers to reduce fugitive dust emissions during the construction period. Because of the potential health hazard associated with contracting San Joaquin Valley Fever, three additional mitigation measures should be implemented: (1) employment of local workers (who have greater immunity to the disease) when possible; (2) use of face masks; and (3) use of air-conditioned cabs in heavy construction and grading equipment where possible. Implementation of these measures will mitigate the short-term impacts of the project on air quality to the maximum extent feasible.

Significant Effect - The proposed project will individually and cumulatively have a significant effect on air quality. It is estimated, at buildout, that the proposed project would result in the generation of 175.7 tons/year of ROC and 145.1 tons/year of NOx. These pollutants will add to the county emission inventory.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The proposed specific plan incorporates Transportation System Management (TSM) strategies designed to minimize the demand for travel, thus reducing congestion and the air quality impacts associated with the project to the maximum extent feasible. These strategies and tactics include incentives, physical improvements and transportation services designed to increase the attractiveness of alternatives to single-occupant vehicle use, such as using public transit, riding bicycles and ridesharing. Implementation of these measures will mitigate the air quality impact of the project to the maximum extent feasible.

FINDING 3 - Specific economic, social, or other considerations make the mitigation measures or project alternatives identified in the final EIR infeasible.

Facts in Support of Finding - With the exception of the No Project alternative, each of the alternatives considered for the project would result in a significant impact on air quality. Although these alternatives would result in lesser amounts of emissions than the proposed project, the level of emissions associated with these alternatives would still be significant.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above, as well as those noted in Attachment 1.

The remaining unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations contained in Attachment 2 and in consideration of the fact that all known and feasible mitigation measures have been applied to the project.

Noise

Significant Effect - Traffic associated with the project will result in significant noise increases on some roadways in the vicinity of the project. Noise-sensitive land uses that will be impacted include residences located immediately west of Rose Avenue between the freeway and Collins Street and east of Santa Clara Avenue between Las Posas Drive and Eucalyptus Drive.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - Mitigation of significant increases in roadway noise levels on residential land uses located along Rose Avenue between Las Posas Drive and Eucalyptus Drive is required. Mitigation measures, such as the construction of noise barriers and/or insulation of structures, may be necessary. Further acoustical analyses will be conducted to determine appropriate mitigation measures and demonstrate that interior noise levels will be less than 45 dB CNEL and that exterior noise levels will be less than 65 dB CNEL. The mitigation measures specified in these detailed studies will be implemented to mitigate the noise impacts of the project to a level that is less than significant.

Significant Effect - Under the proposed specific plan, a hotel/motel could be located within the 60 dB CNEL contour associated with the Ventura Freeway.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - If the proposed hotel/motel is located within the 60 dB CNEL contour, an acoustical engineer shall be required to certify that the outdoor noise levels are less than 65 dB CNEL and the interior noise levels are less than 45 dB CNEL with mitigation measures. The mitigation measures specified in the required noise study will be implemented to mitigate the noise impacts of the freeway on any hotel/motel uses to a level that is less than significant.

Public Services and Utilities

Significant Effect - Implementation of the proposed project in itself and in conjunction with cumulative development project will result in a significant increase in the demand for and utilization of certain public services and utilities. These effects specifically include the following:

- Public Safety - The project will add to the cumulative demand for additional police and fire protection personnel and facilities.
- Drainage Facilities - Development of the site will increase onsite storm runoff volumes and velocities. The eastern half of the project site is currently subject to shallow flooding during significant storms due to the flat nature of the area and the insufficient capacity of existing drainage facilities. Specifically, the Santa Clara Avenue Drain and the Nyeland Drain do not have sufficient capacity to accept existing runoff or the increase in runoff associated with development of the project site.
- Water Service - The project site is an area of low water pressure. The project will require improvements to the City of Oxnard water delivery system to increase water pressure and provide service to the project site.
- Wastewater Service - The project will require improvements to the City of Oxnard sewer system to provide service to the project site.

FINDING 1 - The changes or alterations required in, or incorporated into the project, as listed below, will avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific Mitigation Measures Required and Facts in Support of Finding - The City of Oxnard will provide additional resources as required to serve the public safety needs of the proposed project and other anticipated development. The proposed specific plan includes drainage, water and sewer master plans that include all improvements necessary to serve the site without impacting adjacent areas or existing facilities. An assessment district will be formed to finance the construction of those improvements. Construction of these improvements will mitigate the impacts of the project.

ATTACHMENT 1
PROJECT ALTERNATIVES

Four land use alternatives to the current project proposal were identified and evaluated in EIR 85-3 (see Section 7.0 of the final EIR). In addition, six circulation system alternatives were identified and evaluated (see Section 7.5 of the final EIR). Following is a brief summary of the project alternatives and an explanation of the reasons for rejecting those alternatives in favor of the project as proposed.

Alternative 7.1: No Project - With this alternative, none of the proposed actions would occur and the site would remain in its present state and would preserve the present agricultural and low-intensity urban uses on the site for a limited number of years. As all environmental impacts would be avoided with this alternative, it is considered to be environmentally superior to the proposed project. Although the No Project alternative would avoid or delay the impacts of site development, it is unlikely that the site would be maintained with the present uses in perpetuity. The site, due to its proximity to the Ventura Freeway (U.S. 101), and the planned State Route 232 and Santa Clara Avenue and Rose Avenue Interchanges, will likely continue to experience considerable development pressures. The pressures will be increased by the fact that the Oxnard General Plan designates the site for urban uses. The City of Oxnard, therefore, does not consider the No Project Alternative to be viable over the long term. In addition, this alternative would not generate the substantial revenues and employment opportunities associated with the project as proposed. Based on the considerations outlined above, this alternative was rejected in favor of the proposed project.

Alternative 7.2 - This alternative is identical to the project with the exception of the land use for planning areas 1 and 2. The proposed auto center in area 1 would be replaced by low-density residential uses. The land uses proposed for area 2, including retail commercial and business park uses, would be replaced by a mix of low-rise office and light-industrial development. This alternative would generate less traffic and associated air quality impacts than the proposed project. Substantially less revenue would be generated by this alternative. Impacts on all other natural resource and public service areas would be similar to the proposed project. This alternative would not help meet the demonstrated demand for specialized

commercial uses, as would the proposed project. In addition, the residential and general commercial office uses would not be consistent with the existing general plan, which designates the portion of the site adjacent to the freeway for specialized commercial uses. Based primarily upon on the land use balance and revenue considerations, this alternative was rejected in favor of the current proposal.

Alternative 7.3 - This land use alternative consists of low-density residential uses in planning areas 1 and 2 and commercial/manufacturing uses in areas 3 through 9. This alternative would generate substantially less traffic and associated air quality impacts than the proposed project. Impacts in other natural resource areas would be similar. The impacts to the affected public service systems would also be less significant. This alternative would, however, generate only 5 percent of the revenues that would be associated with the proposed project. This smaller revenue base would affect the ability of the project to pay for the circulation, drainage, sewer and water improvements necessary to serve the site. This alternative would also not help meet the demonstrated demand for specialized commercial uses as does the proposed project. The residential uses would not be consistent with the existing specialized commercial general plan designation for the portion of the project site located adjacent to the freeway. Based primarily on the land use and revenue considerations, this alternative was rejected in favor of the proposed project.

Alternative 7.4 - This alternative involves implementing the current general plan land use designations for the site. With this alternative, the portion of the site adjacent to the freeway would be developed with truck and heavy equipment sales and service uses. The remainder of the site would remain as open space through 1990, and then be developed with residential uses. This alternative would result in less significant impacts than the proposed project. It is not considered likely, however, that there is sufficient market demand for truck and heavy equipment sales and service uses to utilize the 82 acres of land designated for this use. Again, this alternative would not help meet the demonstrated demand for specialized commercial uses as would the proposed project. This alternative would also generate less revenue than the proposed project. For these reasons, this alternative was rejected in favor of the proposed project.

Alternative 7.5 - The proposed onsite circulation system and proposed offsite circulation improvements would result in significant effects on existing circulation

ATTACHMENT 2
STATEMENT OF OVERRIDING CONSIDERATIONS

BACKGROUND

The California Environmental Quality Act (CEQA) and the State EIR Guidelines (Section 15093 of the Guidelines) state that:

- "(a) CEWQA requires the decision maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.' "
- (b) Where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR but not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or (a)(3).
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination."

The City of Oxnard proposes to approve amendments to the General Plan Land Use Element, as well as adopt a specific plan for the area referred to as the Rose-Santa Clara Corridor site. Because the actions constitute a project under CEQA and the Guidelines, an EIR has been prepared. The final EIR (85-3) has identified certain unavoidable environmental risks of the project. The Planning Commission has considered the following benefits of the proposed project, and has balanced those benefits against the project's unavoidable environmental effects. The Planning Commission hereby finds that the following benefits outweigh the unavoidable environmental effects and are overriding:

1. The Rose-Santa Clara Corridor Specific Plan will provide a comprehensive and coordinated development plan for the 204-acre study area.
2. The project is consistent with the goals and applicable policies of the Oxnard General Plan.

patterns. Several alternatives to the proposed circulation system and improvements were evaluated. Each of the six alternatives examined would result in greater direct land use and/or circulation impacts than the proposed circulation system and improvements. In addition, some of the alternatives examined would not be compatible with the planned partial cloverleaf interchanges at Rose and Santa Clara/Rice avenues. For these reasons, these alternative circulation systems were rejected in favor of the proposed onsite circulation system and offsite improvements. An additional alternative not analyzed in the EIR, Circulation Alternative A (modified), is considered superior to the proposed circulation system. This system maintains Ventura Boulevard as a through frontage road to the extent feasible, given the configurations of the planned partial cloverleaf interchanges at Rose and Santa Clara/Rice Avenue. This alternative would mitigate the circulation impacts associated with the proposed circulation system. While Circulation Alternative A (modified) would result in significant land use impacts, this impact is considered less significant than the circulation impacts that would result from the implementation of the proposed circulation system and, for this reason, this alternative is considered preferable to the project as proposed.

3. Upon completion, the project will result in a net revenue increase of 2.76 million dollars per year to the City of Oxnard.
4. The project will result in the provision of approximately 2,640 employment opportunities within Oxnard.
5. The project will help meet a projected need for specialized commercial shopping and service uses within Oxnard.
6. The project will help fund major transportation/circulation improvements, such as the reconstruction of the Rose Avenue interchange, that will not only serve the project site, but will also benefit areawide traffic movement.
7. The project includes plans and funding mechanisms to implement improvements to water, wastewater and drainage systems that will not only serve the project site but will benefit surrounding areas.
8. The project includes design features guidelines and standards that will ensure development of an aesthetically pleasing project that will enhance the freeway corridor in Oxnard.

RESOLUTION NO. 6906

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT NO. 85-2, AN AMENDMENT TO THE LAND USE ELEMENT OF THE OXNARD GENERAL PLAN IN ACCORDANCE WITH THE PROVISIONS OF SECTION 65350 ET. SEQ. OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA CONSISTING OF VARIOUS COMPONENTS, FILED BY MR. BOB BIERIG, MR. VIGGO BOSERUP, MR. DOUGLAS C. OFF AND MR. FRANK WOODWARD.

WHEREAS, the Planning Commission of the City of Oxnard has considered an amendment to the General Plan entitled General Plan Amendment No. 85-2 consisting of various components to amend the Land Use Element maps and text, in accordance with the provisions of Section 65350 et. seq. of the Government Code of the State of California; and

WHEREAS, The Community Development Director has determined that modifications to the Land Use Element proposed by this amendment will have a significant impact on the environment, warranting an environmental impact report (EIR 85-3) which has been duly prepared and certified in accordance with the California Environmental Quality Act, as amended, and with the guidelines established by the City Council and Resolution No. 8569; and

WHEREAS, the Planning Commission of the City of Oxnard has made findings and a statement of overriding considerations with regard to the significant environmental effects of the proposed project as required by Sections 15091-15093 of the State of California CEQA Guidelines; and

WHEREAS, the Planning Commission has held public hearings and reviewed all written and oral testimony pursuant to the provisions of section 65350 et. seq. of the Government Code of the State of California; and

WHEREAS, the Planning Commission finds that, after due study and deliberation, the public interest and general welfare requires the adoption of the general plan amendment request in General Plan Amendment No. 85-2.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends to the City Council the adoption of General Plan Amendment No. 85-2, an amendment to the Land Use Element of the Oxnard General Plan in accordance with the provisions of Section 65350 et. seq. of the Government Code of the State of California consisting of the following actions:

1. Amendment of the Land Use Map to change the existing land use designations of specialized commercial-truck and heavy equipment sales and service and open space to specialized commercial-auto dealerships and specialized shopping and limited industrial.
2. Amendment of Phasing Map to change the existing phasing designations from Phase 1, 2, and 3 to Phase 1.

ATTACHMENT 4

Resolution No. 6906
Page Two

- 3. Amendment to the 1990 Land Use Tables for Major commercial Centers and Industrial Areas to reflect the increase in commercial and industrial acreage associated with the proposed change in land use designations.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 26th day of June, 1986, by the following vote:

AYES: Commissioners: Paul, Flores, Racine, Elias, Duff, Perez

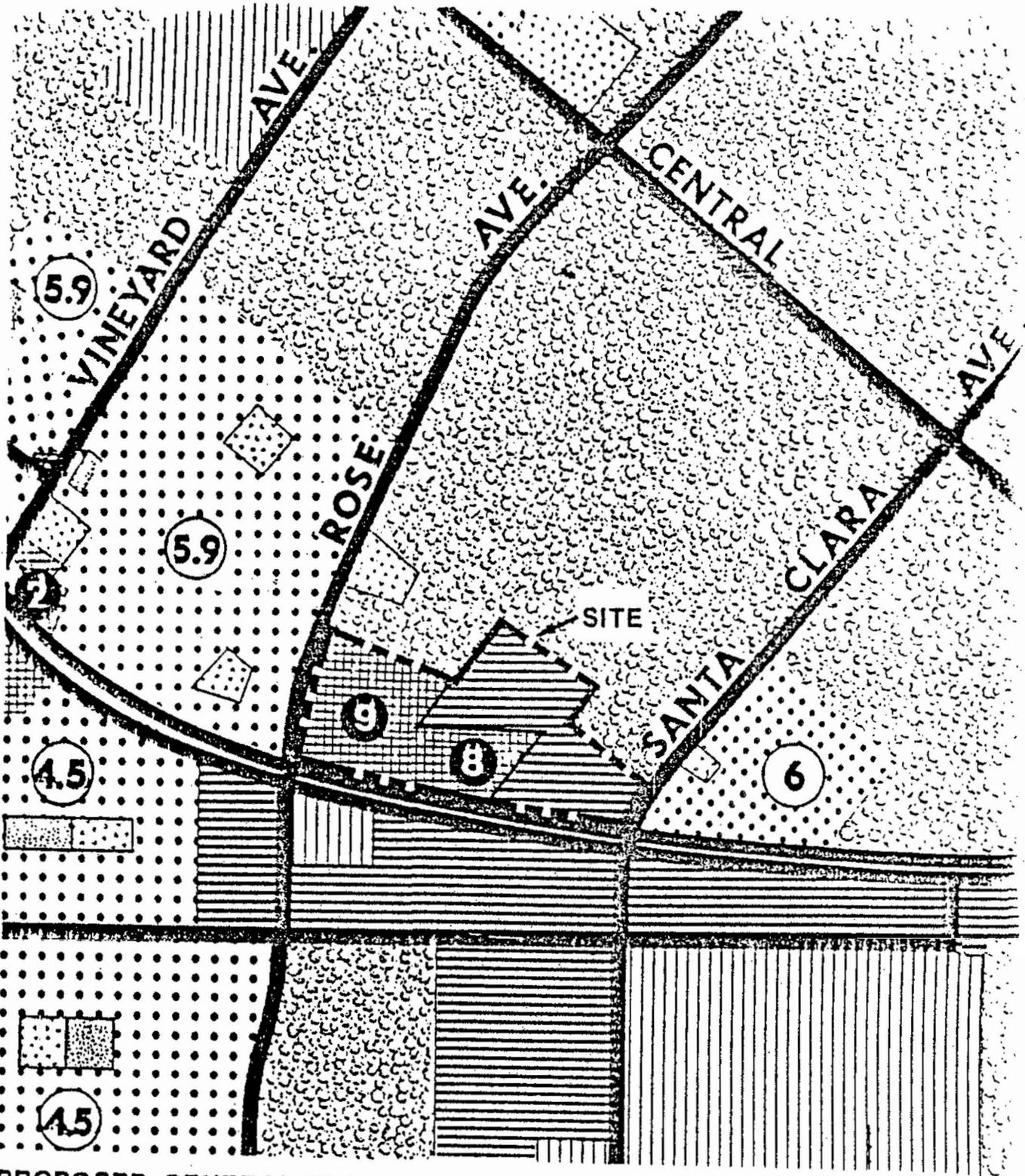
NOES: Commissioners: None

ABSENT: Commissioners: Dressler

ABSTAIN: Commissioners: None

Manuel L. Perez, Chairman.

ATTEST: Richard J. Maggio
Richard J. Maggio, Secretary

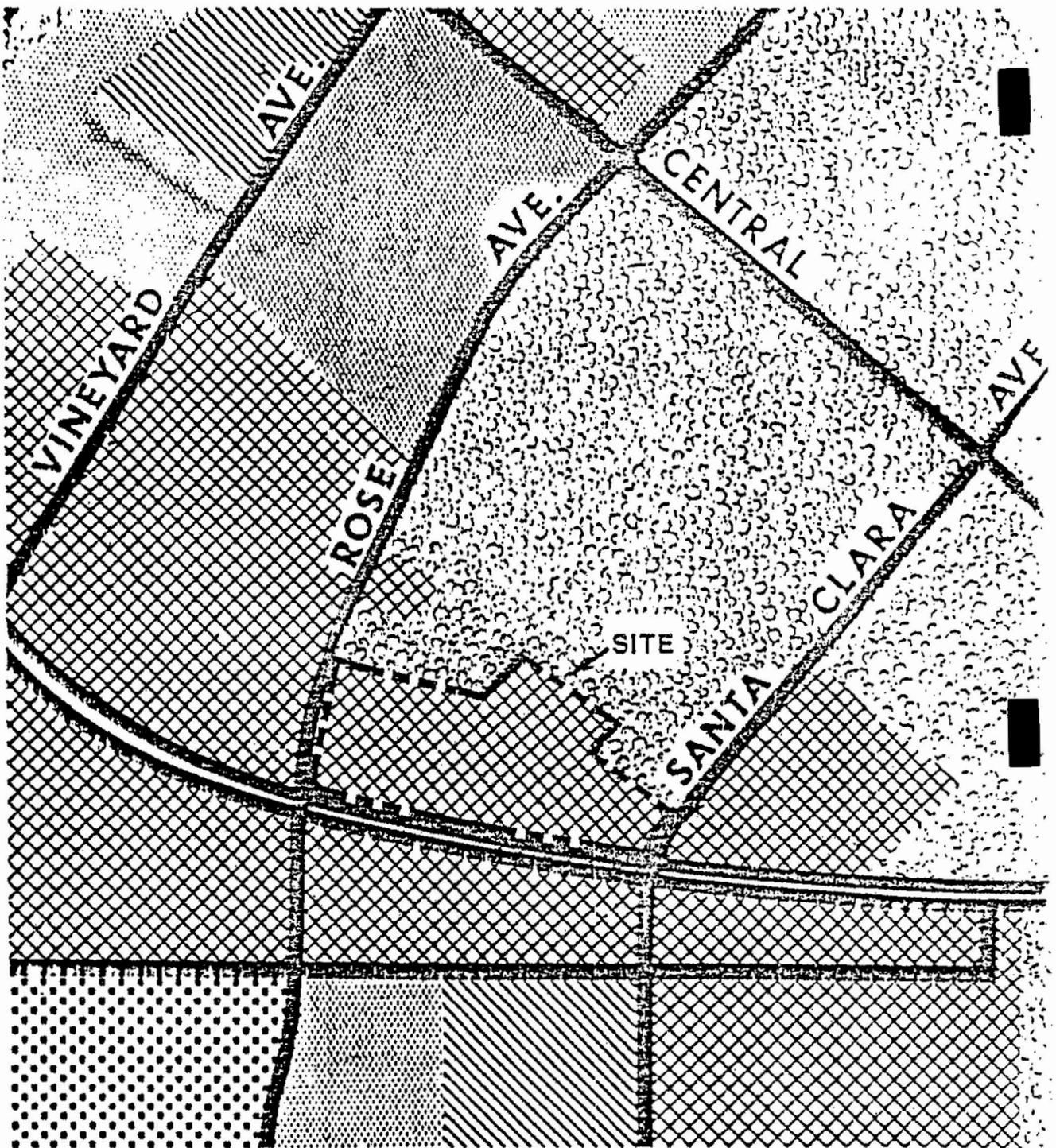


PROPOSED GENERAL PLAN LAND USE DESIGNATIONS


 CITY OF
 DEPARTMENT OF
 PLANNING AND BUILDING SERVICES

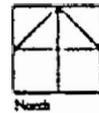


SCALE: 1" = 2000'
 GPA-85-2



PROPOSED PHASING DESIGNATIONS


 CITY OF
 NAPA
 DEPARTMENT OF
 PLANNING AND BUILDING SERVICES



SCALE: 1" = 2000'
 GPA-85-2

PROPOSED TABLE

LAND USE 1990 MAJOR COMMERCIAL CENTERS

AREA (ACRES)

<u>Commercial Area</u>	<u>Total</u>	<u>Commercial</u>	<u>Park</u>	<u>Other</u>
Central Business District	199.7	184.4	1.7	13.6 ^a
Esplanade				
Regional Center	84.4	84.4 ^b	0.0	0.0
Wagon Wheel	64.0	64.0	0.0	0.0
Financial Plaza	32.4	32.4	0.0	0.0
Twin Centers	43.6	43.6 ^c	0.0	0.0
Rose-Santa Clara Avenue Corridor	<u>107.3</u>	<u>107.3</u>	<u>0.0</u>	<u>0.0</u>
Total	531.4	516.1	1.7	13.6

- a City Hall
- b 64 acres Regional Center
- c Regional Center

PROPOSED TABLE

1990 LAND USE
INDUSTRIAL AREAS

AREA (ACRES)

<u>Area</u>	<u>Total</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Extractive Industrial</u>	<u>Park</u>	<u>Public Utility</u>	<u>Other</u>
Vineyard Avenue	566	0	237	329	0	0	0
Airport	370	10	149	0	0	0	21 ^a
Central	787	8	731	0	0	0	48 ^b
Northeast ^c	1,730 ^d	0	1,730 ^d	0	0	0	0
Ormond Beach	1,219	0	557	0	169	402	91 ^c
Mandalay Generating Plant	123	0	0	0	0	123	0
Rose-Santa Clara Avenue Corridor	<u>97</u>	<u>0</u>	<u>97</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4,892	18	3,501	329	169	525	350

a Airport

b Forty-three acres Railroad; 5 acres Drainage Facilities.

c Fifth acres Open Space; 37 acres Drainage Facilities; 4 acres Railroad.

d Reflects increase of 736 acres in the Industrial Acreage for the renamed Northeast Industrial Area.

RESOLUTION NO. 6907

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A SPECIFIC PLAN FOR THE ROSE/SANTA CLARA CORRIDOR PROJECT AREA, WHICH WOULD ALLOW THE DEVELOPMENT OF SPECIALIZED COMMERCIAL AND LIGHT INDUSTRIAL USES ON APPROXIMATELY 204 ACRES OF LAND LOCATED NORTH OF THE VENTURA FREEWAY (U.S. 101) BETWEEN ROSE AND SANTA CLARA AVENUES IN ACCORDANCE WITH SECTION 65450 ET. SEQ. OF THE CALIFORNIA GOVERNMENT CODE.

WHEREAS, the Planning Commission of the City of Oxnard has considered adoption of a specific plan for the Rose/Santa Clara Corridor Project site in accordance with the provisions of Section 65450 et. seq. of the California Government Code; and

WHEREAS, the Community Development Director has determined that implementation of the proposed specific plan will have a significant impact on the environment, warranting an environmental impact report (EIR 85-3) which has been duly prepared and certified in accordance with the California Environmental Quality Act, as amended, and with the guidelines established by the City Council and Resolution No. 8569; and

WHEREAS, the Planning Commission for the City of Oxnard has made findings and a statement of overriding considerations with regard to the significant environmental effects of the proposed project as required by Sections 15091-15093 of the State of California CEQA Guidelines; and

WHEREAS, the Planning Commission has held public hearings and reviewed all written and oral testimony pursuant to the provisions of Section 65350 et. seq. of the Government Code of the State of California; and

WHEREAS, the Planning Commission finds that after due study and deliberation, the proposed specific plan is in conformance with, and provides for, the systematic implementation of the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends to the City Council adoption of said specific plan, as shown on Exhibit "A", on file in the Community Development Department and the following amendments:

- A. Exhibit B - Alternative Drainage Channel Alignment
- B. Exhibit 1 - Circulation Alternative A (modified) with Interim Circulation System
- C. Exhibit 2 - Circulation Alternative A (modified) with Ultimate Circulation System
- D. Letter of June 26, 1986, from the El Rio Municipal Advisory Council recommending adoption of measures for Rose/Santa Clara Corridor Specific Plan (Item No. 6 as amended).

- 1. Circulation Alternative "A" as modified to provide a relocated slip ramp approximately 800 feet east of Santa Clara Avenue;

ATTACHMENT 5

Resolution No. 6907
Page Two

2. Spot widening of Ventura Boulevard to provide safe right-hand turning movements by 18-wheeler truck-trailer rigs;
3. That the proposed extension of Collins Road easterly of Rose Avenue be offset so that east/west traffic movements are not aligned;
4. That other improvements be made to the intersection of Collins Street and Rose Avenue which discourage through-traffic on Collins. For example: east- and west-bound traffic on Collins should be restricted to right and left turning movements only and the travel lanes should be striped and signed accordingly;
5. That the City, developer, and project applicants monitor off-site conditions including, but not limited to, traffic and circulation, drainage, light and glare, noise, construction impacts, air pollution, etc.;
6. That the above-noted parties agree to address the responsibility for the correction of off-site problems generated by the project, and work through the El Rio Municipal Advisory Council towards resolution of such problems and take reasonable corrective actions within a reasonable time frame;
7. That Measures 5 and 6 above be reflected in the lease, covenants, codes, and restrictions, or other development agreement for those project lots adjacent to residential areas.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 26th day of June, 1986, by the following vote:

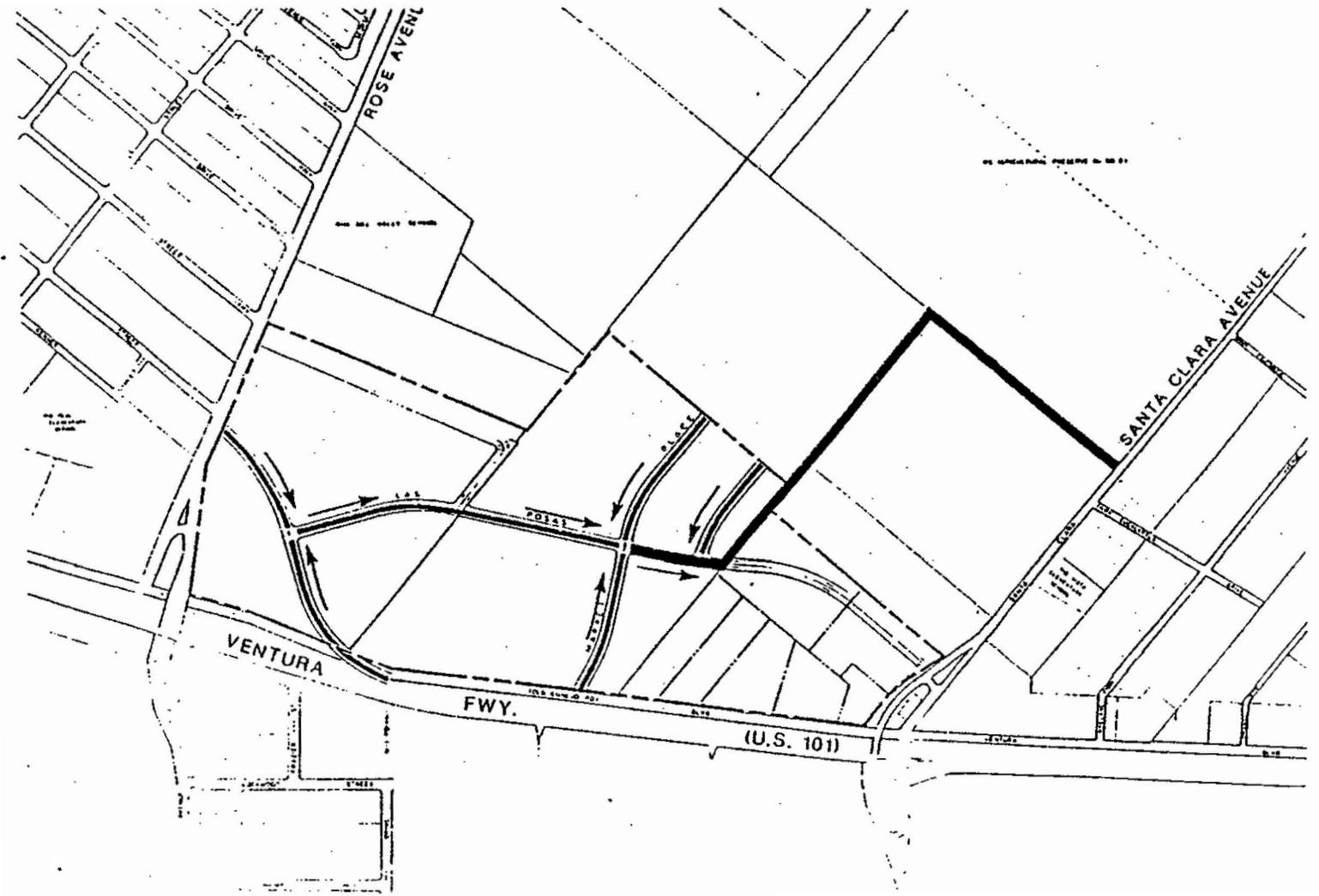
AYES: Commissioners: Paul, Duff, Elias, Racine, Flores, Perez
 NOES: Commissioners: None
 ABSENT: Commissioners: Dressler
 ABSTAIN: Commissioners: None

Manuel L. Perez, Chairman

ATTEST:

Richard J. Maggio
 Richard J. Maggio, Secretary

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ALTERNATIVE DRAINAGE CHANNEL ALIGNMENT
ROSE-SANTA CLARA
CORRIDOR SPECIFIC PLAN
City of Oxnard EIR 85-3

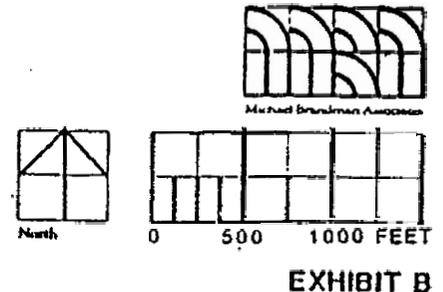
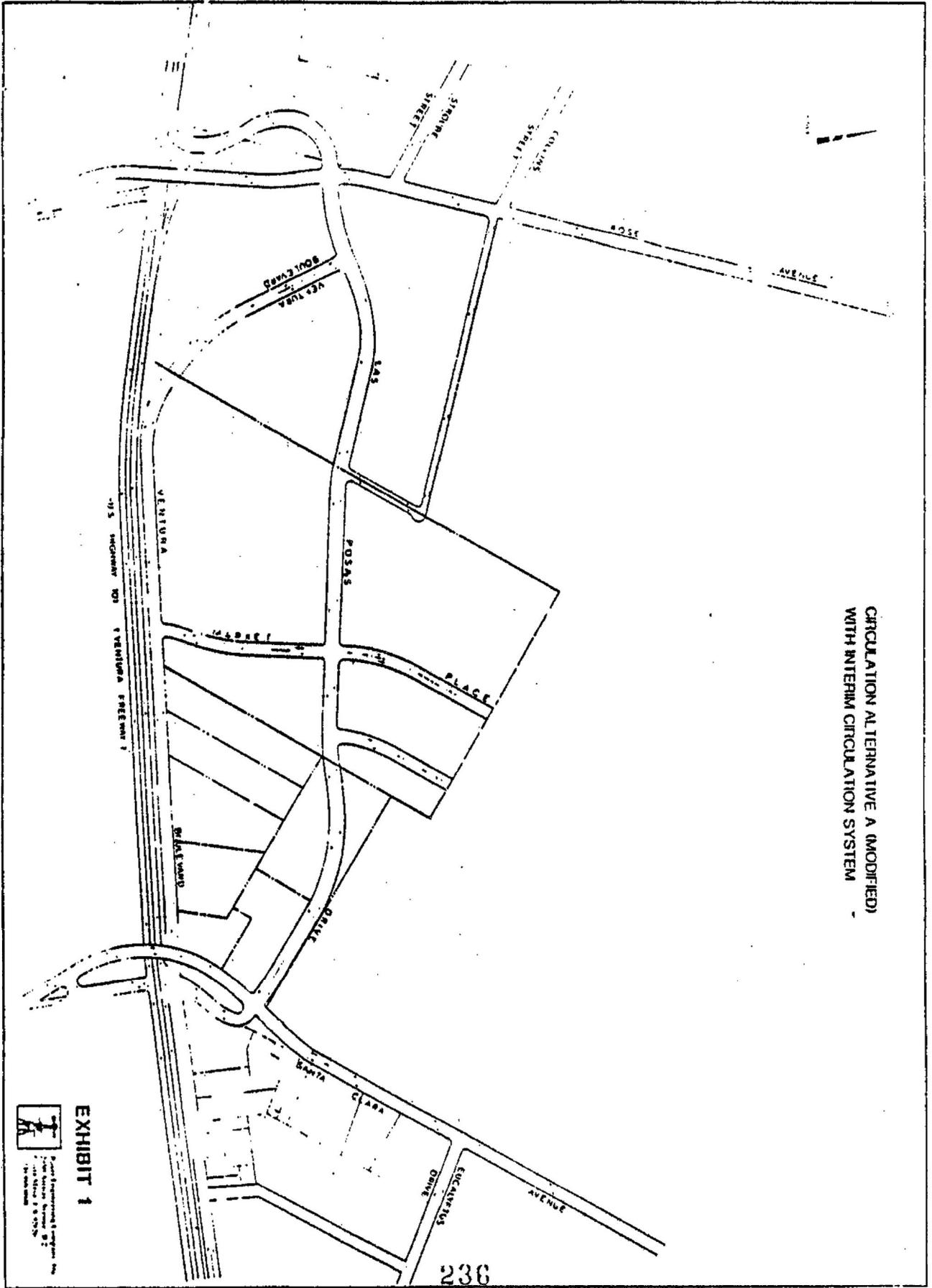


EXHIBIT B

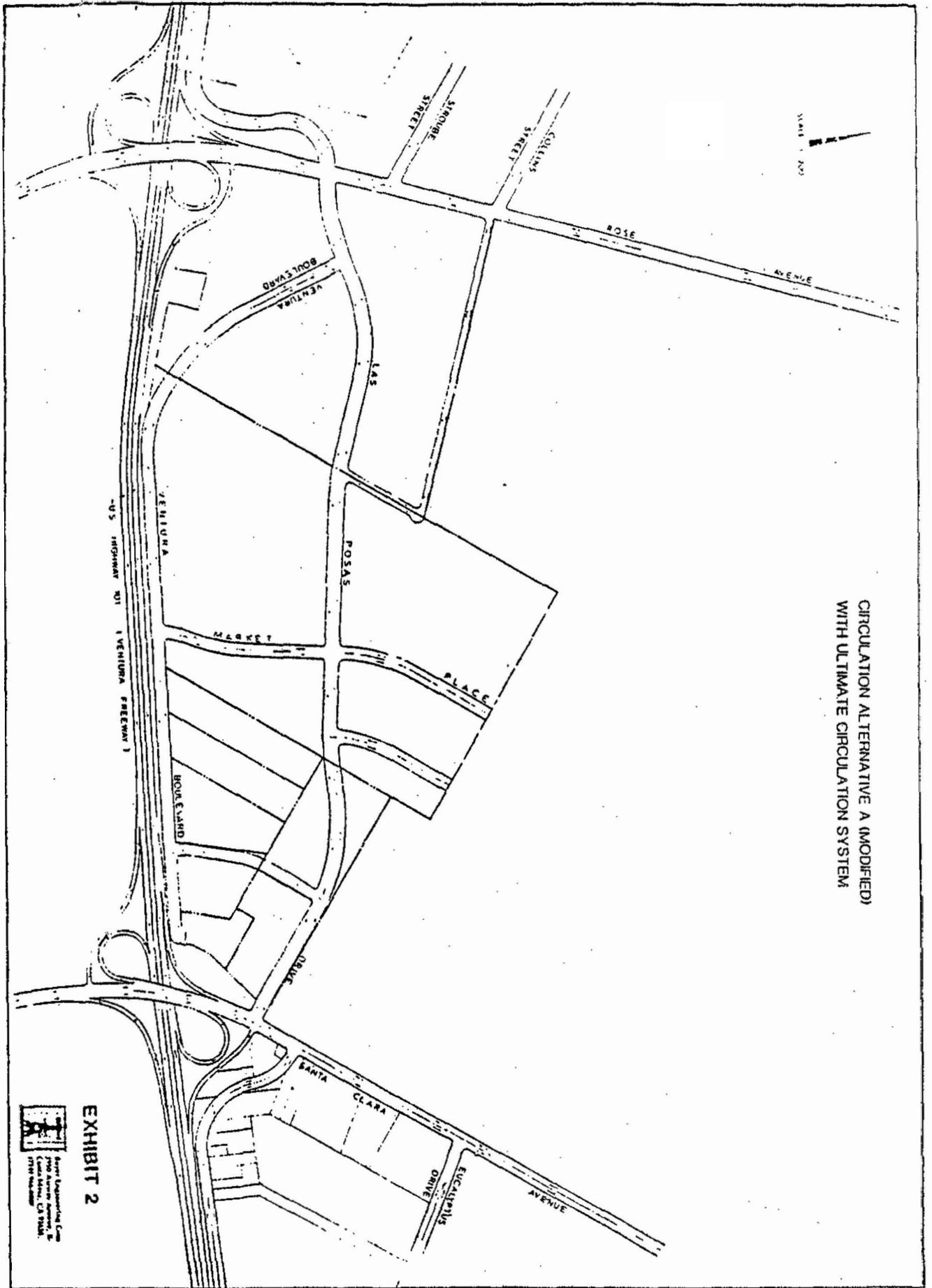


CIRCULATION ALTERNATIVE A (MODIFIED)
WITH INTERIM CIRCULATION SYSTEM

EXHIBIT 1


 Planning Department
 City of San Jose
 1000 West San Antonio Street
 San Jose, CA 95128
 (408) 299-3000

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CIRCULATION ALTERNATIVE A (MODIFIED)
WITH ULTIMATE CIRCULATION SYSTEM



 Peter Engineering, Inc.
 2000 Avenue of the Stars
 Suite 1000, Los Angeles, CA 90069
 (310) 470-1000

EXHIBIT 2

EL RIO MUNICIPAL ADVISORY COUNCIL
GOVERNMENT CENTER
800 SOUTH VICTORIA AVENUE
VENTURA, CALIFORNIA 93009
PHONE: (805) 656-1500 EXT. 2703

June 26, 1986

Manuel Perez, Chairman
City of Oxnard Planning Commission
305 W. Third Street
Oxnard, CA 93030

Dear Chairman Perez:

On June 19, 1986 the El Rio Municipal Advisory Council adopted a motion recommending the approval of the Rose Santa Clara Corridor Specific Plan. The Council also adopted the following measures:

1. Circulation Alternative "A" as modified to provide a relocated slip ramp approximately 800' feet east of Santa Clara Avenue;
2. Spot widening of Ventura Boulevard to provide safe right-hand turning movements by eighteen-wheel truck-trailer rigs;
3. That the proposed extension of Collins Road easterly of Rose Avenue be offset so that east/west traffic movements are not aligned;
4. That other improvements be made to the intersection of Collins Street and Rose Avenue which discourage thru traffic on Collins. For example: east and west bound traffic on Collins should be restricted to right and left turning movements only and the travel lanes should be striped and signed accordingly;
5. That the City, developer, and project applicants monitor off-site conditions including but not limited to traffic and circulation, drainage, light and glare, noise, construction impacts, air pollution, etc.;
6. That the above noted parties assume the full responsibility for the correction of off-site problems generated by the project, work through the El Rio Municipal Advisory Council towards resolution of such problems and take corrective action within a reasonable time frame.

Manuel Perez
 June 26, 1986
 Page Two

7. That Measures 5 and 6 above be reflected in the lease, covenants, codes, and restrictions, or other development agreement for those project lots adjacent to residential areas.

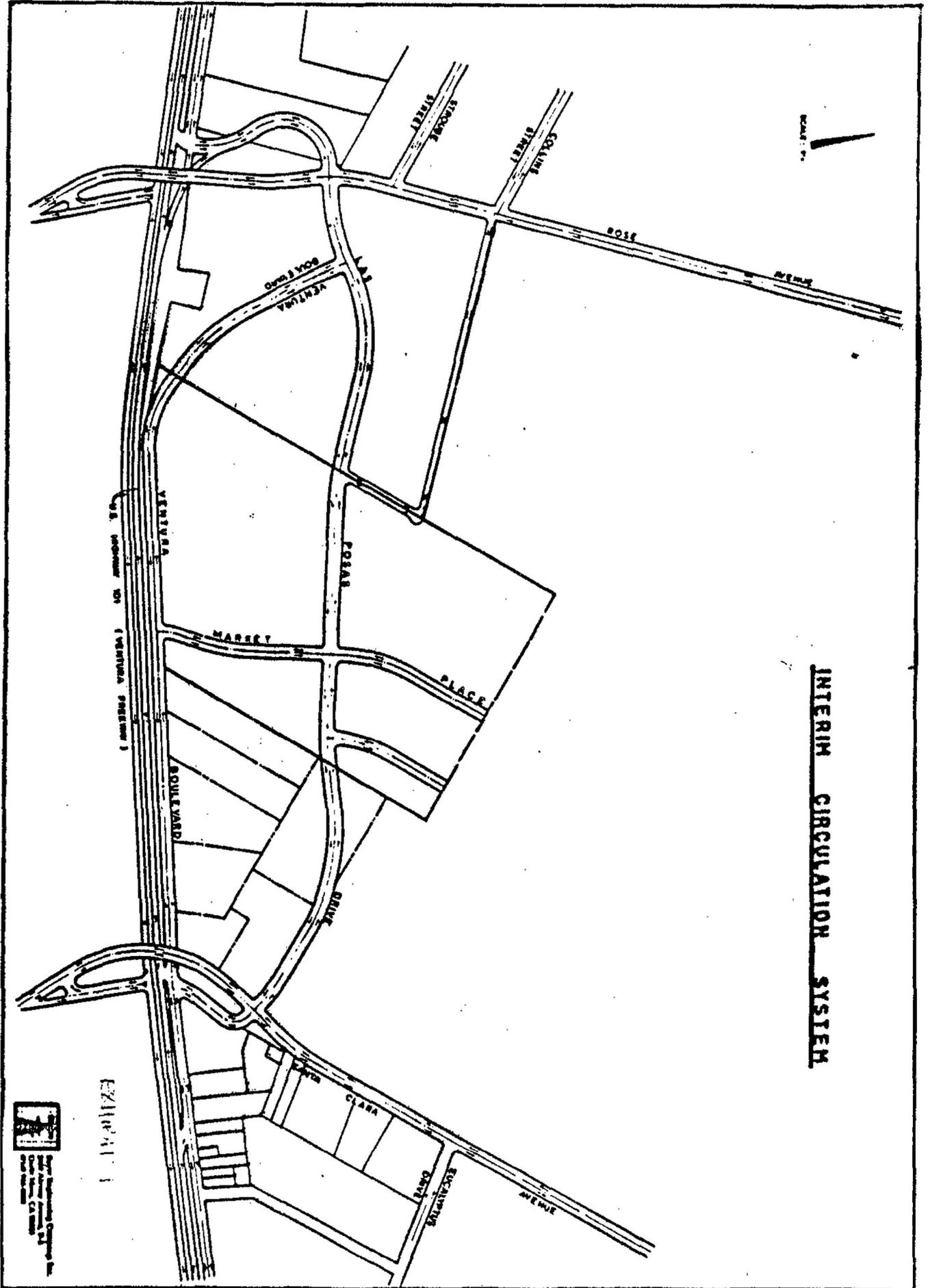
The Municipal Advisory Council's action represents a compromise following hours of discussion on this project over the course of five meetings (February 18, 27th, April 24, May 15, June 19th). You should recall that the Council previously opposed certification of the EIR based on our concern that the mitigation measures represent the forced urbanization of our rural community. The Council's action also represents an acknowledgement that the City of Oxnard intends to approve the project. When left with the choice to oppose the project due to its size, urban nature, and conflict with the El Rio Plan, or to exercise self-determination on such issues as the future circulation plan for the area, the Council chose the latter. We now ask that the City act in good faith by adopting the measures noted above.

We also ask that the City begin to notify and meet with the Council and the public at the pre-application phase of project and annexation planning. The time and money spent not only by the developer, but by the local citizenry on the problematic issues could have been better spent if only the City had alerted us to the project long before your consultants drew up the circulation and drainage plans. We again invite your staff to come and talk with us as project and annexation proposals are submitted, or as staff contemplates changes to Ventura Boulevard, the freeway interchanges, our streets, or other capital improvements.

Sincerely,

Florence B. Young
 Florence B. Young, Chair
 El Rio Municipal Advisory Council

cc: Oxnard City Council
 LAFCO
 Supervisor Susan Lacey



INTERIM CIRCULATION SYSTEM

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. 2139

ORDINANCE AMENDING ROSE/SANTA CLARA CORRIDOR SPECIFIC PLAN TO MODIFY LOCATIONAL CRITERIA FOR PERMITTED LAND USES IN THE AUTO SALES AND SERVICE LAND USE AREAS (UNCODIFIED).

The City Council of the City of Oxnard does ordain as follows:

Part 1. Chapter 4.0, Subsection 4.2.1, C-2, entitled Locational Criteria of the Rose/Santa Clara Corridor Specific Plan (Ordinance No. 2085) is hereby deleted.

Part 2. Exhibit A (Locational Criteria for Permitted Land Uses In The Auto Sales and Service Land Use Area), a copy of which is attached hereto, is hereby added to the Rose/Santa Clara Specific Plan in order to modify locational criteria for permitted land uses in the auto sales and service land use area.

Part 3. The specific plan amendment as approved shall consist of the following exhibits.

Exhibits

A. Locational Criteria for Permitted Land Uses in The Auto Sales and Service Land Use Area

B. Notice of Addendum to Environmental Impact Report No. 85-3.

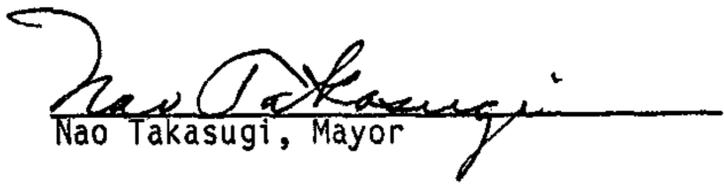
Part 4. Pursuant to Section 65863.5 of the Government Code, the City Clerk shall mail a copy of this ordinance to the County Assessor of Ventura County within thirty (30) days from the final adoption of this ordinance.

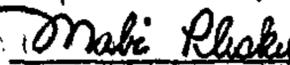
Part 5. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No. 2139 was first read on November 10, 1987, and finally adopted on November 24, 1987, to become effective thirty (30) days thereafter.

Ordinance No. 2139
Page 2

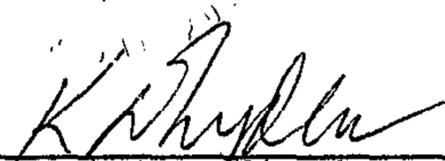
Passed and adopted this 24th day of November, 1987, by the following vote:

AYES:	Council Members:	Johs, Lopez, Maron, Plisky, and Takasugi.
NOES:	Council Members:	None.
ABSENT:	Council Members:	None.


 Nao Takasugi, Mayor

ATTEST: 
 Mabi Plisky, City Clerk

APPROVED AS TO FORM:


 K. Duane Lyders, City Attorney

CITY COUNCIL OF THE CITY OF OXNARD

ORDINANCE NO. 2699
(Uncodified)

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD
AMENDING ORDINANCE NO. 2697

The City Council of the City of Oxnard does ordain as follows:

Part 1. The first sentence of Part 2 of Ordinance No. 2697 is amended to read:

“Notwithstanding the first sentence of subsection (b) of section 27-88.8 of the City Code, the Public Works Director is directed to allow a person applying for a building permit to construct a new building or to expand an existing building for use by and as an auto dealership on a parcel in the Oxnard Auto Center identified in Part 3 of this ordinance, to defer for five years from the date of such application the payment of 50% of the amount of development fees owed to the City in connection with such application, provided such application is filed within three years from the effective date of this ordinance and further provided that such person does not protest the calculation of such fees, pays all fees not deferred by this ordinance and 50% of the development fees, provides security for the payment of deferred fees in a form satisfactory to the Risk Manager, and enters into an agreement, approved as to form by the City Attorney, to pay the deferred fees within such five year period.”

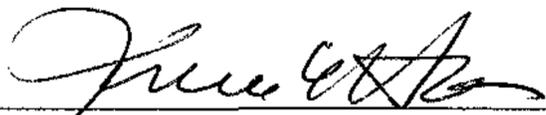
Part 2. This ordinance shall not be included in the City Code.

Part 3. Within fifteen days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation within the City. Ordinance No. 2699 was first read on September 13, 2005, and finally adopted on September 20, 2005, to become effective thirty days thereafter.

AYES: Councilmembers Flynn, Herrera, Holden, Maulhardt and Zaragoza.

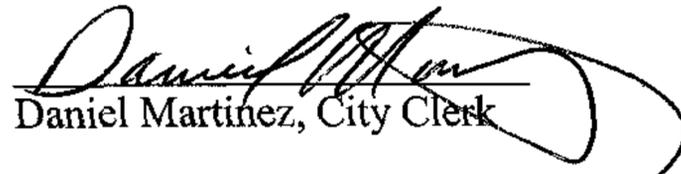
NOES: None.

ABSENT: None.

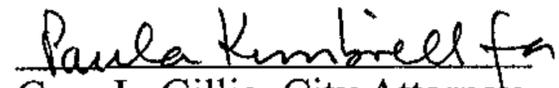


Dr. Thomas E. Holden, Mayor

ATTEST:


Daniel Martinez, City Clerk

APPROVED AS TO FORM:


Gary L. Gillig, City Attorney

CITY COUNCIL OF THE CITY OF OXNARD

Ordinance No. 2209

ORDINANCE APPROVING AN AMENDMENT TO SECTION 6.7.3A OF THE ROSE/SANTA CLARA CORRIDOR SPECIFIC PLAN TO INCREASE THE HEIGHT AND SIZE OF THE FREESTANDING SIGN ALONG THE VENTURA FREEWAY WITH PROVISION FOR AN ELECTRONIC MESSAGE CENTER AND TO DELETE THE LOCATIONAL CRITERIA FOR THE OTHER AUTO CENTER FREESTANDING SIGN, FOR PROPERTY LOCATED AT EAST OF ROSE AVENUE, NORTH OF THE 101 FREEWAY.

The City Council of the City of Oxnard does ordain as follows:

Part 1. The City Council has considered the certified final environmental impact report prepared for the project.

Part 2. The criteria for the two freestanding signs permitted within the Auto Sales and Service Land Use Area of the Oxnard Auto Center per Section 6.7.3A of the Rose/Santa Clara Corridor Specific Plan to be located east of Rose Avenue and north of the 101 Freeway is amended as shown in attached Exhibit "A".

Part 3. Pursuant to Government Code Section 65863.5, the City Clerk shall mail a copy of this ordinance to the County Assessor of Ventura County within thirty (30) days from the adoption of this ordinance.

Part 4. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation published and circulated in the City. Ordinance No. 2209 was first read on August 22, 1989, and finally adopted on September 5, 1989, to become effective thirty (30) days thereafter.

Passed and adopted this 5th day of September, 1989, by the following vote:

AYES:	Council Members:	Johs, Lopez, Maron, Takasugi and Furr
NOES:	Council Members:	None
ABSENT:	Council Members:	None

Nao Takasugi
Nao Takasugi, Mayor

ATTEST: *Mabi Plisky*
Mabi Plisky, City Clerk

APPROVED AS TO FORM:
Gary L. Gillig 9-5-89
Gary L. Gillig, City Attorney

EXHIBIT "A"

AMENDMENT TO THE ROSE/SANTA CLARA CORRIDOR SPECIFIC PLAN

The Rose/Santa Clara Corridor Specific Plan, Section 6.7.3A, permits two freestanding signs in the auto sales and service land use area, one to be located along the Ventura Freeway, and the other to be located on Rose Avenue. The purpose of this amendment is to increase the height and size of the freeway sign, to delete locational criteria of the other freestanding signs, and to designate text applicable to both signs.

6.7.3 Freestanding Signs

A. Auto Sales and Service Land Use Area

A1. Freeway Sign:

1. The maximum height shall be forty-five (45) feet.
2. The sign area shall be a maximum of three hundred (300) square feet for each sign face (600 square feet maximum).
3. The permitted text shall include certain other common marketing messages plus public service messages on behalf of the City of Oxnard for a period not to exceed five (5) minutes out of every hour of operation. All sign text shall be subject to criteria acceptable to the California Department of Transportation which provide as follows:
 - a. The proposed display will have no illumination which is in continuous motion or which appears to be in continuous motion.
 - b. The display message will not change at a rate faster than one (1) message every four (4) seconds.
 - c. The interval between messages will not be less than one (1) second.
 - d. The intensity of illumination will not change.

This is intended to permit the construction of an electronic sign, the copy of which is periodically changed. The said copy does not move on the sign but is simply changed in the same manner as one sign follows another sign.

A2. Other Auto Center Freestanding Signs

1. The freestanding sign may be located anywhere in the auto sales and service land use area.
2. Text may allow the display of the common name of the auto center and a list of brands of vehicles sold in the center as well as the names of other owners and users and their projects in the center.

Exhibit "A"
Page 2

3. Height: The maximum height shall be 24 feet.
4. Size: The sign area shall not exceed 300 square feet (150 square feet for each sign face).

RESOLUTION NO. 6907

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A SPECIFIC PLAN FOR THE ROSE/SANTA CLARA CORRIDOR PROJECT AREA, WHICH WOULD ALLOW THE DEVELOPMENT OF SPECIALIZED COMMERCIAL AND LIGHT INDUSTRIAL USES ON APPROXIMATELY 204 ACRES OF LAND LOCATED NORTH OF THE VENTURA FREEWAY (U.S. 101) BETWEEN ROSE AND SANTA CLARA AVENUES IN ACCORDANCE WITH SECTION 65450 ET. SEQ. OF THE CALIFORNIA GOVERNMENT CODE.

WHEREAS, the Planning Commission of the City of Oxnard has considered adoption of a specific plan for the Rose/Santa Clara Corridor Project site in accordance with the provisions of Section 65450 et. seq. of the California Government Code; and

WHEREAS, the Community Development Director has determined that implementation of the proposed specific plan will have a significant impact on the environment, warranting an environmental impact report (EIR 85-3) which has been duly prepared and certified in accordance with the California Environmental Quality Act, as amended, and with the guidelines established by the City Council and Resolution No. 8569; and

WHEREAS, the Planning Commission for the City of Oxnard has made findings and a statement of overriding considerations with regard to the significant environmental effects of the proposed project as required by Sections 15091-15093 of the State of California CEQA Guidelines; and

WHEREAS, the Planning Commission has held public hearings and reviewed all written and oral testimony pursuant to the provisions of Section 65350 et. seq. of the Government Code of the State of California; and

WHEREAS, the Planning Commission finds that after due study and deliberation, the proposed specific plan is in conformance with, and provides for, the systematic implementation of the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends to the City Council adoption of said specific plan, as shown on Exhibit "A", on file in the Community Development Department and the following amendments:

- A. Exhibit B - Alternative Drainage Channel Alignment
- B. Exhibit 1 - Circulation Alternative A (modified) with Interim Circulation System
- C. Exhibit 2 - Circulation Alternative A (modified) with Ultimate Circulation System
- D. Letter of June 26, 1986, from the El Rio Municipal Advisory Council recommending adoption of measures for Rose/Santa Clara Corridor Specific Plan (Item No. 6 as amended).

- 1. Circulation Alternative "A" as modified to provide a relocated slip ramp approximately 800 feet east of Santa Clara Avenue;

ATTACHMENT 5

Resolution No. 6907
Page Two

2. Spot widening of Ventura Boulevard to provide safe right-hand turning movements by 18-wheeler truck-trailer rigs;
3. That the proposed extension of Collins Road easterly of Rose Avenue be offset so that east/west traffic movements are not aligned;
4. That other improvements be made to the intersection of Collins Street and Rose Avenue which discourage through-traffic on Collins. For example: east- and west-bound traffic on Collins should be restricted to right and left turning movements only and the travel lanes should be striped and signed accordingly;
5. That the City, developer, and project applicants monitor off-site conditions including, but not limited to, traffic and circulation, drainage, light and glare, noise, construction impacts, air pollution, etc.;
6. That the above-noted parties agree to address the responsibility for the correction of off-site problems generated by the project, and work through the El Rio Municipal Advisory Council towards resolution of such problems and take reasonable corrective actions within a reasonable time frame;
7. That Measures 5 and 6 above be reflected in the lease, covenants, codes, and restrictions, or other development agreement for those project lots adjacent to residential areas.

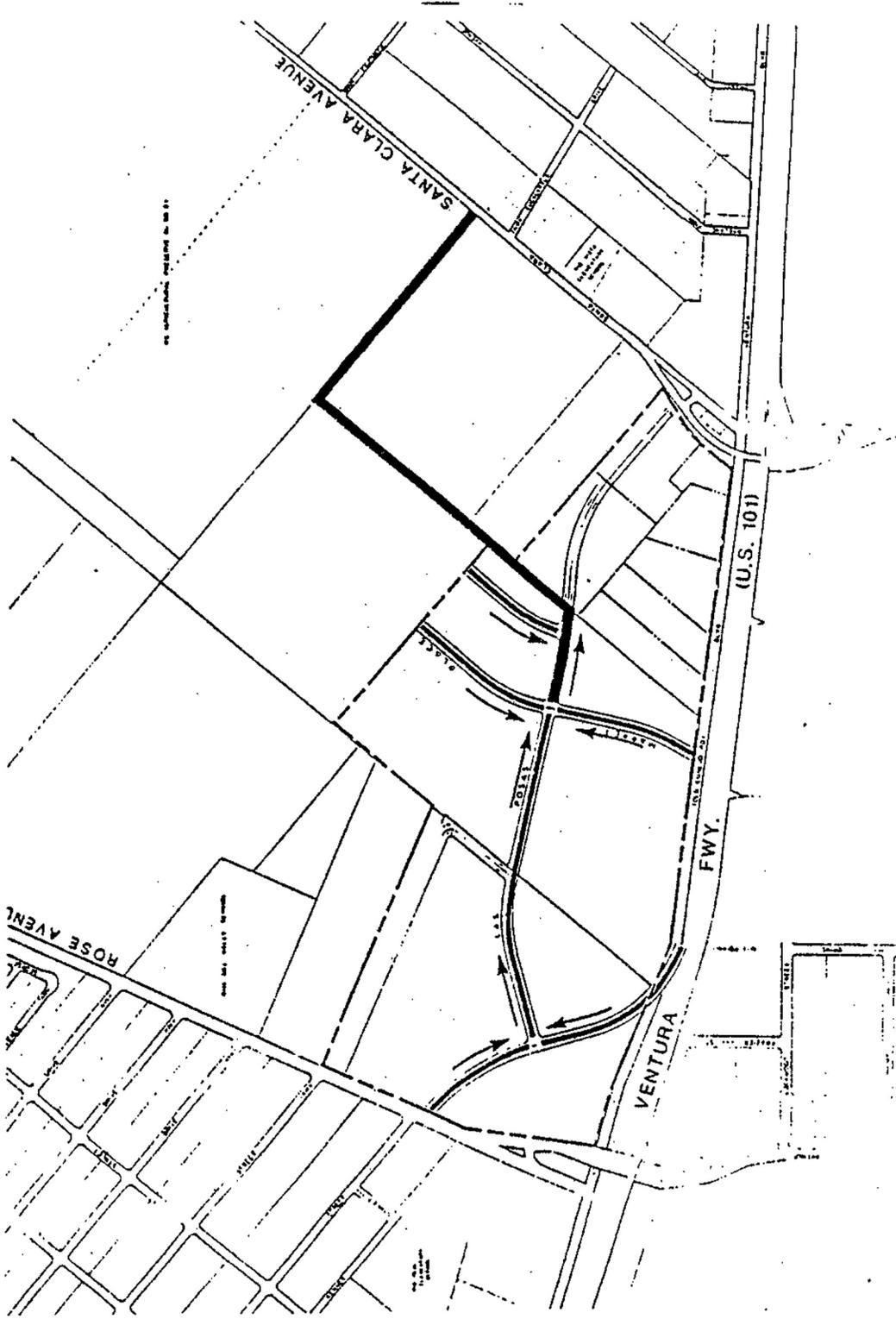
PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 26th day of June, 1986, by the following vote:

AYES: Commissioners: Paul, Duff, Elias, Racine, Flores, Perez
 NOES: Commissioners: None
 ABSENT: Commissioners: Dressler
 ABSTAIN: Commissioners: None

Manuel L. Perez, Chairman

ATTEST:

Richard J. Maggio
 Richard J. Maggio, Secretary



ALTERNATIVE DRAINAGE CHANNEL ALIGNMENT
 ROSE-SANTA CLARA
 CORRIDOR SPECIFIC PLAN
 City of Oxnard EIR 85-3

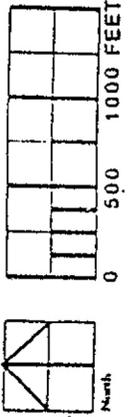
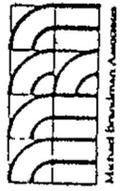


EXHIBIT B

CIRCULATION ALTERNATIVE A (MODIFIED)
WITH INTERIM CIRCULATION SYSTEM

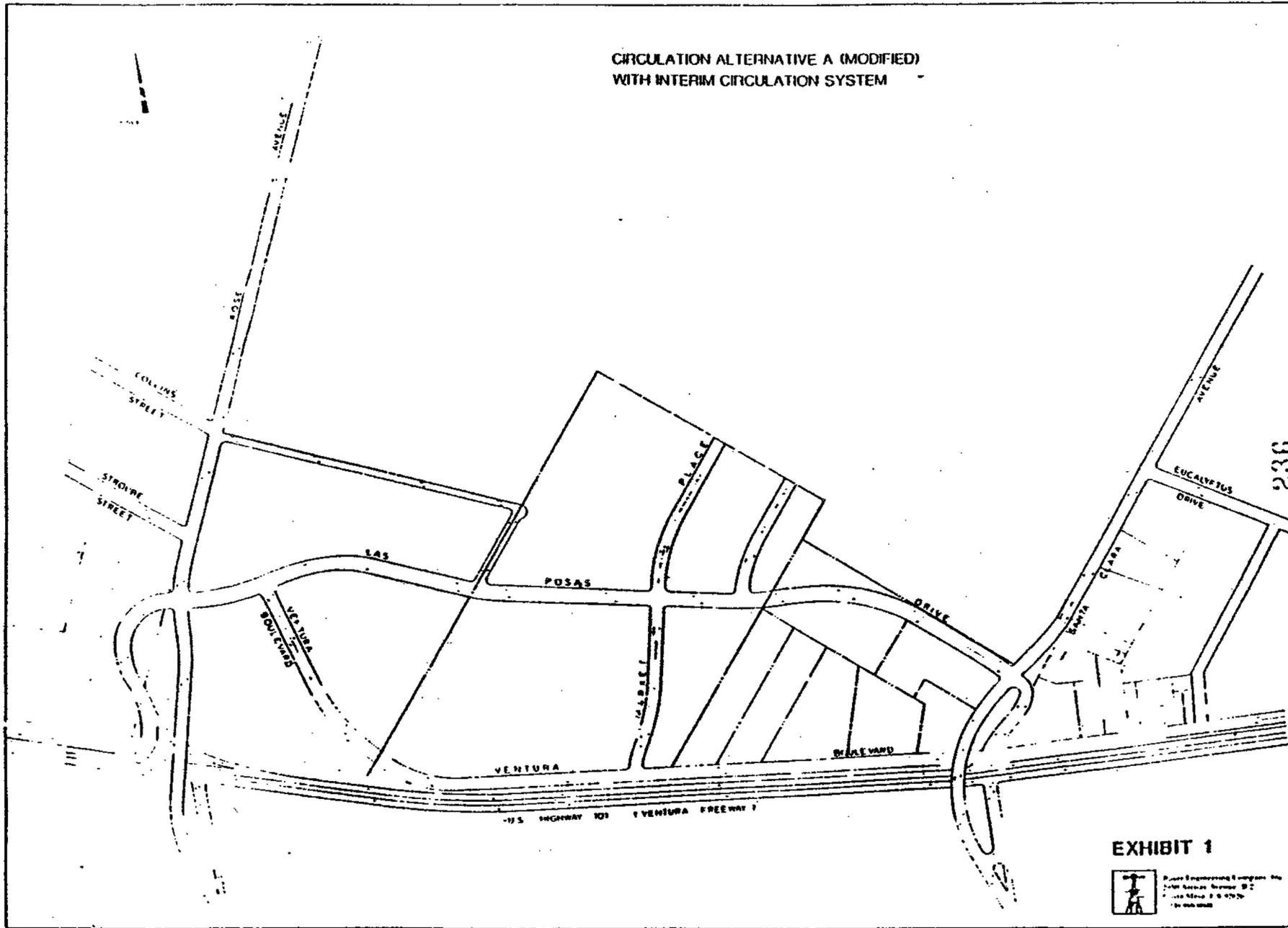
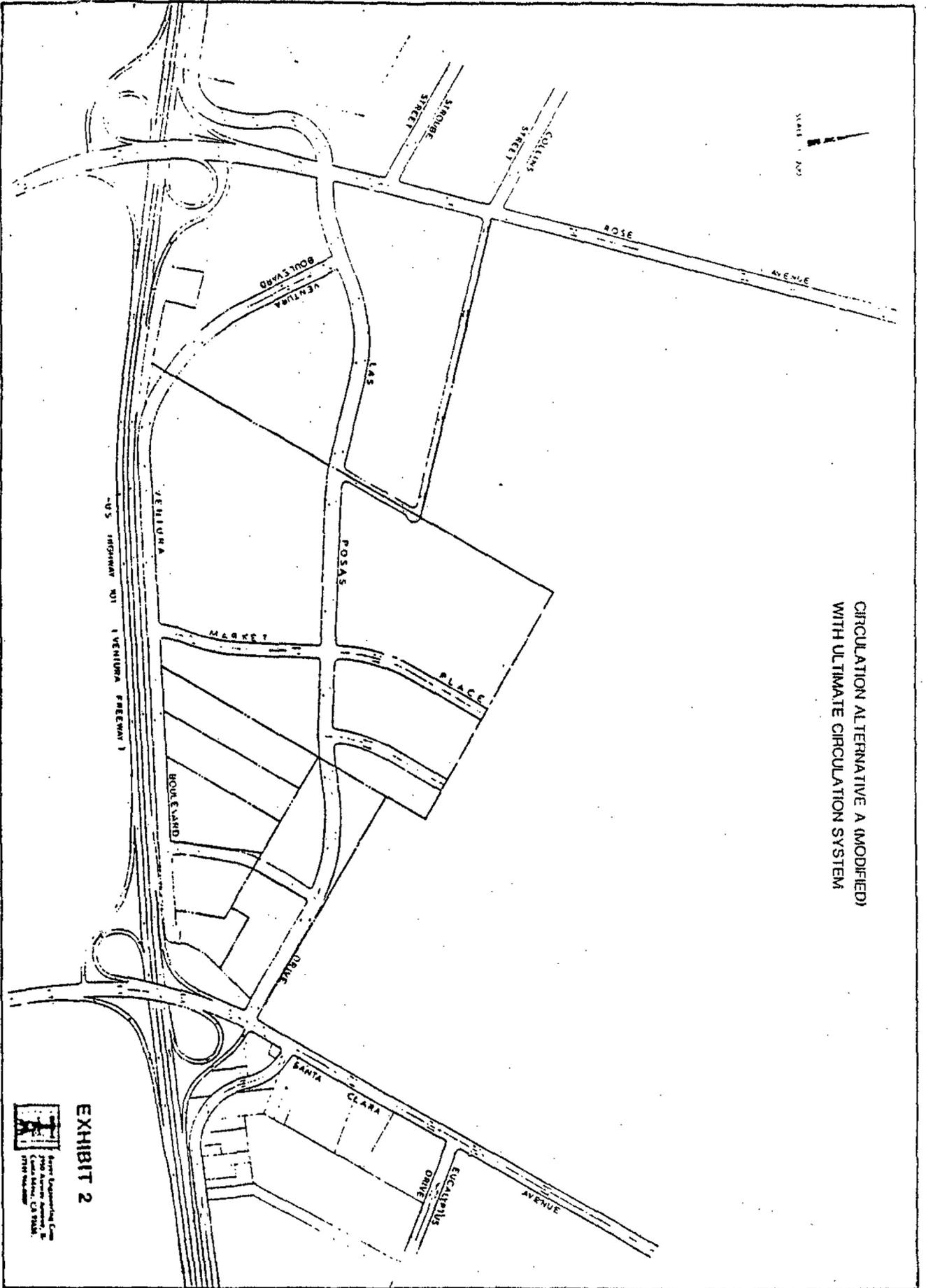


EXHIBIT 1



Plant Engineering & Planning, Inc.
Civil Engineers, Surveyors, etc.
1000 Alameda Street, Suite 200
San Francisco, CA 94133



CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. 12,268

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING THE ADOPTION OF AN AMENDMENT TO THE ROSE-SANTA CLARA CORRIDOR SPECIFIC PLAN (PLANNING AND ZONING PERMIT NO. 02-630-3), TO MODIFY THE ARCHITECTURAL GUIDELINES FOR RETAIL AUTOMOBILE DEALERSHIPS WITHIN THE SPECIFIC PLAN AREA. FILED BY DCH INVESTMENTS, INC., 1621 AUTO CENTER DRIVE, OXNARD, CA 93030.

WHEREAS, the City Council has carefully reviewed Planning Commission Resolution No. 2002-87 recommending approval of an amendment to the Rose-Santa Clara Corridor Specific Plan (PZ 02-630-3), to modify the architectural guidelines for retail automobile dealerships within the specific plan area, filed by DCH Investments, Inc.; and

WHEREAS, the City Council has conducted a hearing and received evidence in favor of and opposed to the application; and

WHEREAS, in accordance with the California Environmental Quality Act, the Planning and Environmental Services Manager provided public notice of the intent of the City to adopt a mitigated negative declaration for this project, and the City Council has considered the proposed mitigated negative declaration together with any comments received during the public review process and finds on the basis of the initial study and any comments received that with the imposition of mitigation measures as conditions of approval, there is no substantial evidence that the project will have a significant effect on the environment, and approves the mitigated negative declaration; and

WHEREAS, the applicants agree, as a condition of approval of this resolution and at applicants' own expense, to indemnify and defend the City of Oxnard and its agents, officers and employees from and against any claim, action or proceeding to attack, set aside, void or annul the approval of this resolution or any proceedings, acts or determinations taken, done or made before the approval of this resolution that were part of the approval process; and

WHEREAS, the City Council finds, after due study and deliberation, that it is in the public interest and general welfare to adopt said amendment to the Rose-Santa Clara Corridor Specific Plan.

NOW, THEREFORE, the City Council of the City of Oxnard resolves that Specific Plan Amendment No. 02-630-3, consisting of modifications to Section 6.6 of the specific plan, attached hereto as Exhibit A and incorporated herein by reference, is hereby approved.

PASSED AND ADOPTED this 19th day of November 2002, by the following vote:

AYES: Councilmembers Maulhardt, Pinkard, Zaragoza, Holden and Lopez.

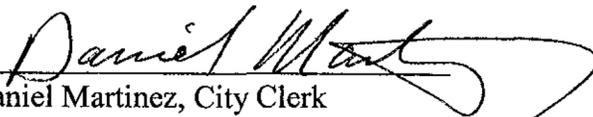
NOES: None.

ABSENT: None.



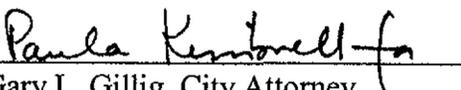
Dr. Manuel M. Lopez, Mayor

ATTEST:



Daniel Martinez, City Clerk

APPROVED AS TO FORM:



Gary L. Gillig, City Attorney

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RESOLUTION NO. 6906

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD RECOMMENDING TO THE CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT NO. 85-2, AN AMENDMENT TO THE LAND USE ELEMENT OF THE OXNARD GENERAL PLAN IN ACCORDANCE WITH THE PROVISIONS OF SECTION 65350 ET. SEQ. OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA CONSISTING OF VARIOUS COMPONENTS, FILED BY MR. BOB BIERIG, MR. VIGGO BOSERUP, MR. DOUGLAS C. OFF AND MR. FRANK WOODWARD.

WHEREAS, the Planning Commission of the City of Oxnard has considered an amendment to the General Plan entitled General Plan Amendment No. 85-2 consisting of various components to amend the Land Use Element maps and text, in accordance with the provisions of Section 65350 et. seq. of the Government Code of the State of California; and

WHEREAS, The Community Development Director has determined that modifications to the Land Use Element proposed by this amendment will have a significant impact on the environment, warranting an environmental impact report (EIR 85-3) which has been duly prepared and certified in accordance with the California Environmental Quality Act, as amended, and with the guidelines established by the City Council and Resolution No. 8569; and

WHEREAS, the Planning Commission of the City of Oxnard has made findings and a statement of overriding considerations with regard to the significant environmental effects of the proposed project as required by Sections 15091-15093 of the State of California CEQA Guidelines; and

WHEREAS, the Planning Commission has held public hearings and reviewed all written and oral testimony pursuant to the provisions of section 65350 et. seq. of the Government Code of the State of California; and

WHEREAS, the Planning Commission finds that, after due study and deliberation, the public interest and general welfare requires the adoption of the general plan amendment request in General Plan Amendment No. 85-2.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard recommends to the City Council the adoption of General Plan Amendment No. 85-2, an amendment to the Land Use Element of the Oxnard General Plan in accordance with the provisions of Section 65350 et. seq. of the Government Code of the State of California consisting of the following actions:

1. Amendment of the Land Use Map to change the existing land use designations of specialized commercial-truck and heavy equipment sales and service and open space to specialized commercial-auto dealerships and specialized shopping and limited industrial.
2. Amendment of Phasing Map to change the existing phasing designations from Phase 1, 2, and 3 to Phase 1.

ATTACHMENT 4

Resolution No. 6906
Page Two

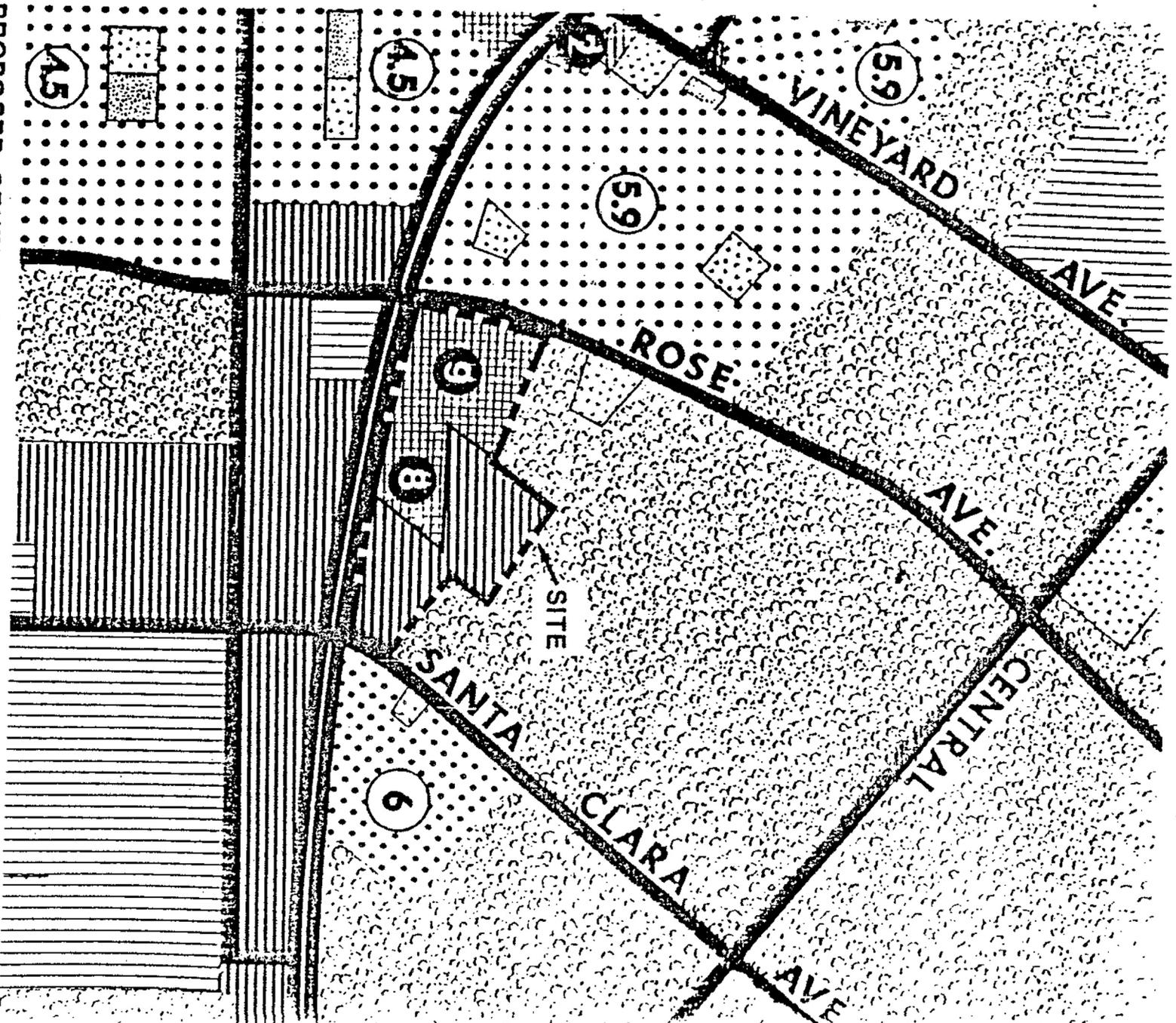
3. Amendment to the 1990 Land Use Tables for Major commercial Centers and Industrial Areas to reflect the increase in commercial and industrial acreage associated with the proposed change in land use designations.

PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 26th day of June, 1986, by the following vote:

AYES: Commissioners: Paul, Flores, Racine, Elias, Duff, Perez
NOES: Commissioners: None
ABSENT: Commissioners: Dressler
ABSTAIN: Commissioners: None

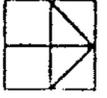
Manuel L. Perez, Chairman

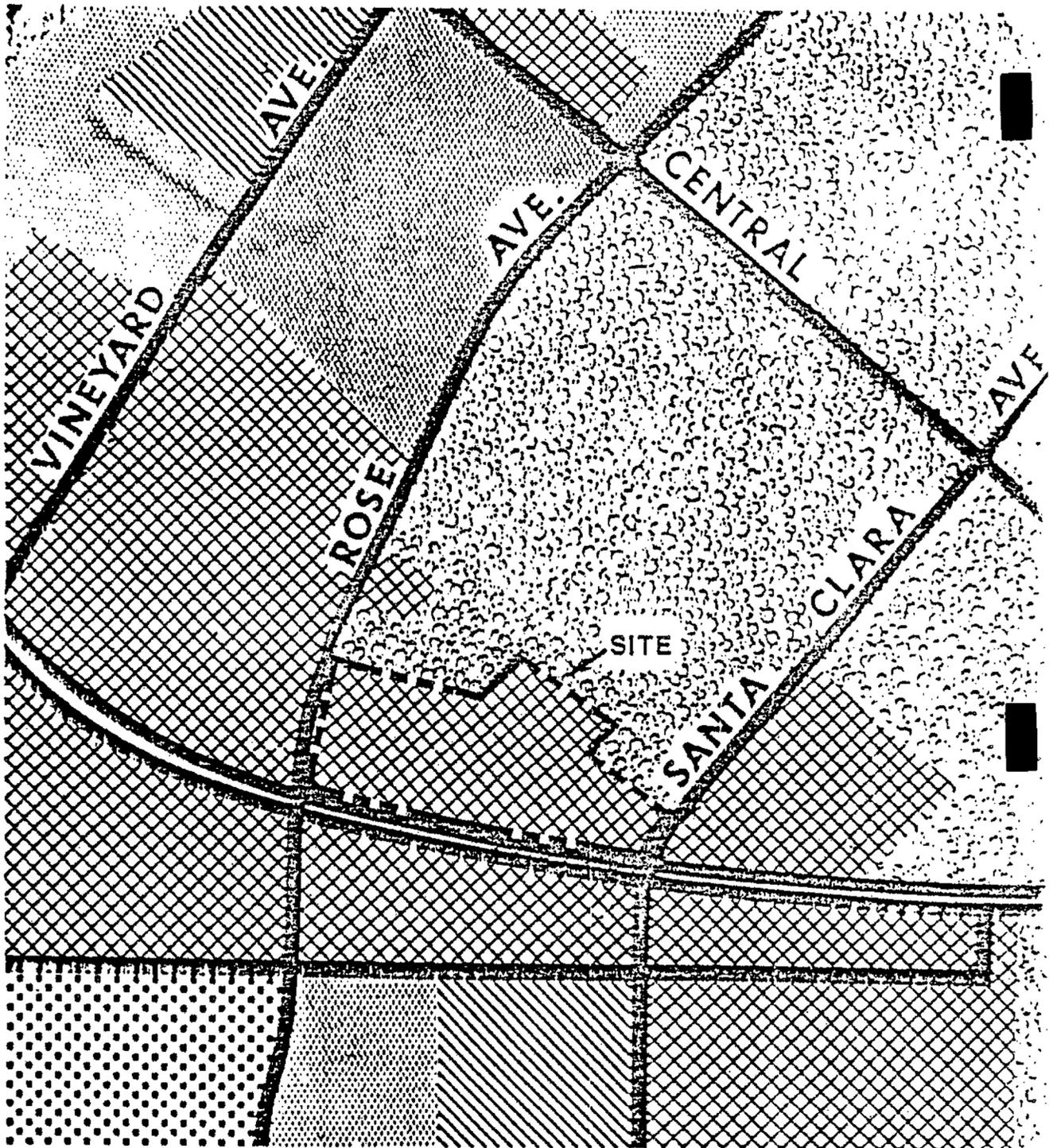
ATTEST: Richard J. Maggio
Richard J. Maggio, Secretary



PROPOSED GENERAL PLAN LAND USE DESIGNATIONS


 CITY OF
 MILPITAS
 DEPARTMENT of
 PLANNING AND BUILDING SERVICES


 SCALE: 1" = 2000'
 GPA-85-2



PROPOSED PHASING DESIGNATIONS


 CITY OF
 NAPA
 DEPARTMENT OF
 PLANNING AND BUILDING SERVICES



SCALE: 1"=2000'
 GPA-85-2

PROPOSED TABLE

LAND USE 1990
MAJOR COMMERCIAL CENTERS

AREA (ACRES)

<u>Commercial Area</u>	<u>Total</u>	<u>Commercial</u>	<u>Park</u>	<u>Other</u>
Central Business District	199.7	184.4	1.7	13.6 ^a
Esplanade				
Regional Center	84.4	84.4 ^b	0.0	0.0
Wagon Wheel	64.0	64.0	0.0	0.0
Financial Plaza	32.4	32.4	0.0	0.0
Twin Centers	43.6	43.6 ^c	0.0	0.0
Rose-Santa Clara Avenue Corridor	<u>107.3</u>	<u>107.3</u>	<u>0.0</u>	<u>0.0</u>
Total	531.4	516.1	1.7	13.6

- a City Hall
b 64 acres Regional Center
c Regional Center

PROPOSED TABLE

1990 LAND USE
INDUSTRIAL AREAS

AREA (ACRES)

<u>Area</u>	<u>Total</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Extractive Industrial</u>	<u>Park</u>	<u>Public Utility</u>	<u>Other</u>
Vineyard Avenue	566	0	237	329	0	0	0
Airport	370	10	149	0	0	0	21 ^a
Central	787	8	731	0	0	0	48 ^b
Northeast*	1,730 ^d	0	1,730 ^d	0	0	0	0
Ormond Beach	1,219	0	557	0	169	402	91 ^c
Mandalay Generating Plant	123	0	0	0	0	123	0
Rose-Santa Clara Avenue Corridor	<u>97</u>	<u>0</u>	<u>97</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	4,892	18	3,501	329	169	525	350

a Airport

b Forty-three acres Railroad; 5 acres Drainage Facilities.

c Fifty acres Open Space; 37 acres Drainage Facilities; 4 acres Railroad.

d Reflects increase of 736 acres in the Industrial Acreage for the renamed Northeast Industrial Area.

ORDINANCE OF THE CITY OF OXNARD

ORDINANCE NO. 2777

ORDINANCE OF THE CITY COUNCIL APPROVING AN AMENDMENT TO SECTION NO. 6.7.3.C OF THE ROSE-SANTA CLARA CORRIDOR SPECIFIC PLAN TO ALLOW FREESTANDING SIGNS UP TO 32 FEET IN HEIGHT FOR PARCELS WITH AT LEAST 250 FEET OF FRONTAGE ALONG VENTURA BOULEVARD AND SANTA CLARA AVENUE AS MEASURED FROM THE TOP OF THE HIGHEST ADJOINING CURB ON VENTURA BOULEVARD OR SANTA CLARA AVENUE. FILED BY TANYA LINTON, 5990 SEPULVEDA BLVD., NO. 110, LOS ANGELES, CA, 91411.

WHEREAS, on May 1, 2008, the Planning Commission unanimously approved Resolution No. 2008-32 recommending that City Council adopt an ordinance approving Planning and Zoning Permit No. 08-630-01 (Specific Plan Amendment) to amend the *Rose-Santa Clara Corridor Specific Plan*, filed by Tanya Linton; and

WHEREAS, Section 15303 of Title 14 of the California Code of Regulations exempts the project from the requirement for the preparation of environmental documents imposed by the California Environmental Quality Act; and

WHEREAS, the *Rose-Santa Clara Corridor Specific Plan* provides for a maximum freestanding sign height of up to 32 feet for parcels west of Paseo Mercado; and

WHEREAS, the City of Oxnard is planning the reconstruction of the Rice/Santa Clara overcrossing of the 101 Freeway that may result in reducing the visibility of freestanding signs on the parcels east of Paseo Mercado of not more than 24 feet in height currently allowed with frontages of 250 feet or more on Ventura Boulevard; and

WHEREAS, the *Rose-Santa Clara Corridor Specific Plan* provides plans, regulations, conditions and programs for development, and the amendment affects Section No. 6.7.3.C of the Freestanding Signs/Parcels Located East of Paseo Mercado on Ventura Boulevard section allowing maximum sign height of 32 feet for freestanding signs for parcels with at least 250 feet of frontage along Ventura Boulevard and Santa Clara Avenue as measured from the top of the highest adjoining curb on Ventura Boulevard or Santa Clara Avenue; and

WHEREAS, the City Council has held a public hearing and received and reviewed written and oral comments related to the Specific Plan Amendment No. 08-630-01; and

WHEREAS, the City Council finds after due study and deliberation that the public interest and general welfare require the adoption of Specific Plan Amendment No. 08-630-01.

NOW, THEREFORE, the City Council of the City of Oxnard does ordain as follows:

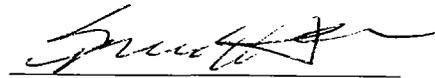
Part 1. The *Rose-Santa Clara Corridor Specific Plan* is hereby amended to read as shown in Exhibit A, on file with the City Clerk.

Part 2. Within fifteen days after passage, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation within the City. Ordinance No. 2777 was first read on June 3, 2008, and finally adopted on June 10, 2008, to become effective thirty days thereafter.

AYES: Councilmembers Holden, Maulhardt, Zaragoza, and Herrera.

NOES: Councilman Flynn.

ABSENT: None.



Dr. Thomas E. Holden, Mayor

ATTEST:



Daniel Martinez, City Clerk

APPROVED AS TO FORM:



Gary L. Gillig, City Attorney

Exhibit A

C. Parcels Located East of Paseo Mercado on Ventura Boulevard

Each parcel located east of Paseo Mercado and having 250 lineal feet of frontage on Ventura Boulevard shall be allowed one freestanding sign subject to the following standards:

and/or Santa Clara Avenue

1. **Location:** Freestanding signs shall be located within the center 80 percent of the property as measured from the side property lines. On a corner lot the owner may consider the corner to be the center of the property. Freestanding signs shall be located in a planted, landscaped area that is at least equal in area to the sign but need not exceed 200 square feet.
2. **Text:** The sign text shall be limited to identification of the building and tenants and may include a logo but no other advertising.
3. **Height:** The maximum height of the sign shall be ~~24 feet~~ 32 feet as measured from the top of the highest adjoining curb of Ventura Road and/or Santa Clara Avenue.
4. **Size:** The sign area shall not exceed 300 square feet (150 square feet for each sign face). In no case shall a single-faced freestanding sign exceed 30 percent of the total permitted sign area.

6.7.4 Individual Site Identity Signs

A. All Uses in the Retail Commercial, Business Park and Commercial/Manufacturing Land Use Areas and Uses Other Than Auto Dealerships in the Auto Sales and Service Land Use Area

1. **Total Permitted Sign Area** - Except as provided below, the total aggregate sign area for individual site identity signs shall not exceed 2 square feet of sign area for each lineal foot of building on its principal street, or 1 square foot of sign area for each lineal foot of lot frontage on its principal street, whichever is larger. Except as otherwise provided in this section, the maximum aggregate sign area for any individual project site shall be 1,200 square feet.
2. **Ground Signs**
 - a. **Location:** Ground signs shall be located within the center 80 percent of the property frontage as measured from the side property lines. On a corner lot the property owner may consider the corner to be the center of the lot. Ground signs shall also be set back a minimum of 10 feet from the public right-of-way and located in a landscaped area.
 - b. **Text:** The sign text shall be limited to identification of the building and tenants and may include a logo but no other advertising.