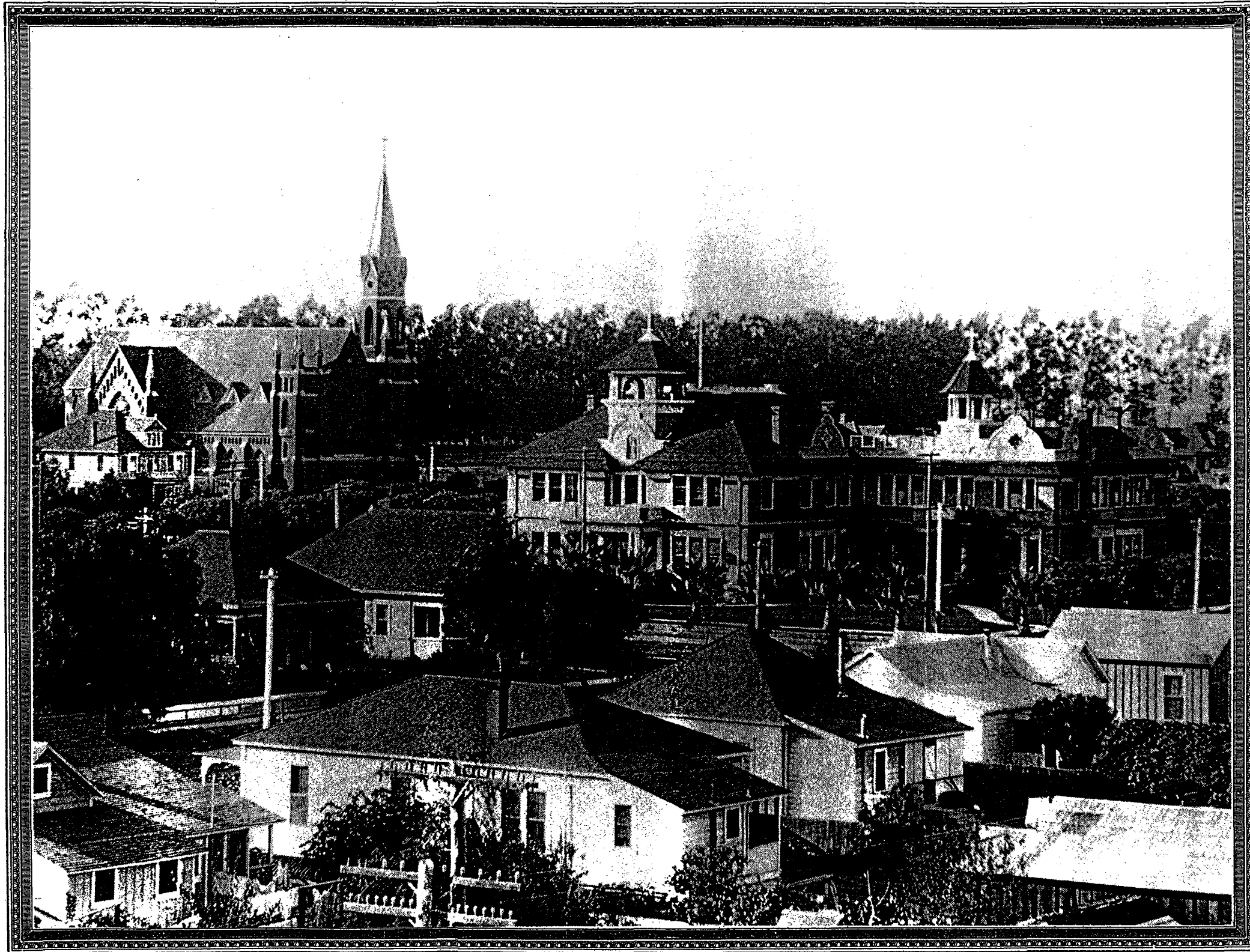
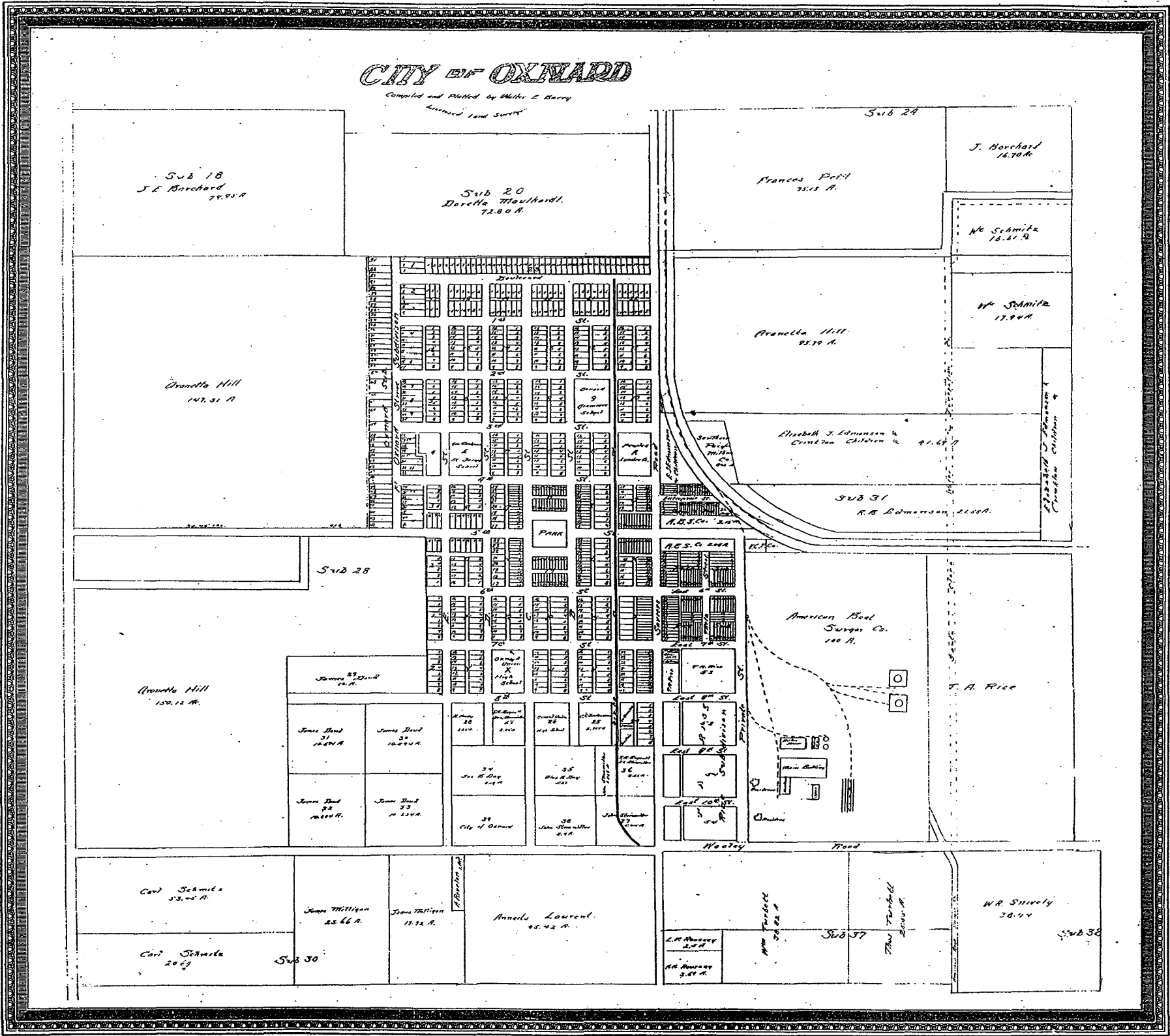


OXNARD DOWNTOWN DISTRICT MASTER PLAN

ADOPTED 12/17/96
COUNCIL RESOLUTION 11,163
ND 96-20





INTRODUCTION

The Oxnard Downtown District Master Plan (the Plan) is a comprehensive strategy for revitalizing the historic heart of Oxnard.. It contains regulations and policies to guide its rebirth.

THE NEED TO REVITALIZE DOWNTOWN

Oxnard was founded in 1899 on the strong economy of the sugar beet industry. This industry contributed to Oxnard's agricultural identity and prosperity until 1959. Oxnard's agricultural roots then shifted to other, individually less prominent crops.

Oxnard is still characterized by a strong agricultural presence, both in the architecture and industries in the area as well as by the beautiful agricultural open space between Oxnard and the adjacent cities.

Until the late 1960's, the downtown enjoyed the majority of the community's commerce and investment and was on its way to a proud and ambitious future.



The Plaza Park in the late 1950's.

As many downtowns have done since that time, Oxnard's has declined due to a variety of reasons. Changes in retail strategies and the shifting of investment to newer areas of the community, have left the downtown deteriorating economically and physically. The district that was once envisioned to be the permanent heart of the community, is now

perceived as a generally negative place. Whereas the downtown once contributed about 25% to the city's economy, as of 1995 it was contributing less than 5%.

Beginning in 1985, the community began organizing itself to halt the decline and to rebuild the place and the economy of Downtown as was originally envisioned. Over the past 11 years, the community has initiated a number of master planning and economic development efforts for the revitalization of the District. These various plans and programs have been integrated and distilled into this Plan, and the companion document entitled, the Business and Operations Plan for the Downtown District.



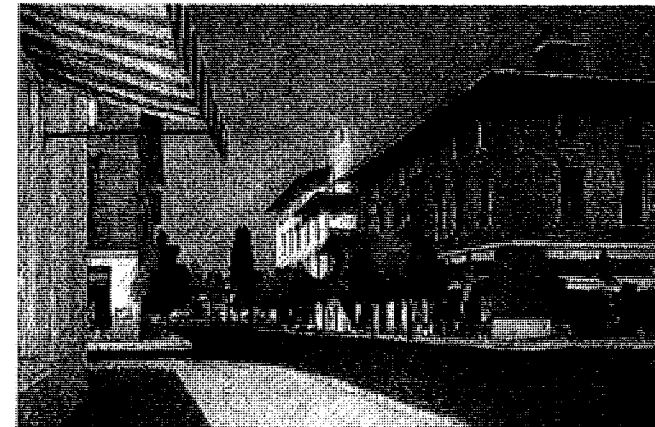
St. Joseph's School on E Street circa 1920

DOWNTOWN REVITALIZED

The intent of this Plan's is to create a District of great buildings and streets, scaled and oriented particularly to the pedestrian. All urban and architectural design within the District must contribute to the accommodation and delight of people outside their cars walking around, exploring, shopping, and meeting their neighbors in a public place.

Downtown Oxnard will offer the vitality and excitement of being a 24-hour destination with high quality residential, retail, office and cultural opportunities. With the combination of Oxnard's gentle climate and historic downtown, the District

will be a center of retail, restaurants, entertainment and culture for the City and the region.



New mixed-use buildings at Fifth and A, the heart of the District.

Downtown will be more than just an entertaining reminder of the past. Downtown is will a good place to do business; a place where the energy and investment often put into office towers and strip malls can be more efficiently and effectively realized. This concentration of investment will result in greater economic return to the community. Downtown will re-emerge as a real and significant player in the community's economic portfolio - a place equally accessible to all residents of Oxnard.

THE MASTER PLAN

The Plan sets forth regulations, guidelines and directives for development and management actions by the City and the private sector within the Downtown District (the District). All public and private development within the District is subject to the City's design review process, and is evaluated for its conformance to the regulations and intent of this Plan.

The plan is organized in two parts:

I. The Code: Requirements for the design and use of private property;

II. The Public Realm: Requirements for streets and other public spaces.

A third component, developed in concert with the Code and Public Realm sections, is the Business and Operations Plan - a management and implementation plan for the systematic transformation of the physical fabric and the economy of the District. That document is advisory, rather than regulatory, and is subject to frequent adjustments as the District responds to changing market conditions and new opportunities. Accordingly, that action plan is adopted separately from this Plan. A current copy of that plan may be obtained from the Office of the Oxnard Community Development Commission.

To communicate the intent of the Plan, prototype building plans and perspective illustrations are included. These demonstrate the types of buildings and public spaces defined by the Plan. These plans and illustrations are prototypical in nature and are not intended to prescribe architectural "style" nor encourage imitative design.

The Plan is action oriented and regulatory and thus does not include extensive explanations of the principles that underlie these regulations and directives. Such explanatory narratives may be found in the earlier Downtown plans listed below,

which are on file in the office of City Planning and Environmental Services office.

From 1985 to 1993, a series of reports and master plans were commissioned by the Oxnard Redevelopment Agency within the Downtown District. These reports have provided the base of technical data, business opportunities and strategies, planning and urban design concepts and public input for the preparation of this final consolidated Plan. We gratefully acknowledge the contributions of those reports, their authors, and the innumerable public officials, City staff, and citizens of Oxnard who participated in their preparation. The major documents include:

The Oxnard 2020 General Plan

Oxnard Revitalization Strategy Report

CBD Zone and Design Guidelines

Downtown Land Use and Design Report

Meta Street Master Plan

CBD Parking Feasibility Study

Heritage Square Vicinity Master Plan

Plaza Park Vicinity Master Plan



New mixed-use buildings around the Plaza Park.

I. THE CODE

This section of the Plan provides the land use standards, development standards, architectural design criteria, and development design review procedures for the development of private property in the Downtown. This section is organized as follows:

Intent	C-1
Development Design Review	C-1
A. General	C-2
B. Definitions	C-2
C. Architectural Regulations	C-3 & C-4
D. Urban Regulations	C-5 to C-9
E. Illustrations and Prototype Plans	C-10 to C-22

The organization of the Code is as follows:

Intent and Administrative Procedures

Please see page C-1 to learn the intent of this Code and the administrative procedures for approval of a development project;

Permitted Land Uses

Please refer to the Regulating Plan on page C-5 to identify the permitted Building Types for a particular lot. The legend identifies the boundary of the Downtown District and assigns to each lot a building type or types. The permitted uses within the buildings are identified in the Urban Regulations for each Building Type, and defined in the Definitions section of this Code. Then refer to the Urban Regulations for that Building Type and to the Definitions to identify the uses permitted within buildings on the lot.

Development Standards

Please refer to the corresponding page(s) of the Urban Regulations, pages C-5 to C-9 to identify the development standards for the individual building type(s). These pages contain the requirements for development of any lot in the Plan area. Also, please

refer to the Definitions section for information regarding permitted uses and permitted elements of construction.

Architectural Design Criteria

Please see the Architectural Regulations on pages C-3 and C-4 to identify the permitted materials, configurations and techniques of construction. *Methods, materials and forms prescribed in the Code are standard. All others are prohibited.*

INTENT OF THE CODE

The purpose of the Downtown District ("District") is to encourage and direct development in the Downtown so that the goals of the 2020 General Plan and the goals of the various Downtown Plans of the Years 1985-93 are achieved: The major goal being the physical and economic revitalization of Downtown Oxnard.

The District shall ensure the following:

- New buildings are compatible with each other and with the existing urban fabric of the downtown;
- Retail buildings be developed along specific street frontages to create an outdoor "room" of pedestrian interest and excitement;
- Parking be provided and managed as a public responsibility instead of private lot by private lot, to create a "park once" pedestrian district for the benefit of business activity and civic life;
- The needs of the automobile be accommodated but not at the expense of the needs of the pedestrian;
- Development be made equitable to all scales of ownership to ensure that progress toward realization of the Plan is steady;
- The permitting process be simplified and facilitated to encourage realization of the Plan.

The design of all buildings, signs, and other appurtenances within the District shall be regulated and approved in accordance with the provisions of this section.

DEVELOPMENT DESIGN REVIEW

Prior to the construction within the Downtown District of any new building, addition to an existing building, alteration of the exterior appearance of an existing building or any site improvements, a Downtown Design Review shall be performed by the Planning and Environmental Services Program. Specific alteration improvements requiring a Downtown Permit include, but are not limited to: additions to existing buildings, exterior signage, interior signage visible from the street, repainting of exterior surfaces, replastering of existing stucco surfaces, addition or replacement of windows or doors, exterior lighting, landscaping, sidewalks, parking areas.

Applications for Downtown Design Review are submitted to the Downtown Planner in the Planning and Environmental Services Program. The Downtown Planner is appointed by the Planning and Environmental Services Manager and is charged with coordinating the receipt and timely review of applications for Downtown Permits and related permits for all projects within the Downtown District.

The Downtown Planner will review the application and, within 2 weeks of submittal, advise the applicant in writing that the application is complete or that additional materials or information are required.

Upon determination of the application's completeness, the Downtown Planner will schedule the project for review by the Development Advisory Committee (DAC). The applicant will be notified of the DAC meeting and may attend. The DAC's action may be to approve, approve with conditions, or

continue the project for redesign. The decision of the DAC may be appealed to the Planning Commission.

GENERAL

1. This Code consists of the Regulating Plan, the Urban and Architectural Regulations.
2. The Code shall determine the design of all private buildings on lots as designated on the Regulating Plan. The design of Civic Buildings shall not be subject to these Regulations, because these buildings are to be unique and distinct from the retail, residential or general commercial buildings. This is for the purpose of providing distinct and identifiable civic buildings in the community. Civic buildings are subject to review by and recommendation from the DAC and approval by the Planning Commission.
3. *Methods, materials and forms prescribed in the Code are standard. All others are prohibited.*
4. All building and site development plans shall be submitted to and reviewed by the DAC for conformity to this Code.
5. The provisions of these Regulations, when in conflict, shall take precedence over the Zoning Ordinance.
6. The provisions of the Uniform Building Code, when in conflict, shall take precedence over the provisions of these Regulations. Except that the Building Official may, in the case of buildings of recognized historical merit, invoke the provisions of the State of California Alternate Building Code.

DEFINITIONS

Terms used throughout these regulations shall take their commonly accepted meaning unless herein defined. When there are conflicts between the definitions herein and definitions as provided in the Zoning Ordinance, these shall take precedence.

Artesanal Use: The manufacture and sale of artefacts within an enclosed structure utilizing only hand-held and/or table-mounted electrical tools.

Civic Premises: Premises used primarily for gatherings and displays administered by non-profit governmental, cultural, education, and religious organizations.

Commercial: Premises used primarily for the conduct of office, hostelry, general business, institutional and governmental services, entertainment, recreational uses and artesanal use, but excluding manufacturing and prohibited uses. Such uses include banks and similar financial institutions, business services including copying and printing, data processing and computer centers, offices, governmental offices, health and fitness centers, hotels, motels, night clubs, nursery schools and day care centers, parking garages, private clubs and lodges, churches and related facilities, schools, and similar uses as determined by the DAC.

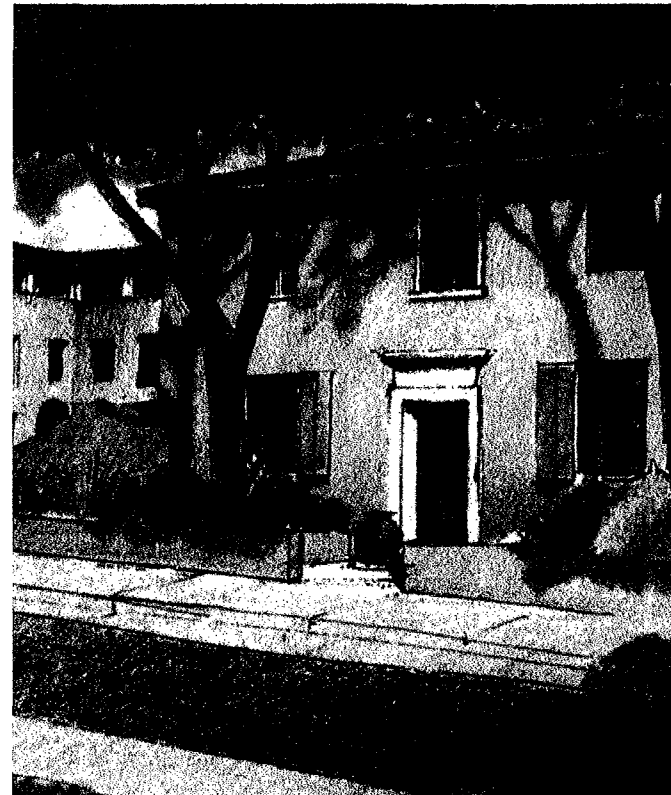
Dooryard: A yard between the street and a building, raised at least 18 inches above the grade of the sidewalk adjacent, or bounded by a garden wall, between 18 inches and 24 inches in height built on the frontage line(s).

Facade: The vertical surface of a building which is set parallel to a Frontage Line.

Frontage Line: The property lines of a lot fronting a street or the boundary of an open space, such as a park, as designated on the Regulating Plan.

Front Porch: A roofed structure, that is not enclosed, attached to the facade of a building.

Height: A limit to the vertical extent of a building that is measured in number of stories. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, and similar structures, which may be of any height approved by the DAC.



Facade of a courtyard building with a Dooryard in the Setback Area behind the Frontage Line..

Home Occupation: Residential premises used for the transaction of business or the supply of professional services. Home occupation shall be limited to the following: agent, architect, artist, broker, consultant, dentist, doctor, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations as determined by the DAC. Such use shall not simultaneously employ more than 2 persons. The total gross area of the home occupation use shall not exceed 25 percent of the gross square footage of the residential unit.

Independent Building: A building having no interior passage to an adjacent building. Independent buildings, even if by the same developer or owner, on separate adjacent lots must be architecturally distinct.

Limited Lodging: The provision of no more than 4 bedrooms for letting. Food service may be included between the hours of 6:00 AM to 11:00 AM. The maximum length of stay shall not exceed 14 days.

Net Floor Area: The enclosed area of a building, excluding unglazed porches, arcades and balconies.

Outbuilding: A separate building in addition to, and in the rear yard of the principal building, which is a maximum of 2 stories and has a maximum net floor area of 500 square feet per story.

Prohibited Uses: The following are examples of uses not permitted anywhere within the District: animal hatcheries; boarding houses; chemical manufacturing, storage, or distribution; any commercial use in where patrons remain in their automobiles while receiving goods or services, except service stations; enameling, painting, or plating of materials, except artist's studios; kennels; the manufacture, storage, or disposal of hazardous waste materials; mini-storage warehouses; outdoor advertising or billboards; packing houses; prisons or detention centers, except as accessory to a police station; drug and alcohol treatment and rehab centers; thrift stores; soup kitchens and charitable food distribution centers; sand, gravel, or other mineral extraction; scrap yards; tire vulcanizing and retreading; vending machines, except within a commercial building; and other similar uses as determined by the Hearing Officer.

Parking Spaces: Parking spaces shall be a minimum of 9 feet x 19 feet, except that in off-street parking lots of more than 10 spaces, up to 20 percent of the spaces may be a minimum of 8 feet x 16 feet. The parking requirement may be accommodated on the lot and on the street on the corresponding frontage, or on another site by way of a shared parking proposal approved by the DAC and the Hearing Officer. Pairs of on-site parking spaces for use by employees of a single business or for use by residents of a single dwelling unit, may be

provided in tandem configuration when approved by the DAC.

Residential: Premises used primarily for human habitation. Units shall not be less than 450 square feet in net area.

Retail: Premises used primarily for the conduct of retail and restaurant activities including antique stores, appliance sales with incidental repair, art galleries, bakeries, barber and beauty shops, book stores, business services, clothing stores, confectionery, craft sales including limited assembly, florist shops, grocery, music stores, office supply stores, pet shops, pharmacies, photography studios, radio and television stations excluding transmission facilities, restaurants, sidewalk cafes, shoe stores, sporting goods stores, tailor, dressmaking and millinery shops, toy and novelty stores, and other similar uses as determined by the DAC.

Setback: The mandatory distance between the Frontage Line and a Facade. This area must be left free of structures that are higher than 3 feet excluding streetwalls, except as noted in the Urban Regulations.

Shared Parking: Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Storefront: The portion of a building at the first story of a Retail Frontage that is made available for retail use. Storefronts shall be directly accessible from sidewalks. Each storefront must have transparent glazed areas, no less than 70 percent of its first story facade between 2 and 8 feet from the ground.



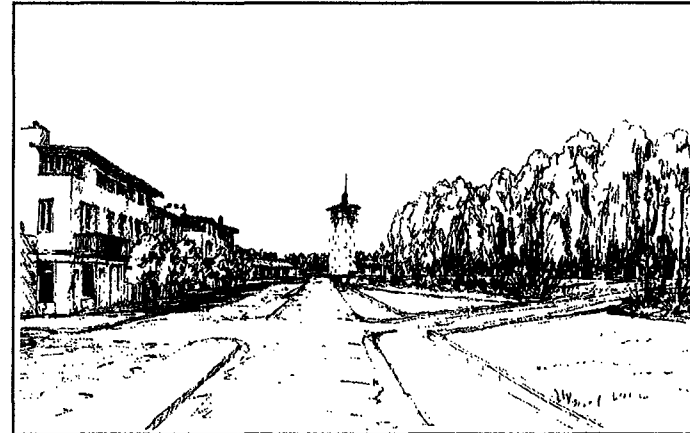
Storefronts with a balcony at the Transition Line above.

Story: A habitable floor level within a building, no more than 12 feet high from floor to ceiling. Individual spaces, such as lobbies and foyers may exceed one story in height.

Streetwall: An opaque freestanding wall built on the required setback line with the purpose of masking parking from the street. Streetwalls shall be between 4 and 5 feet in height, made of material matching the adjacent building, or be a continuous maintained hedge of the stated height. Streetwalls may have openings to allow automobile access and shall have openings for pedestrian access, which may be gated.

Terminated Vistas: A building or portion thereof designated to terminate a view through or along a street centerline.

Transition Line: A horizontal line, the full width of a facade expressed by a material change or by a continuous balcony, setback or projection no more than 3 feet in depth.



Vista terminated by a landmark or public building.

D. ARCHITECTURAL REGULATIONS

The following construction materials, configurations and techniques are standard. All others are prohibited, unless explicitly approved in writing by the DAC, based on a finding that they conform to the design intent of this Code.

BUILDING WALLS

Materials

Building Walls shall be finished in the following materials:

Building Types I, II, and III:

Stucco, Stone, and/or Brick.

Brick shall be a minimum of 2" in thickness and shall be selected from the DAC list.

Configurations

Different wall materials shall be combined only vertically - lighter weight materials above those more substantial.

Exterior chimneys shall be finished in brick, stone, or stucco.

Cantilevers shall be supported by visible braces or brackets.

Techniques

Clapboard shall be no more than 6 inches exposed to the weather, tongue and groove no more than 9 inches.

Trim boards at corners and around openings shall be no wider than 6 inches and no narrower than 3 inches - except trim boards at doors which may be of any width.

Brick shall be laid as in a true bonding pattern (no "stack bond").

Exposed mortar joints shall be struck and no wider than 3/8 inches.

Stucco shall be smooth sand finish.

Wood shall be painted or stained with colors selected from the DAC list.

ROOFS

Materials

Visible roofs shall be clay tile, concrete tile or slate.

Gutters shall be made of galvanized steel, copper, anodized aluminum, or vinyl (finished to match or compliment the building.)

Configurations

Building roofs, when pitched, shall be gabled or hipped, and sloped between 3 1/2:12 and 6:12. Flat roofs shall be enclosed by a parapet wall which is no less than 42 inches high on all sides.

Parapets shall have a profiled cornice.

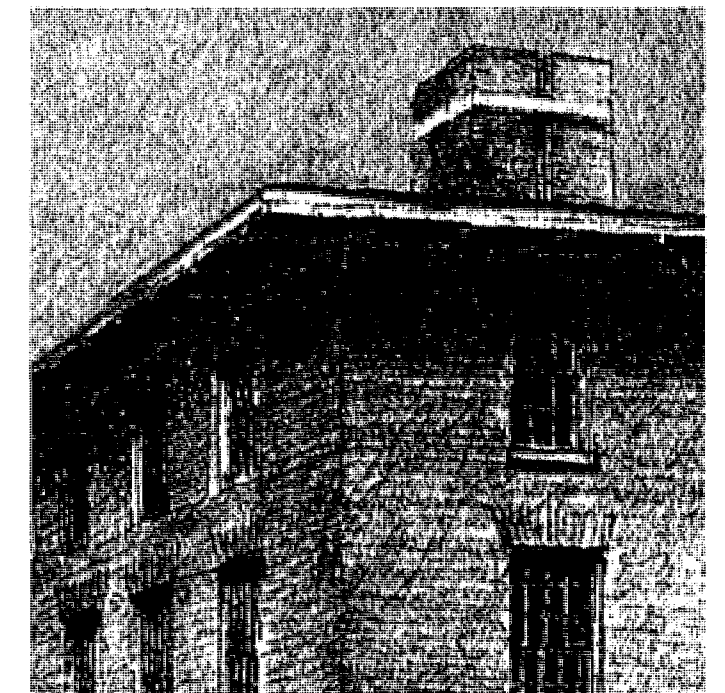
Shed (monopitch) roofs shall only be attached to the principal building walls with a minimum slope of 2:12.

Dormers shall be placed no closer than 36 inches to building sidewalls.

Techniques

Overhanging eaves shall have at the tip, exposed rafter tails with a minimum nominal dimension of 3 x 4 inches. Roofs without overhang shall be finished with a profiled cornice.

Mechanical equipment shall not be visible from the street and, when roof-mounted, shall not be visible from first- or second-story windows of buildings on opposing frontages. Screening is to be accomplished through integral parapet walls.



Type I brick building with overhanging eaves.

BUILDING ELEMENTS

Materials

Columns, piers, arches, and bay windows shall be made of or clad in brick, cast concrete, or stucco.

Posts, balconies, porches, loggias, and bay windows shall be made of wood.

Stoops shall be clad in or made of brick, cast concrete, stucco, tile, or wood.

Cast concrete may additionally be used for lintels, sills, and other constructional elements.

Railings and balustrades shall be made of wood, stone, cast concrete, true wrought iron, or painted metal explicitly approved by the DAC.

Tile is permitted as decoration around doors and incorporated into cornices, string courses, and borders. Such tile shall be approved by the DAC.

Configurations

Wood and concrete balustrade spacing shall not exceed 6 inches.

Pickets of metal railings shall not exceed 4 inches on center.

Porch, balcony, and loggia openings shall have vertical proportions. The undercrofts of decks, stoops, and porches shall be enclosed.

Balconies shall not cantilever more than 3 feet from the building facade, except on frontages adjacent to the Plaza Park where balconies shall cantilever 6 to 8 feet.

Bay windows shall be habitable spaces to the floor or shall be supported by visible brackets.

Techniques

Masonry and stucco arches shall be no less than 12 inches in depth. Piers shall be no less than 12 x 12 inches. Wood posts shall be no less than 5 1/2 x 5

1/2 inches and shall be articulated at their base and top.

GARDEN WALLS

Materials

Garden Walls shall be finished in stucco, brick or stone matching the main building. Gates shall be made of wrought iron, steel, black aluminum or painted wood.

Dooryard walls shall be constructed of masonry only, and may be finished in stucco, brick or stone matching the main building.

Configurations

Garden walls shall be no less than 8 inches thick and capped by a pitched or round top.

Dooryard walls shall be between 18 inches and 24 inches in height.

Garden Walls along streets shall be at no more than 48 inches in height.

Heights of garden walls and dooryards shall be measured from the finished surface of the adjacent sidewalk.

WINDOWS AND DOORS

Materials

Windows and doors shall be made of wood, vinyl-clad wood, or aluminum with a factory-applied coating approved by the DAC.

Glazing shall be clear glass with no more than 10 percent daylight reduction (tinting).

Windows may have the following accessories: shutters sized to match their openings, and opaque canvas awnings sized to match the openings.

Configurations

Window openings shall have vertical or square (not horizontal) proportions.

Windows may additionally be circular or hexagonal - maximum one per facade.

Windows shall be recessed not less than 3 inches from the building facade.

Total fenestration for Type I shall be no less than 70% of the facade area that is between 2 and 8 feet from the ground for the Ground Floor, and no more than 30% for the upper stories.

Total fenestration for Types II and III shall be no more than 33% of the facade area.

Awnings shall have open ends (not "boxed in"), and may not be of quarter sphere and quarter cylinder configuration. Awnings shall not project more than 8 feet from the facade. Rigid awning frames shall not be less than 8 feet above the sidewalk, and fabric valances may hang to within 7 feet 6 inches of the sidewalk.

Garage doors shall have a maximum width of 10 feet.

Techniques

Windows on facades shall be double hung, single hung, or hinged casement.

Circular or hexagonal windows may additionally be pivoted or hopper configuration.

Dormer windows shall be hinged casement or hopper configuration.

Doors shall only be side hinged - except garage doors facing an alley which may be overhead and sliding glass doors at elevations other than facades.

SIGNAGE

Additional Design Requirements for All Signs

Holiday signage may be painted on the interior surface of storefront windows, providing that it cover no more than 20% of the window area. Such signage may be used at any business not more than 30 consecutive days, nor a total of 60 days a year.

No fluorescent colors or paints may be included on any sign, either permanent signs or temporary window signage.


Figurative signs - signs which convey by their profile shape or a high quality graphic the nature of the business - are encouraged. Such signs are subject to review and approval by the DAC.


Additional Permissible "A" Street Signage


In addition to the signage permitted by the Urban Regulations, Type I Buildings may additionally or alternatively have the following sign types, if approved by the DAC. The approval of these additional sign types requires a discretionary approval action by the DAC, based on a finding that such signs conform to the intent of the Code, and support merchandising at the scale of the pedestrian. Approval of such sign types may be withheld based on the DAC's determination that the design of the sign in question does relate primarily to the pedestrian shopper, or that it is inconsistent with the architectural scale, texture, or character of the building, adjacent buildings, or the District as a whole. Any decision by the DAC may be appealed to the Planning Commission.


External signs may include neon elements on Type I Buildings fronting onto "A" Street. This provision may be applied to the permitted wall signs or projecting signs, as approved by the DAC. Such projecting signs may be up to 6 inches in thickness, and up to 3 feet square, not to exceed 9 square feet in area.


LEGEND


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AREA OF REGULATING PLAN
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
PROPERTY LINE
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
BOUNDARY OF CULTURAL HERITAGE DISTRICT
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
SPECIAL DESIGN DISTRICT
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
TERMINATED VISTA
- 

TYPE I BUILDINGS
- 

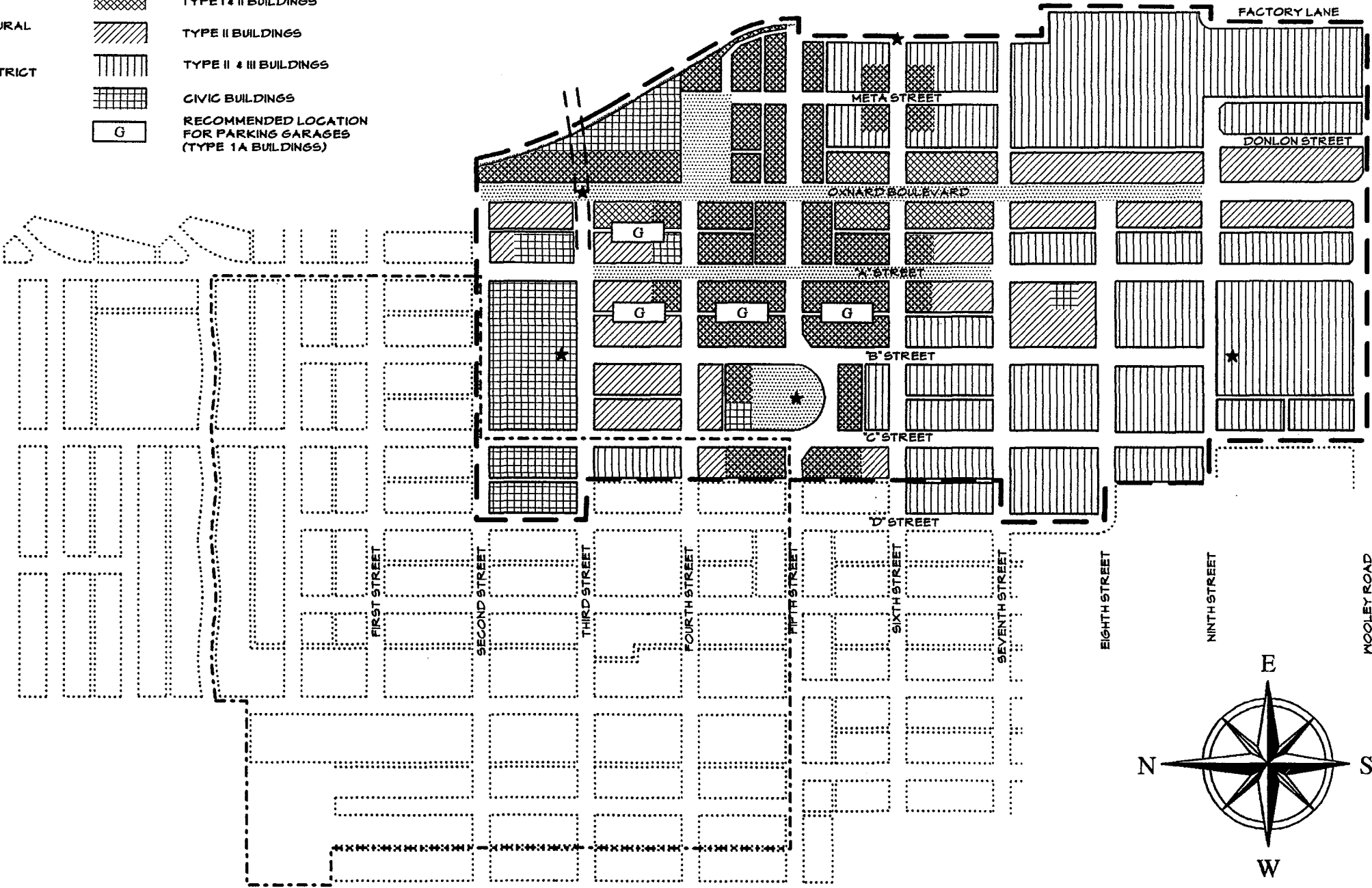
TYPE I & II BUILDINGS
- 

TYPE II BUILDINGS
- 

TYPE II & III BUILDINGS
- 

CIVIC BUILDINGS
- 

RECOMMENDED LOCATION FOR PARKING GARAGES (TYPE 1A BUILDINGS)

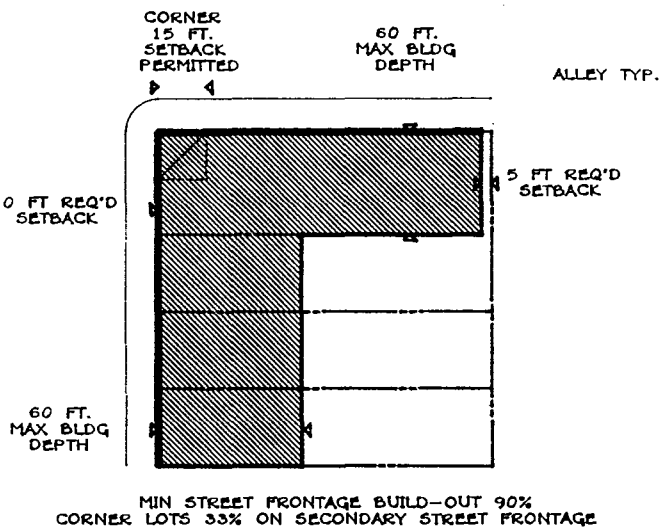


SIGNAGE

- 1. A SINGLE EXTERNAL SIGN BAND MAY BE APPLIED ON THE FACADE OF EACH BUILDING PROVIDING THAT IT SHALL NOT EXCEED 2 FEET IN HEIGHT BY ANY LENGTH.
- 2. ADDITIONAL PEDESTRIAN SIGNS MAY BE ATTACHED PERPENDICULAR TO THE FACADE EXTENDING UP TO 4 FEET FROM THE FRONTAGE LINE, NOT EXCEEDING 2 FEET IN HEIGHT, AND NOT LESS THAN 8 FT CLEAR FROM THE SIDEWALK.
- 3. EXTERNAL SIGNS SHALL NOT BE TRANSLUCENT EXCEPT SIGNS ON THE INSIDE OF GLAZED OPENINGS WHICH MAY BE NEON.
- 4. SEE THE ARCHITECTURAL REGULATIONS, PAGE C-4 FOR ADDITIONAL SIGNAGE REQUIREMENTS.

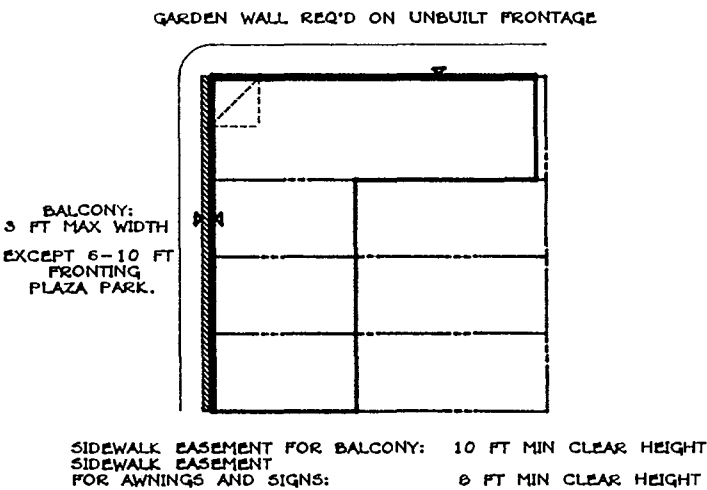
BUILDING PLACEMENT

- 1. BUILDINGS SHALL BE SET ON LOTS RELATIVE TO THE PROPERTY LINES AS SHOWN HERE.
- 2. BUILDING FACADES SHALL EXTEND ALONG THE FRONTAGE LINES AS DESIGNATED HERE.
- 3. AT CORNER, LOTS THE ARTICULATION OF THE FACADE IS EXEMPT FROM FRONTAGE BUILD-OUT 15 FEET ON EACH SIDE.



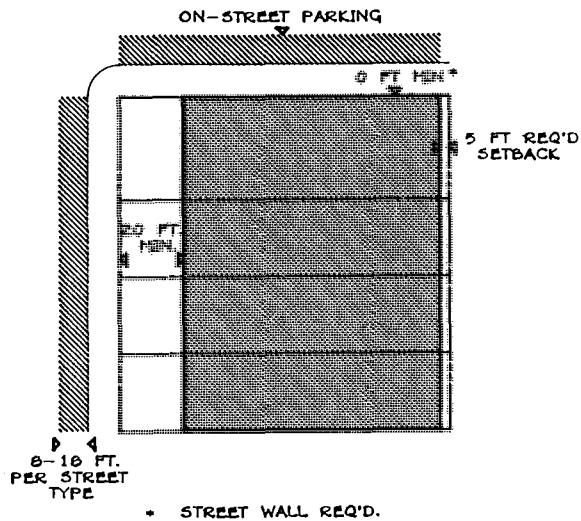
BUILDING ELEMENTS

- 1. A SECOND STORY BALCONY IS REQUIRED ON LOTS FACING THE PLAZA PARK - OPTIONAL ELSEWHERE.
- 2. AWNINGS MAY EXTEND UP TO 8 FT FROM THE FACADE.
- 3. IN THE ABSENCE OF BUILDING WALLS, GARDEN WALLS SHALL BE BUILT ON THE LOT FRONTAGE LINES.
- 4. MOVEABLE TABLE SEATING FOR FOOD SERVICE SHALL BE PERMITTED ON THE PUBLIC SIDEWALK ALONG THE FRONTAGE PROVIDING THAT A MINIMUM 5 FT UNOBSTRUCTED PATH REMAIN FOR PEDESTRIANS.



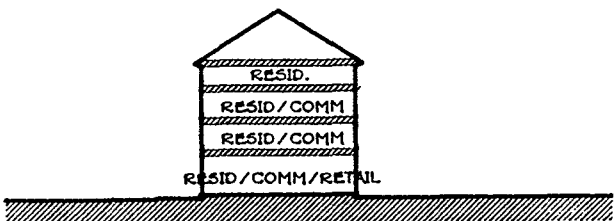
PARKING

- 1. OFF-STREET PARKING SPACES SHALL BE PLACED ONLY WITHIN THE AREAS SHOWN HERE.
- 2. ON-STREET PARKING SPACES ALONG THE FRONTAGE SHALL COUNT TOWARD THE PARKING REQUIREMENT.
- 3. PRIVATE PARKING SPACES SHALL BE NO LESS THAN 9 FT. x 19 FT., WITH ACCESS TO A STREET OR ALLEY.
- 4. TRASH CONTAINERS AND ENCLOSURES SHALL BE LOCATED WITHIN THE PARKING AREA.
- 5. ONE PARKING SPACE PER DWELLING SHALL BE PROVIDED: 1 1/2 SPACES FOR 2-BEDROOM DWELLINGS; 2 SPACES - TANDEM PERMITTED - FOR DWELLINGS OF 3 OR MORE BEDROOMS. TWO PARKING SPACES PER 1,000 SQUARE FEET OF COMMERCIAL SHALL BE PROVIDED.



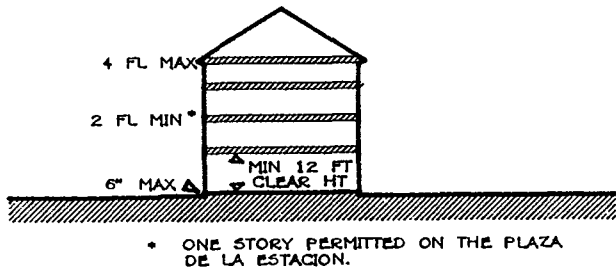
BUILDING USE

- 1. USES PERMITTED WITHIN THE BUILDINGS SHALL BE AS SHOWN HERE.
- 2. RESIDENTIAL USE SHALL NOT EXCEED 39 D.U. PER ACRE.



BUILDING HEIGHT

- 1. MINIMUM AND MAXIMUM BUILDING HEIGHTS SHALL BE MEASURED IN NUMBER OF STORIES.
- 2. THE FIRST FLOOR SHALL BE NO LESS THAN 12 FEET CLEAR FLOOR TO CEILING.
- 3. SPECIFIC HEIGHTS SHALL BE MEASURED RELATIVE TO THE FRONTAGE SIDEWALK ELEVATION AND A SPECIFIED POINT AS SHOWN HERE.

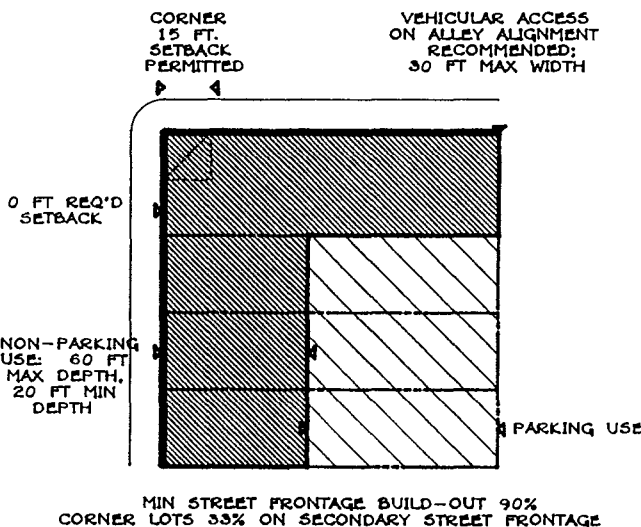


SIGNAGE

1. A SINGLE EXTERNAL SIGN BAND MAY BE APPLIED ON THE FACADE OF EACH BUILDING PROVIDING THAT IT SHALL NOT EXCEED 2 FEET IN HEIGHT BY ANY LENGTH.
2. ADDITIONAL PEDESTRIAN SIGNS MAY BE ATTACHED PERPENDICULAR TO THE FACADE EXTENDING UP TO 4 FEET FROM THE FRONTAGE LINE, NOT EXCEEDING 2 FEET IN HEIGHT, AND NOT LESS THAN 8 FT CLEAR FROM THE SIDEWALK.
3. EXTERNAL SIGNS SHALL NOT BE TRANSLUCENT EXCEPT SIGNS ON THE INSIDE OF GLAZED OPENINGS WHICH MAY BE NEON.

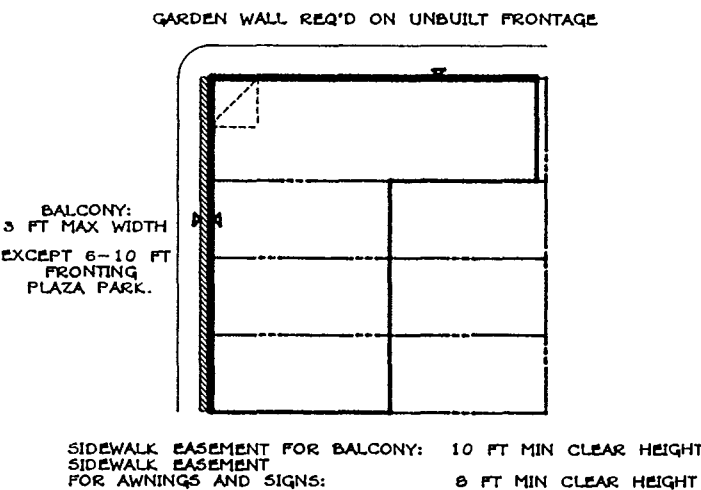
BUILDING PLACEMENT

1. BUILDINGS SHALL BE SET ON LOTS RELATIVE TO THE PROPERTY LINES AS SHOWN HERE.
2. BUILDING FACADES SHALL EXTEND ALONG THE FRONTAGE LINES AS DESIGNATED HERE.
3. AT CORNER, LOTS THE ARTICULATION OF THE FACADE IS EXEMPT FROM FRONTAGE BUILD-OUT 15 FEET ON EACH SIDE.



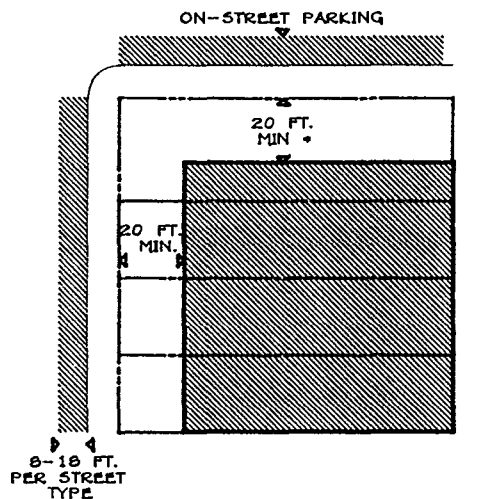
BUILDING ELEMENTS

1. A SECOND STORY BALCONY IS REQUIRED ON LOTS FACING THE PLAZA PARK - OPTIONAL ELSEWHERE.
2. AWNINGS MAY EXTEND UP TO 8 FT FROM THE FACADE.
3. IN THE ABSENCE OF BUILDING WALLS, GARDEN WALLS SHALL BE BUILT ON THE LOT FRONTAGE LINES.
4. MOVEABLE TABLE SEATING FOR FOOD SERVICE SHALL BE PERMITTED ON THE PUBLIC SIDEWALK ALONG THE FRONTAGE PROVIDING THAT A MINIMUM 5 FT UNOBSTRUCTED PATH REMAIN FOR PEDESTRIANS.



PARKING

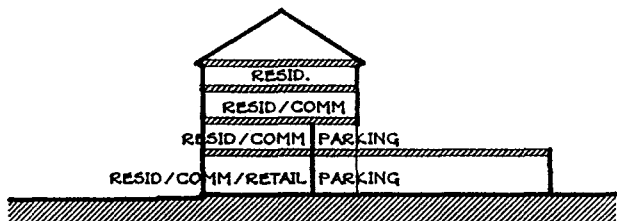
1. OFF-STREET PARKING SPACES SHALL BE PLACED ONLY WITHIN THE AREAS SHOWN HERE.
2. ON-STREET PARKING SPACES ALONG THE FRONTAGE SHALL COUNT TOWARD THE PARKING REQUIREMENT.
3. PRIVATE PARKING SPACES SHALL BE NO LESS THAN 9 FT. x 19 FT., WITH ACCESS TO A STREET OR ALLEY.
4. TRASH CONTAINERS AND ENCLOSURES SHALL BE LOCATED WITHIN THE PARKING AREA.
5. ONE PARKING SPACE PER DWELLING SHALL BE PROVIDED; 1 1/2 SPACES FOR 2-BEDROOM DWELLINGS; 2 SPACES - TANDEM PERMITTED - FOR DWELLINGS OF 3 OR MORE BEDROOMS. TWO PARKING SPACES PER 1,000 SQUARE FEET OF COMMERCIAL SHALL BE PROVIDED.
6. PARKING FOR S.R.O. DWELLINGS SHALL BE AS APPROVED BY THE ZONING ADMINISTRATOR.



* AT GROUND FLOOR, PARKING USE PERMITTED TO FRONTAGE LINE AT SECOND FLOOR ONLY.

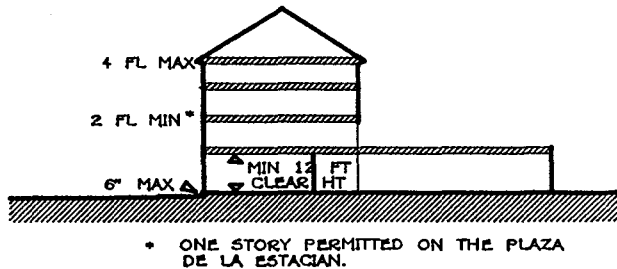
BUILDING USE

1. USES PERMITTED WITHIN THE BUILDINGS SHALL BE AS SHOWN HERE.
2. RESIDENTIAL USE SHALL NOT EXCEED 39 D.U. PER ACRE.
3. PARKING FOR RESIDENTIAL USE LIMITED TO ONE FLOOR.



BUILDING HEIGHT

1. MINIMUM AND MAXIMUM BUILDING HEIGHTS SHALL BE MEASURED IN NUMBER OF STORIES.
2. THE FIRST FLOOR SHALL BE NO LESS THAN 12 FEET CLEAR FLOOR TO CEILING.
3. SPECIFIC HEIGHTS SHALL BE MEASURED RELATIVE TO THE FRONTAGE SIDEWALK ELEVATION AND A SPECIFIED POINT AS SHOWN HERE.

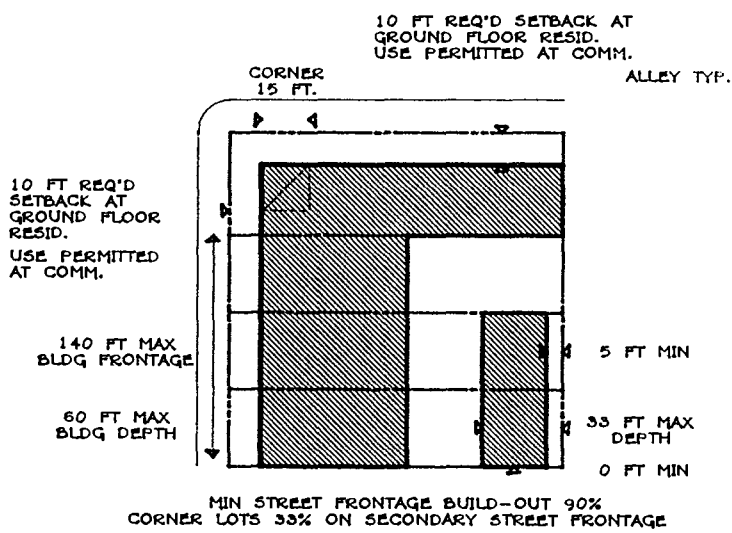


SIGNAGE

- 1. SIGNS WHEN PROVIDED SHALL BE ADDRESS NUMBERS AND COMMERCIAL SIGNS ATTACHED PERPENDICULARLY TO THE FACADE EXTENDING NO MORE THAN 4 FT INTO THE SETBACK, NOT EXCEEDING 2 FT IN HEIGHT, AND NOT LESS THAN 8 FT CLEAR ABOVE THE SIDEWALK.
- 2. SIGNS SHALL BE OPAQUE AND FRONT-LIT ONLY.

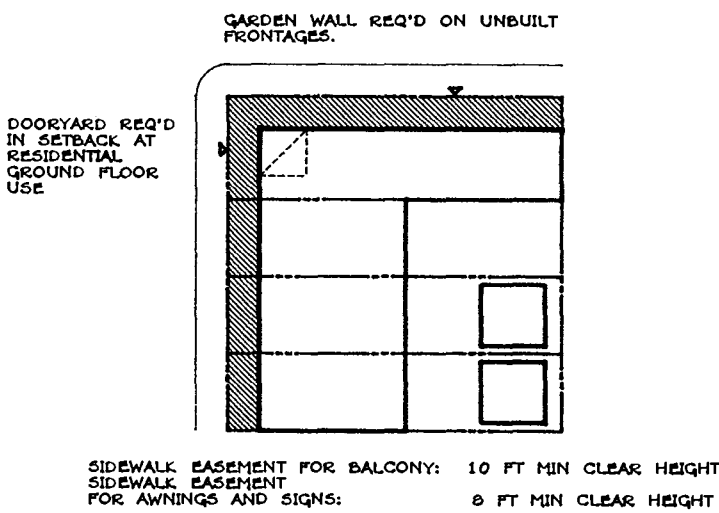
BUILDING PLACEMENT

- 1. BUILDINGS SHALL BE SET ON LOTS RELATIVE TO THE PROPERTY LINES AS SHOWN HERE.
- 2. BUILDING FACADES SHALL EXTEND ALONG THE FRONTAGE LINES AS DESIGNATED HERE.
- 3. AT CORNER LOTS, THE ARTICULATION OF THE FACADE IS EXEMPT FROM FRONTAGE BUILD-OUT 15 FEET ON EACH SIDE.



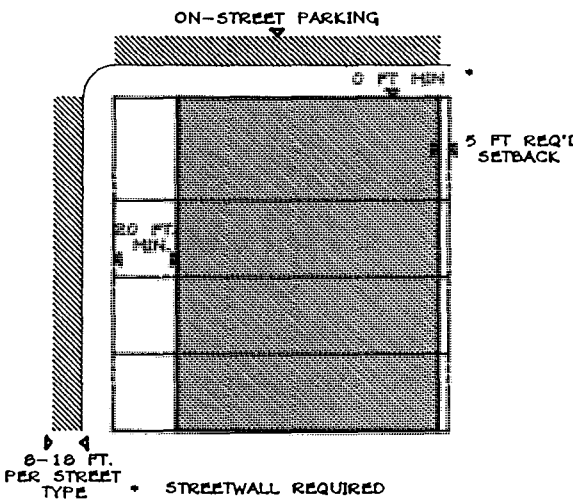
BUILDING ELEMENTS

- 1. BALCONIES, STOOPS, OPEN PORCHES, DOORYARDS AND AWNINGS SHALL BE PERMITTED WITHIN THE SETBACK AREA SHOWN HERE.
- 2. IN THE ABSENCE OF BUILDING WALLS, GARDEN WALLS SHALL BE BUILT ON THE LOT SETBACK LINES AND A DOORYARD IN THE SETBACK AREA.
- 3. IF ADJACENT BUILDINGS ARE BUILT ON THE LOT FRONTAGE LINE, THE GARDEN WALL BETWEEN MAY BE BUILT ON THE FRONTAGE LINE.



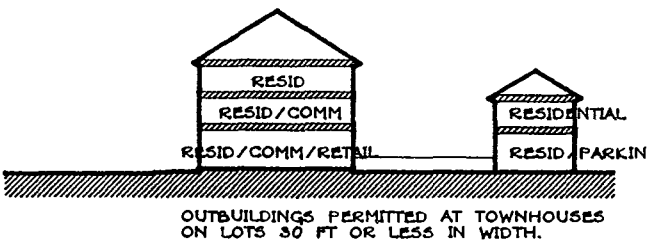
PARKING

- 1. OFF-STREET PARKING SPACES SHALL BE PLACED ONLY WITHIN THE AREAS SHOWN HERE.
- 2. ON-STREET PARKING SPACES ALONG THE FRONTAGE SHALL COUNT TOWARD THE PARKING REQUIREMENT.
- 3. PRIVATE PARKING SPACES SHALL BE NO LESS THAN 9 FT. x 19 FT., WITH ACCESS TO A STREET OR ALLEY.
- 4. TRASH CONTAINERS AND ENCLOSURES SHALL BE LOCATED WITHIN THE PARKING AREA.
- 5. ONE PARKING SPACE PER DWELLING SHALL BE PROVIDED; 1 1/2 SPACES FOR 2-BEDROOM DWELLINGS; 2 SPACES - TANDUM PERMITTED - FOR DWELLINGS OF 3 OR MORE BEDROOMS. TWO PARKING SPACES PER 1,000 SQUARE FEET OF COMMERCIAL SHALL BE PROVIDED. TANDUM PERMITTED FOR EMPLOYEE-ONLY SPACES.



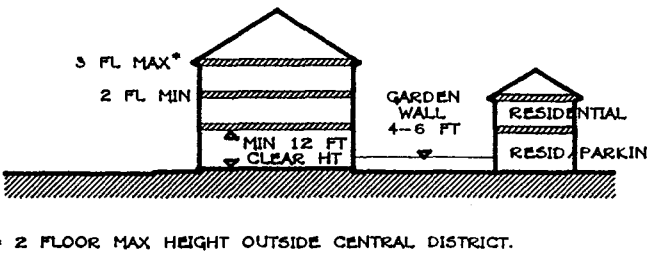
BUILDING USE

- 1. USES PERMITTED WITHIN THE BUILDING SHALL BE AS SHOWN HERE.
- 2. COMMERCIAL/RETAIL USES MAY BE PERMITTED IN EXISTING HOUSES ON TYPE II LOTS SUBJECT TO ISSUANCE OF A USE PERMIT BY THE ZONING ADMINISTRATOR.
- 3. RESIDENTIAL USE SHALL NOT EXCEED 39 D.U. PER ACRE.



BUILDING HEIGHT

- 1. MINIMUM AND MAXIMUM BUILDING HEIGHTS SHALL BE MEASURED IN NUMBER OF STORIES.
- 2. THE FIRST FLOOR SHALL BE NO LESS THAN 12 FEET CLEAR FLOOR TO CEILING.
- 3. SPECIFIC HEIGHTS SHALL BE MEASURED RELATIVE TO THE FRONTAGE SIDEWALK ELEVATION.



SIGNAGE

- SIGNS SHALL BE WALL MOUNTED ADDRESS NUMBERS ONLY.
- SIGNS SHALL BE OPAQUE AND FRONT-LIT ONLY.

BUILDING PLACEMENT

- BUILDINGS SHALL BE SET ON LOTS RELATIVE TO THE PROPERTY LINES AS SHOWN HERE.
- BUILDING FACADES SHALL EXTEND ALONG THE FRONTAGE LINES AS DESIGNATED HERE.

10 FT REQ'D SETBACK IN THE CENTRAL DISTRICT.
OUTSIDE CENTRAL DISTRICT FRONT SETBACK SHALL MATCH ONE ADJACENT BLDG.

COURTYARD MIN 25 FT x 50 FT OPEN TO STREET

30 FT MAX BLDG DEPTH

10 FT MIN SETBACK

30 FT MAX BLDG DEPTH

10 FT MIN SIDE SETBACKS

MIN STREET FRONTAGE BUILD-OUT 50%

BUILDING ELEMENTS

- BALCONIES, STOOPS, OPEN PORCHES, DOORYARDS AND AWNINGS SHALL BE PERMITTED WITHIN THE SETBACK AREA SHOWN HERE.
- IN THE ABSENCE OF BUILDING WALLS, GARDEN WALLS SHALL BE BUILT ON THE SETBACK LINE.

GARDEN WALL REQ'D ON UNBUILT FRONTAGE

6 FT

6 FT MIN.

8 FT MAX

* DOORYARD REQ'D TO FRONTAGE LINE IN FRONT SETBACK AREA

PARKING

- OFF-STREET PARKING SPACES SHALL BE PLACED ONLY WITHIN THE AREAS SHOWN HERE.
- PRIVATE PARKING SPACES SHALL BE NO LESS THAN 9 FT. x 19 FT., WITH ACCESS TO A STREET OR ALLEY.
- TRASH CONTAINERS AND ENCLOSURES SHALL BE LOCATED WITHIN THE PARKING AREA.
- ONE OFF-STREET PARKING SPACE PER DWELLING SHALL BE PROVIDED; 1 1/2 SPACES FOR 2-BEDROOM DWELLINGS; 2 SPACES - TANDEM PERMITTED - FOR DWELLINGS OF 3 OR MORE BEDROOMS.
- PARKING SPACES SHALL BE NO LESS THAN 5 FT CLEAR FROM BUILDING WALLS.

0 FT MIN
20 FT AT CORNER LOTS

5 FT MIN

8-18 FT.
PER STREET TYPE

BUILDING USE

- USES PERMITTED WITHIN THE BUILDINGS SHALL BE AS SHOWN HERE.

RESID ONLY

RESID ONLY

RESID/PARKING ONLY*

* BLDG MAY BE BUILT OVER PARKING AREA IN CENTRAL DISTRICT ONLY.

BUILDING HEIGHT

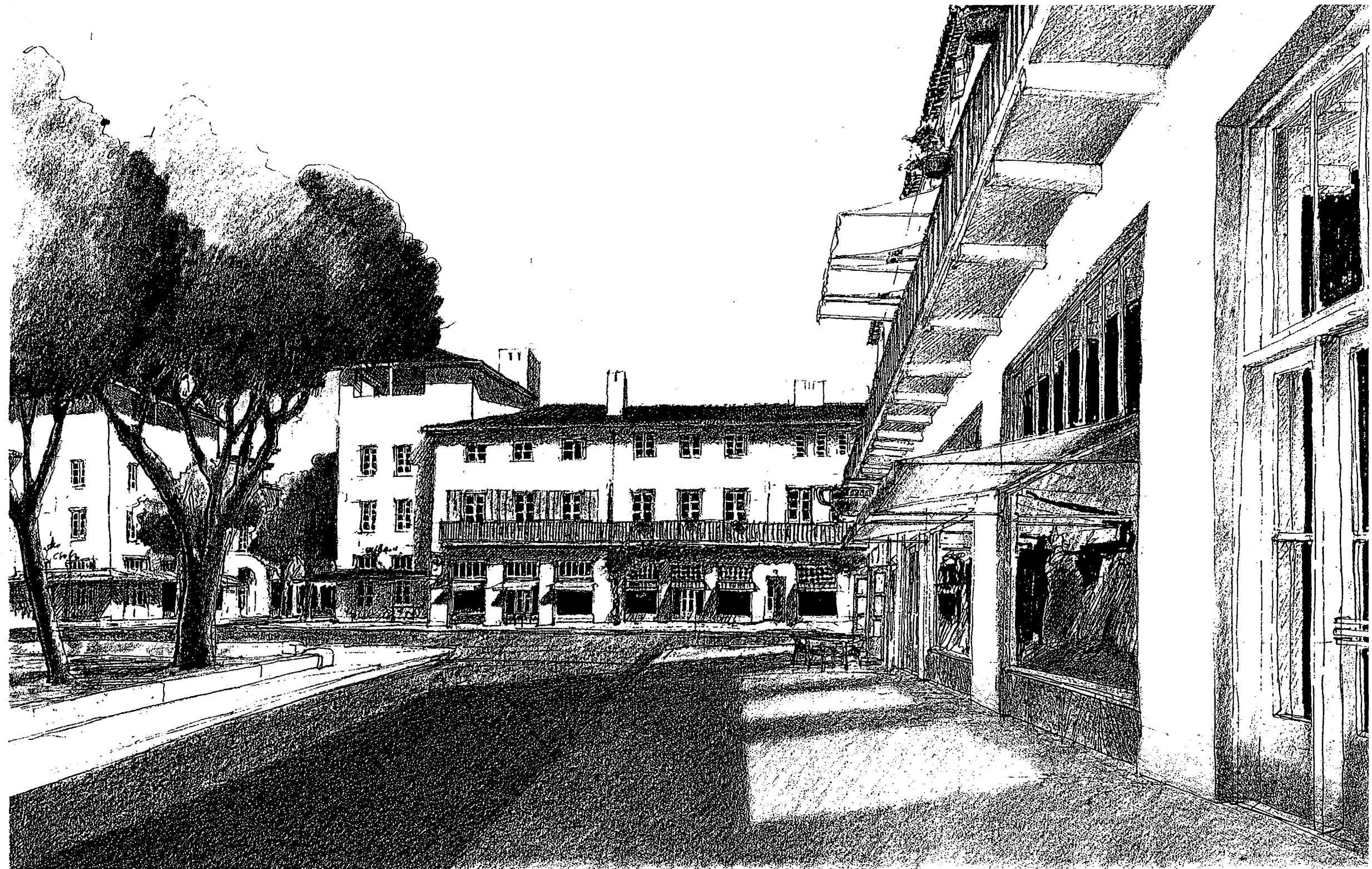
- MINIMUM AND MAXIMUM BUILDING HEIGHTS SHALL BE MEASURED IN NUMBER OF STORIES. EACH NOT TO EXCEED 12 FT. FLOOR TO CEILING.

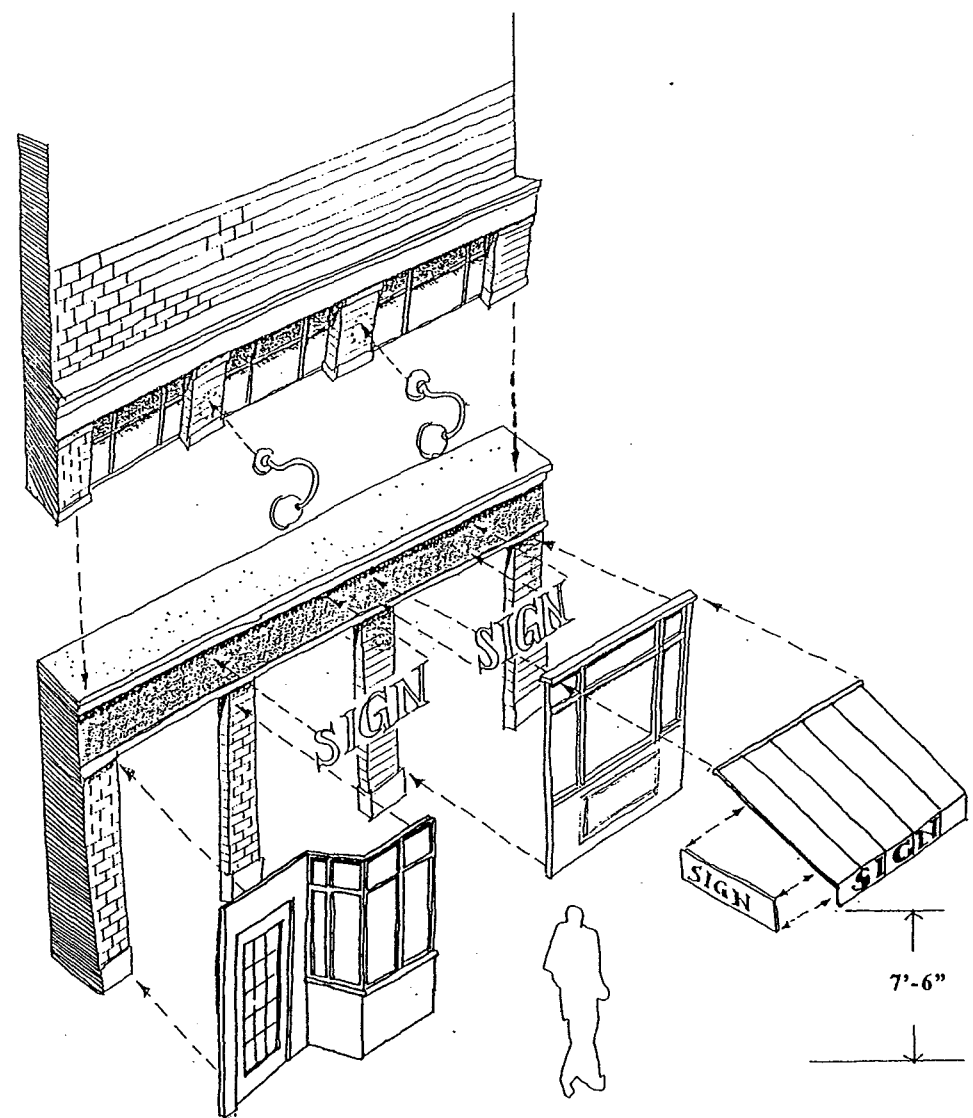
3 FL MAX *

* OUTSIDE CENTRAL DISTRICT: 2 FLOOR MAX;
1 FLOOR MAX AT FRONTAGE

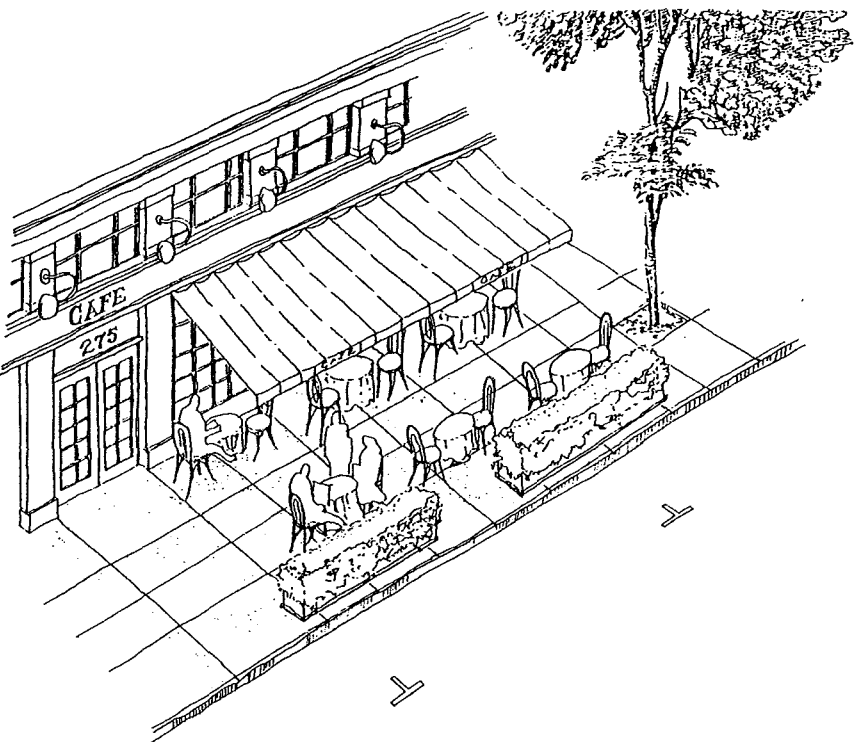
OXNARD DOWNTOWN DISTRICT MASTER PLAN

PAGE C-9

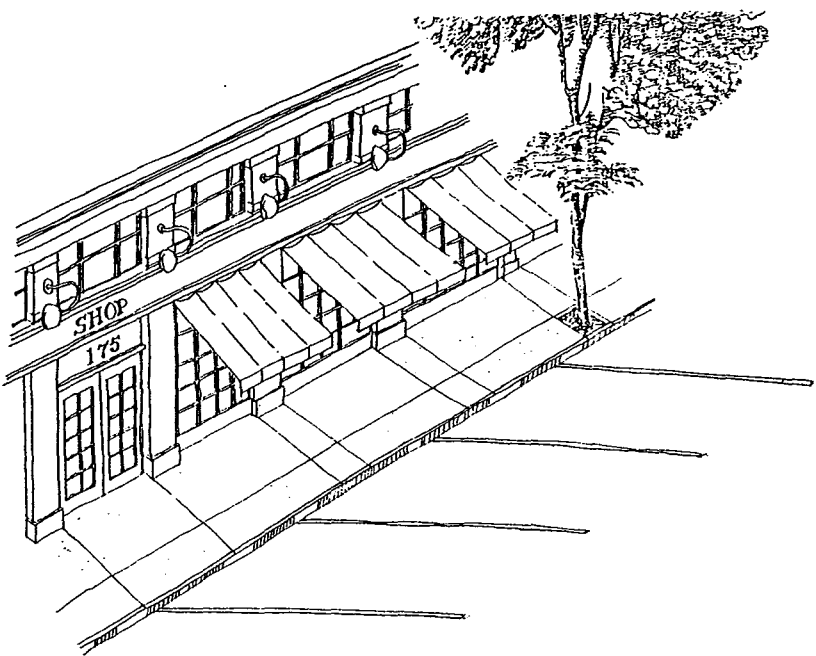




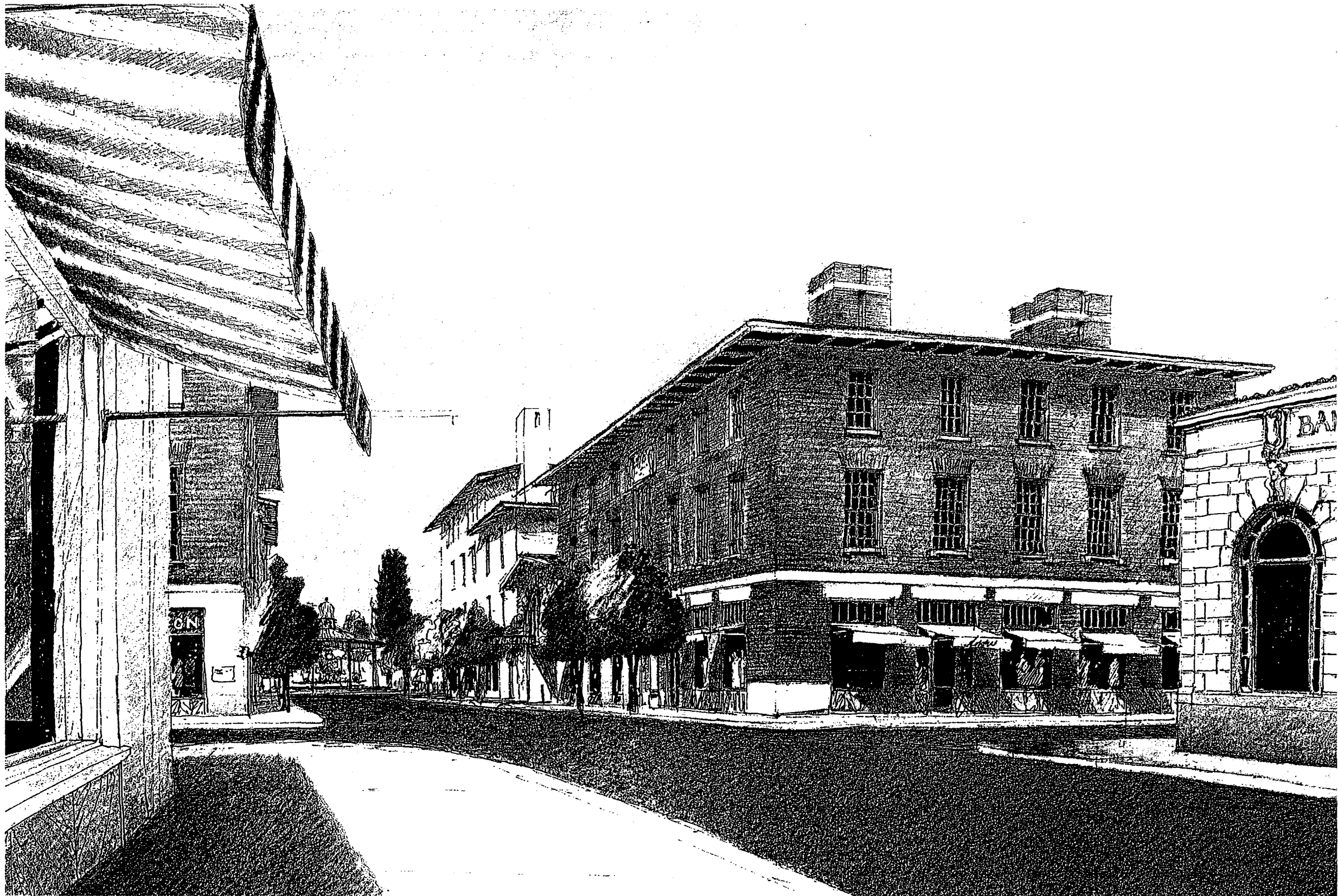
STOREFRONT COMPONENTS

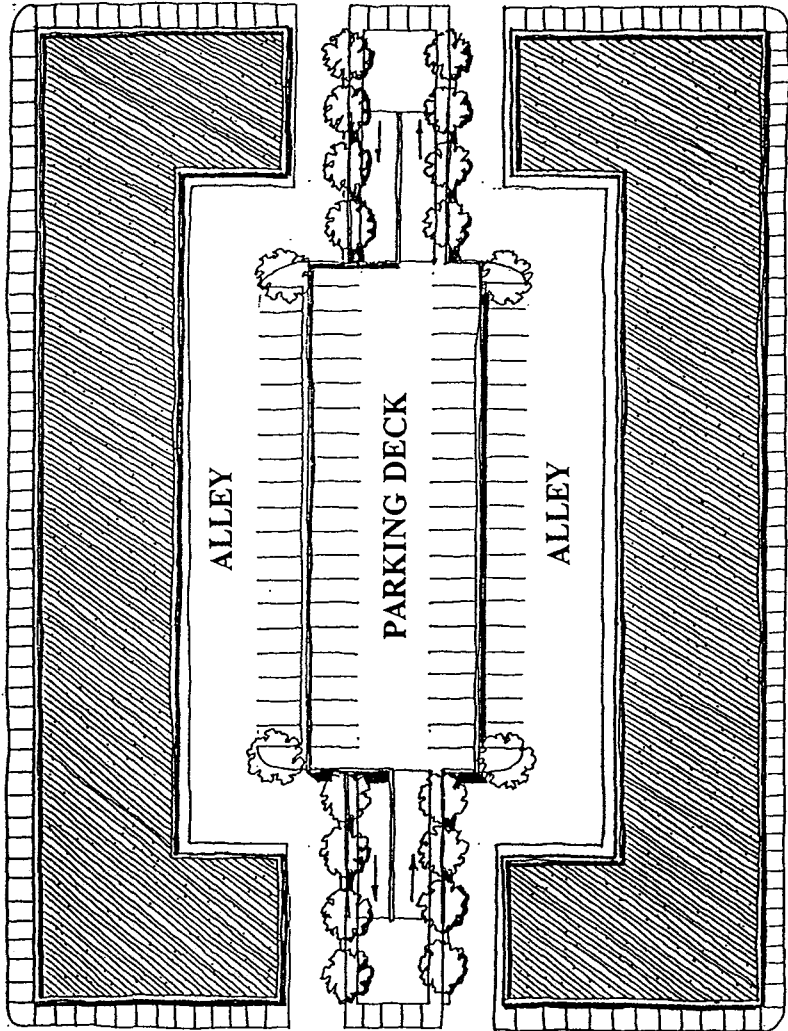


RESTAURANT / ENTERTAINMENT STREETScape

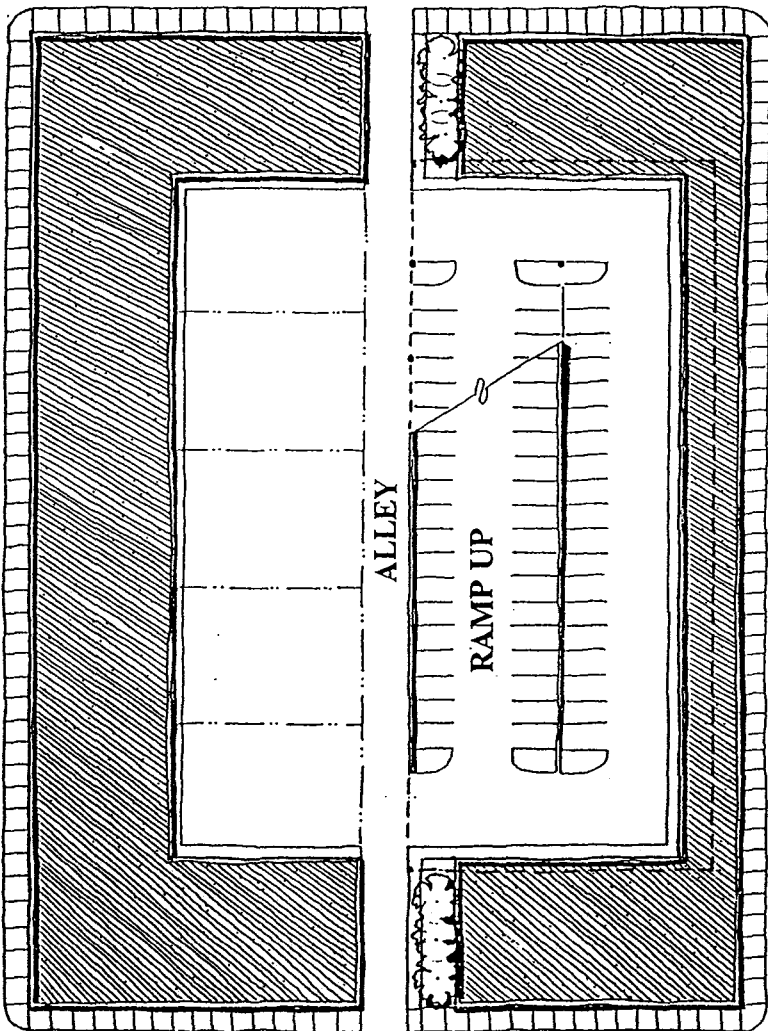


NEIGHBORHOOD SERVICE / RETAIL CORE STREETScape

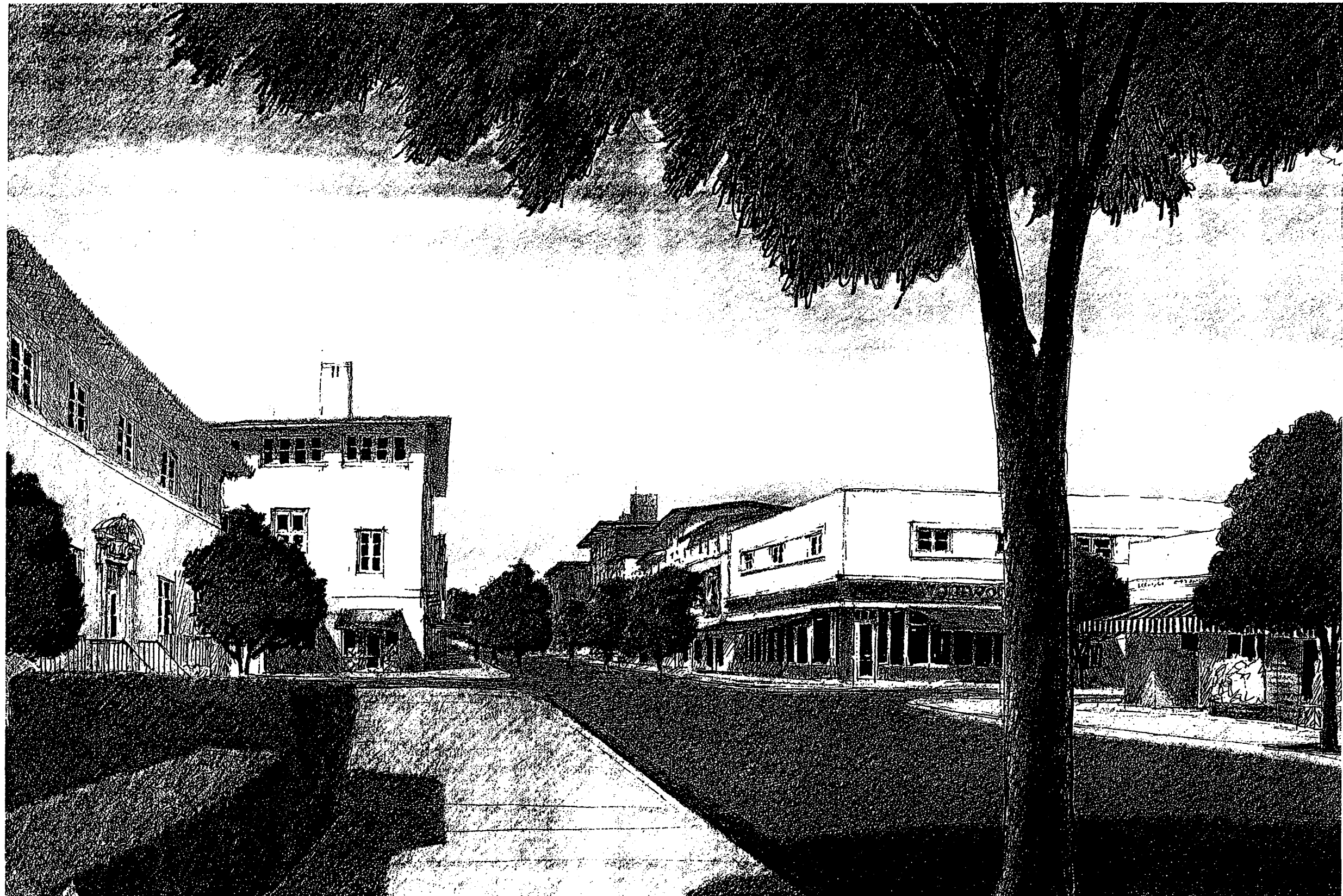


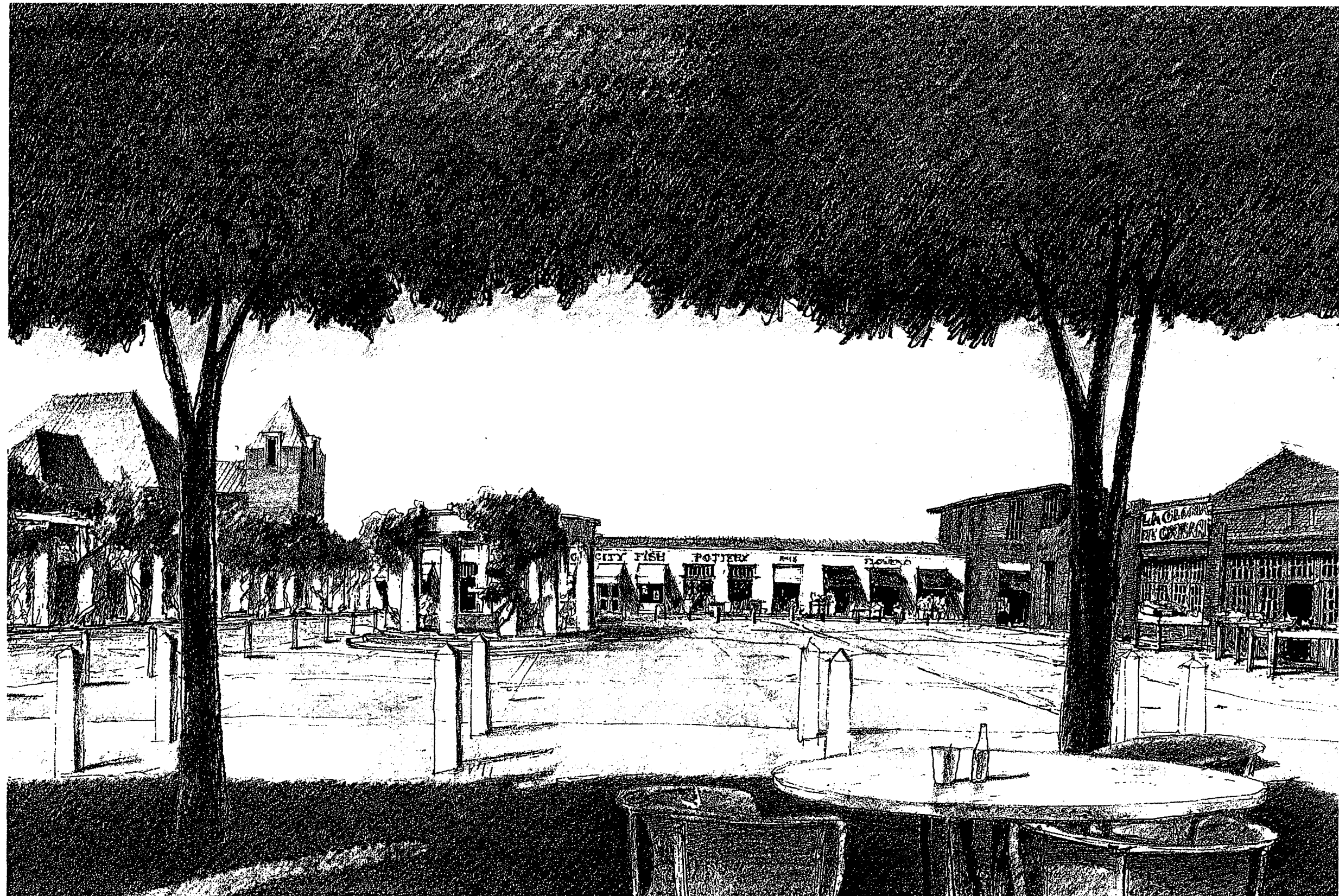


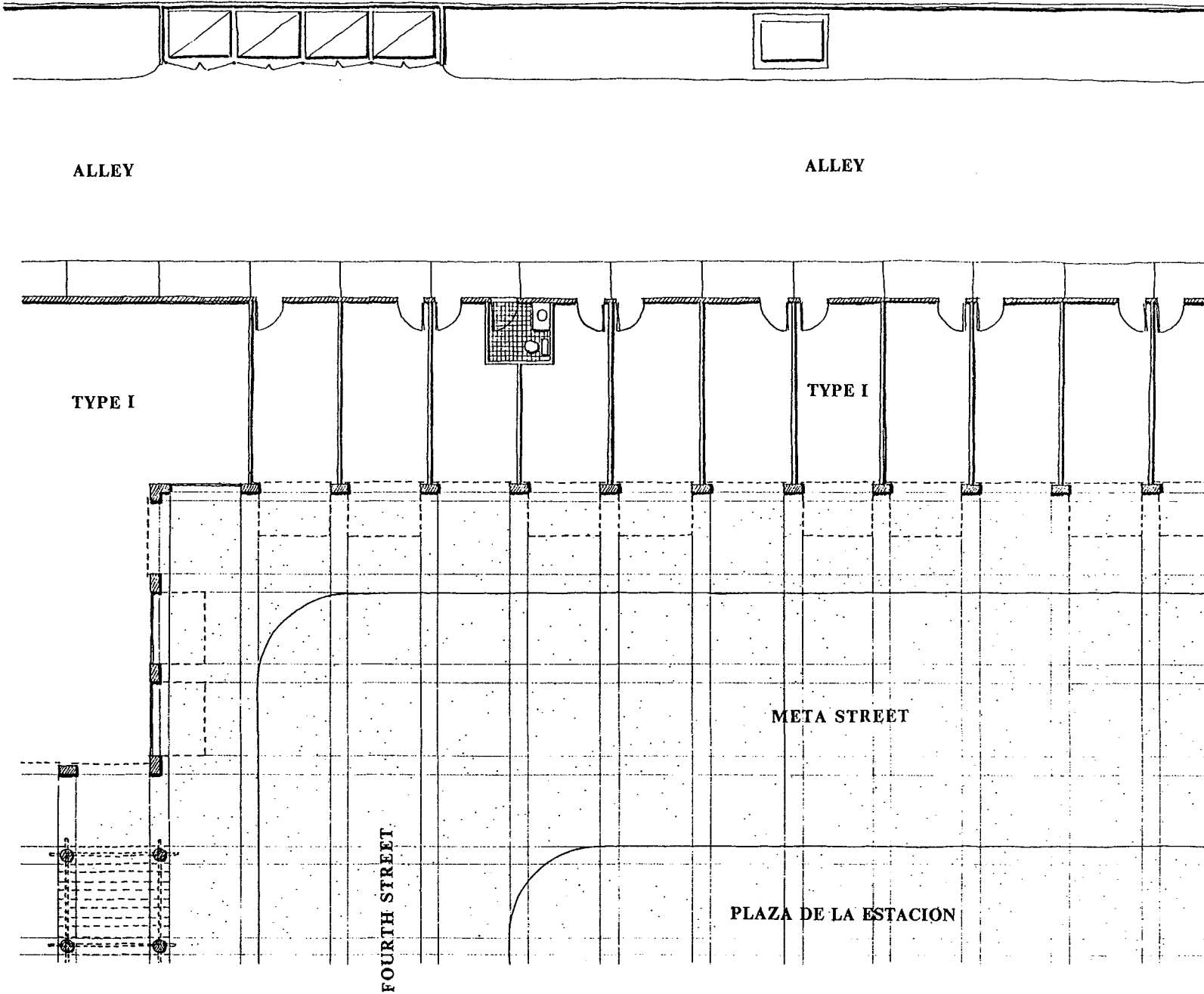
CENTRAL TYPE

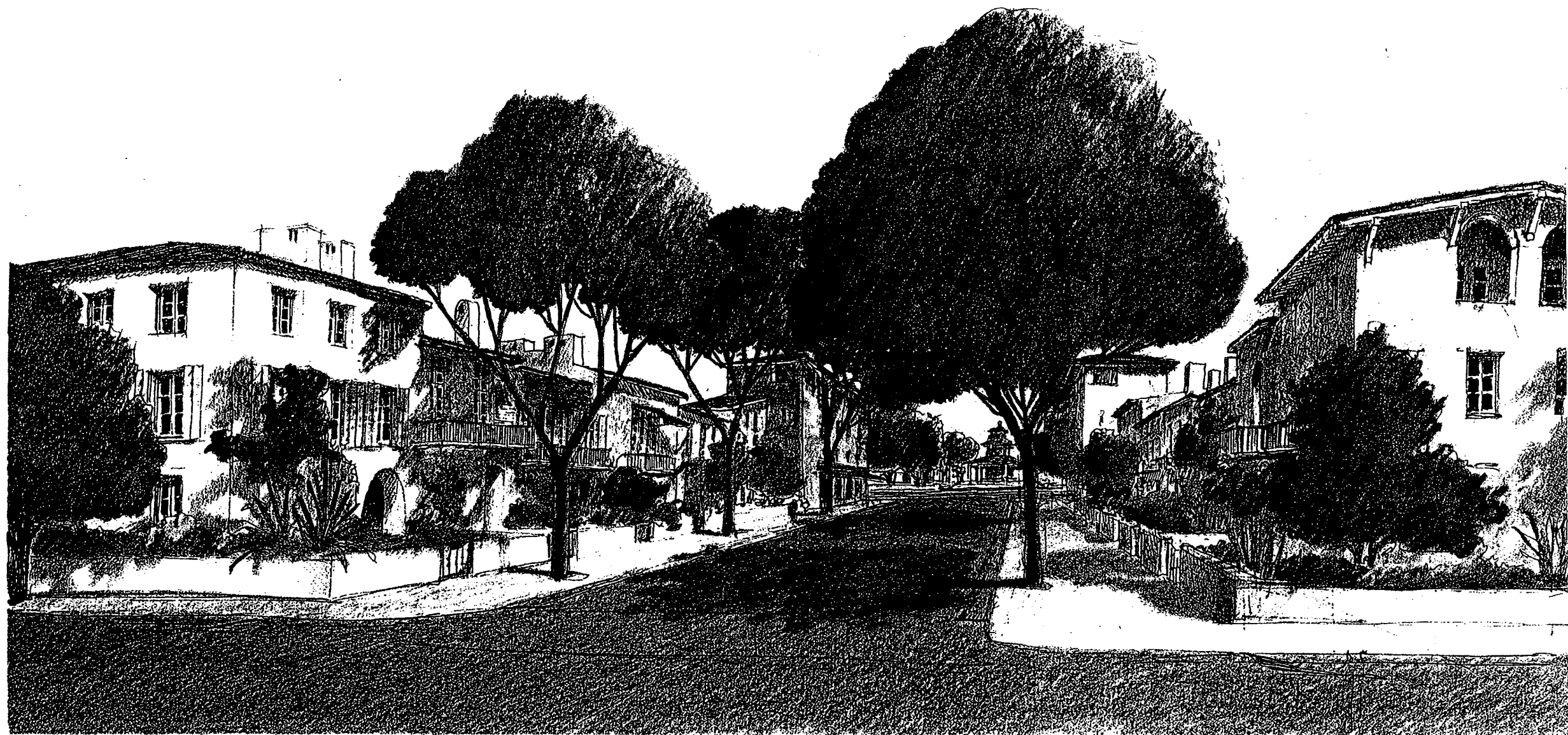


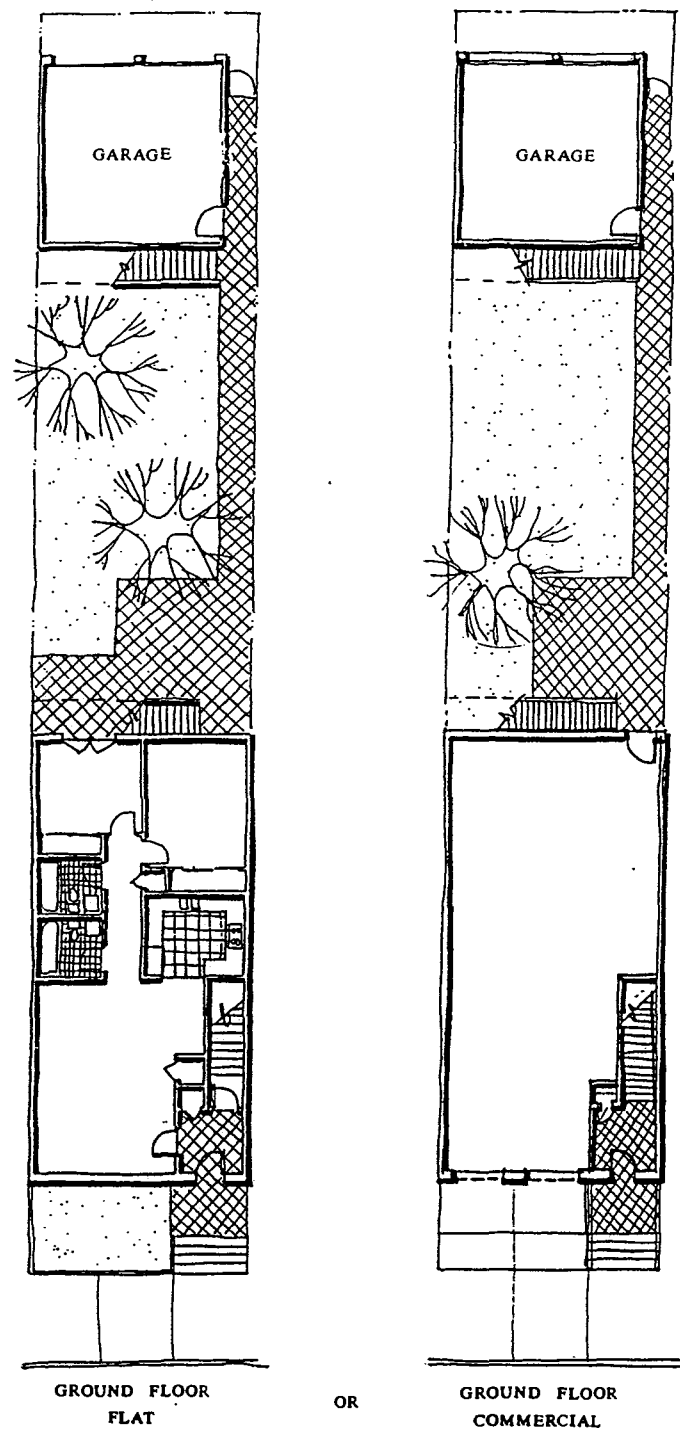
HALF-BLOCK TYPE



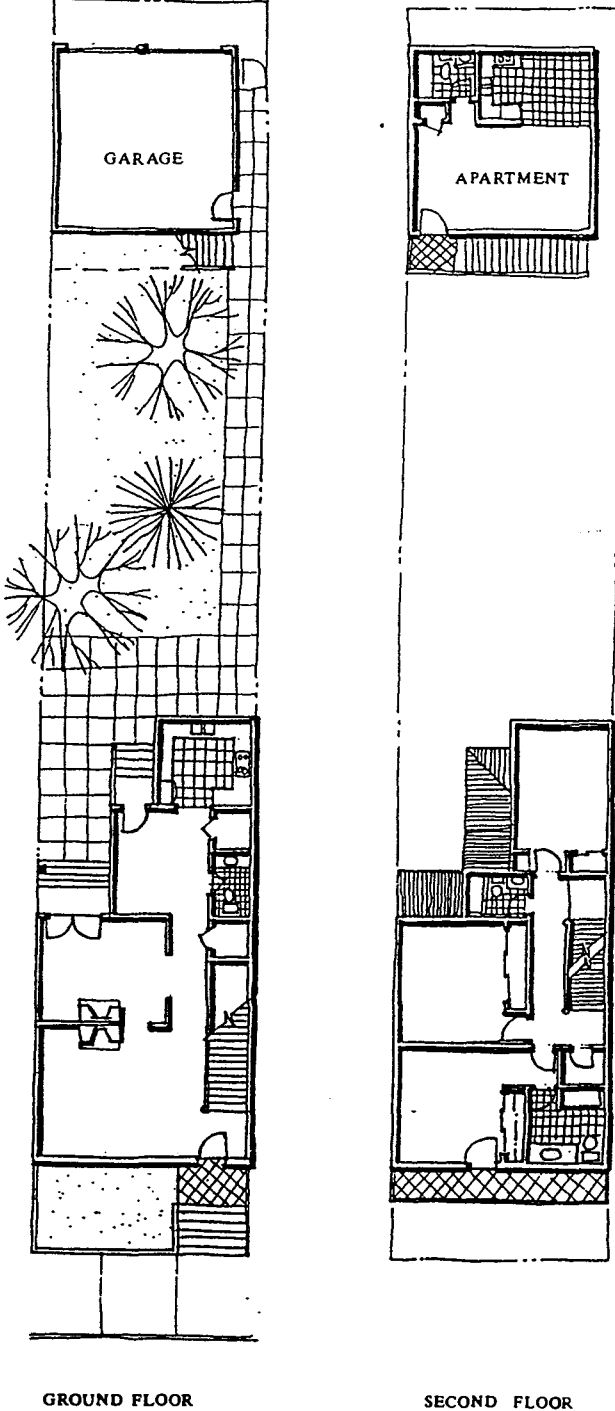
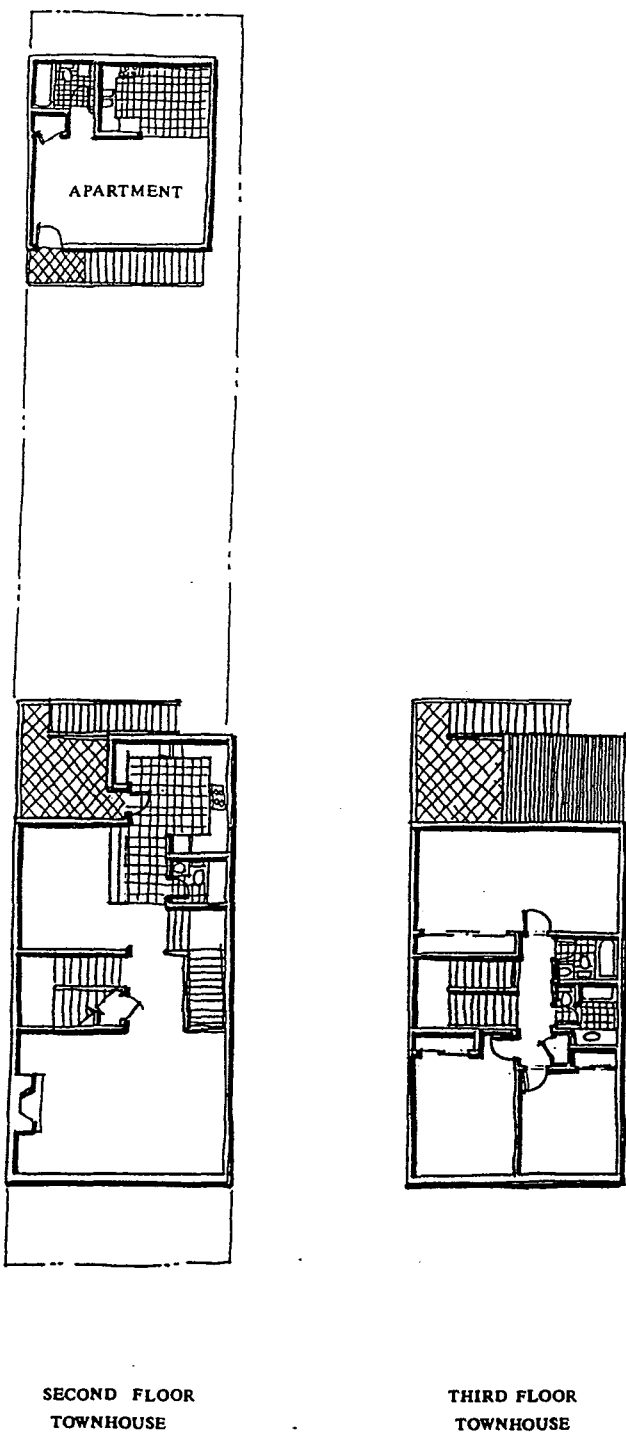






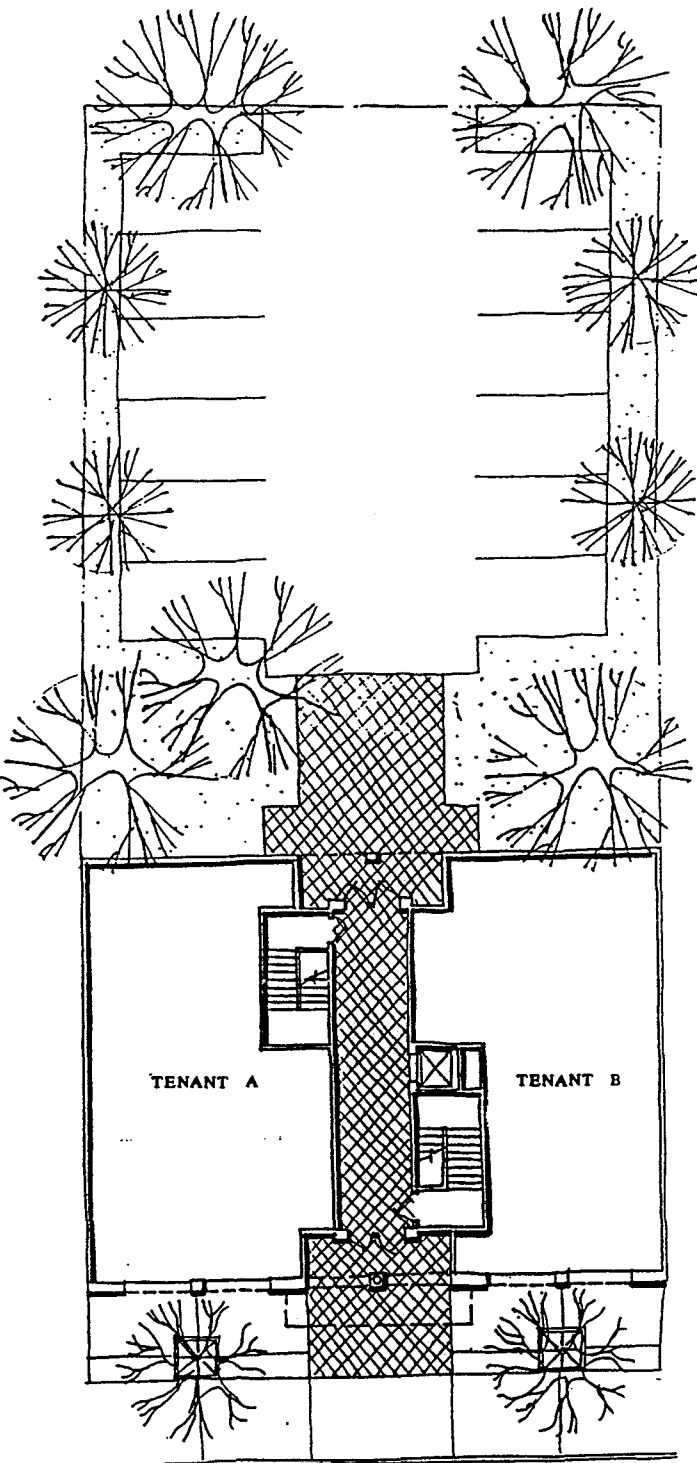


THREE STORY TOWNHOUSE TYPE

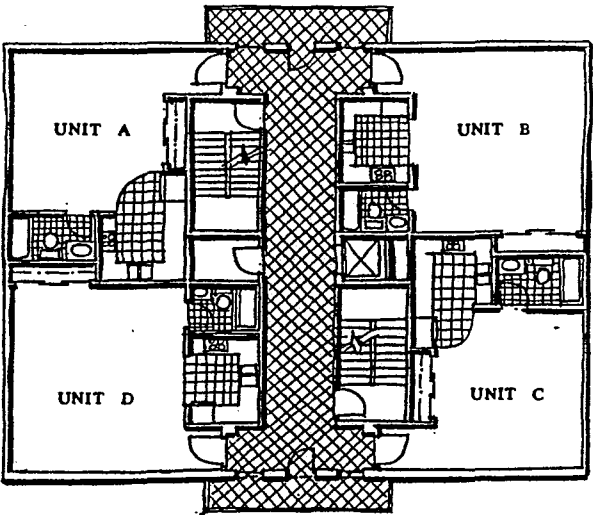


TWO STORY TOWNHOUSE TYPE

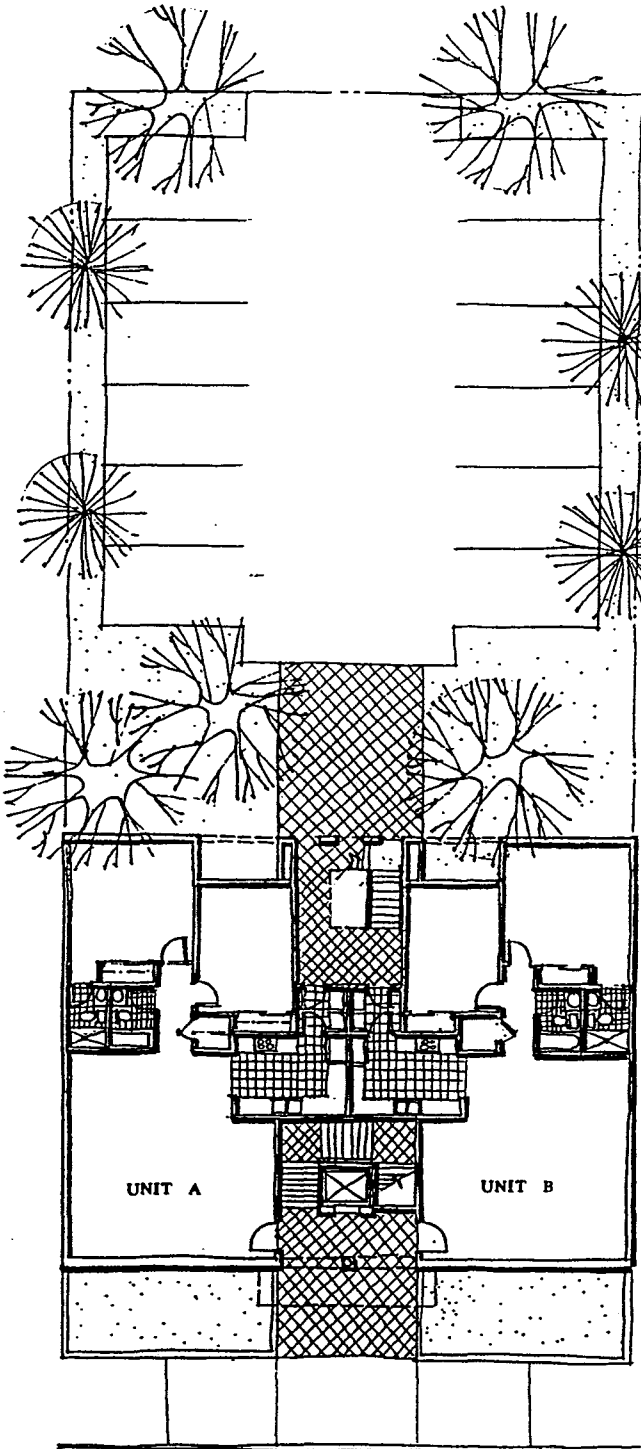




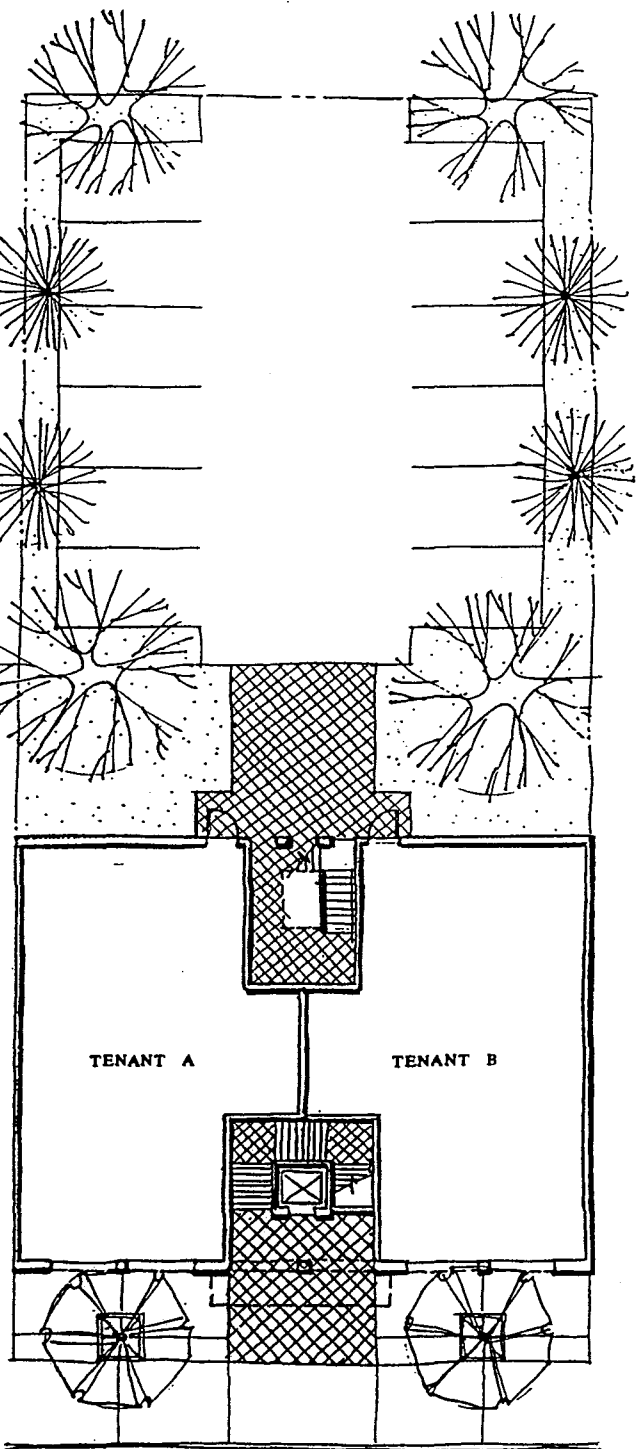
GROUND FLOOR (2nd & 3rd SIMILAR)
COMMERCIAL



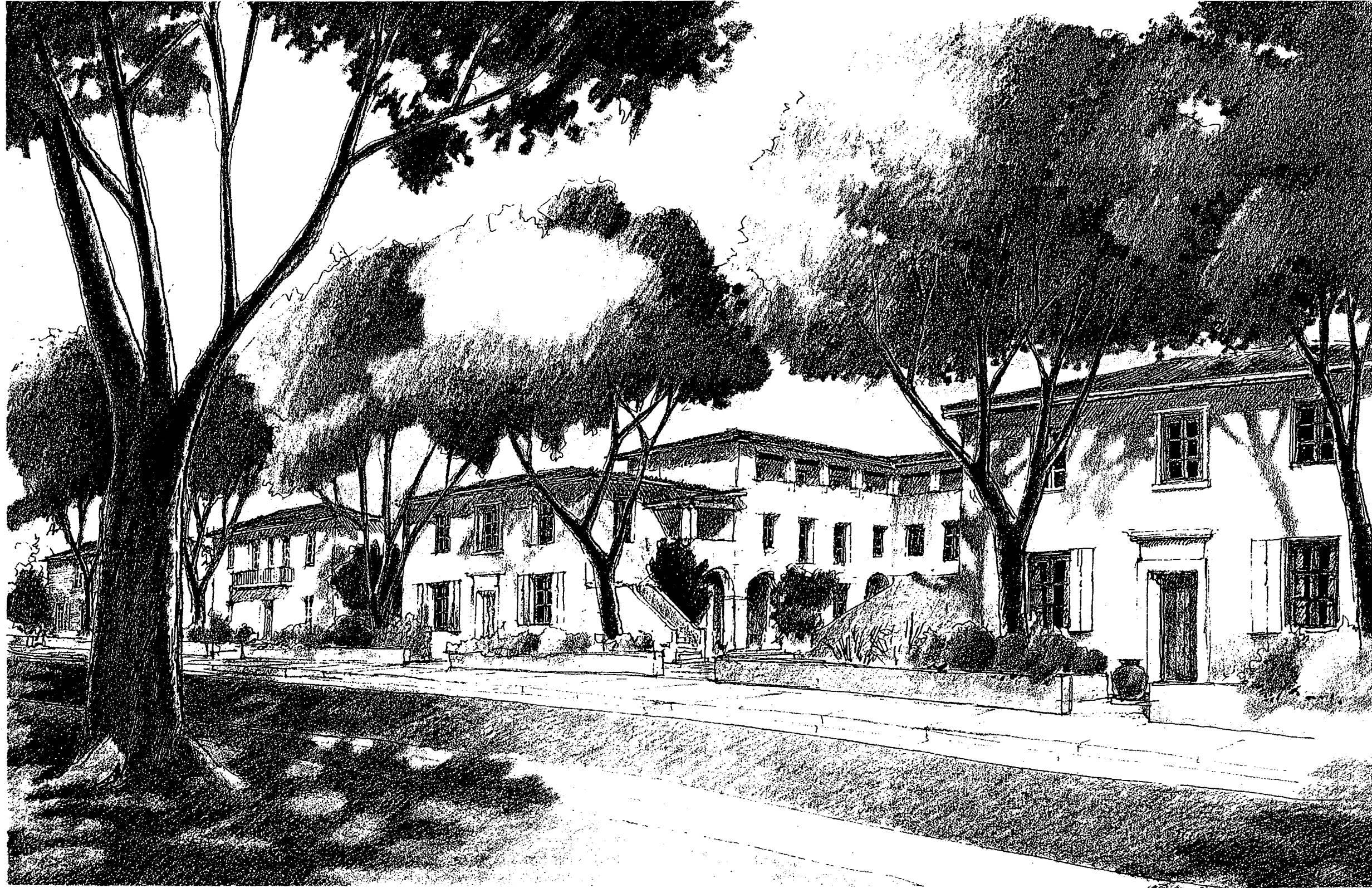
2nd & 3rd FLOOR (GROUND SIMILAR)
EFFICIENCY APARTMENTS

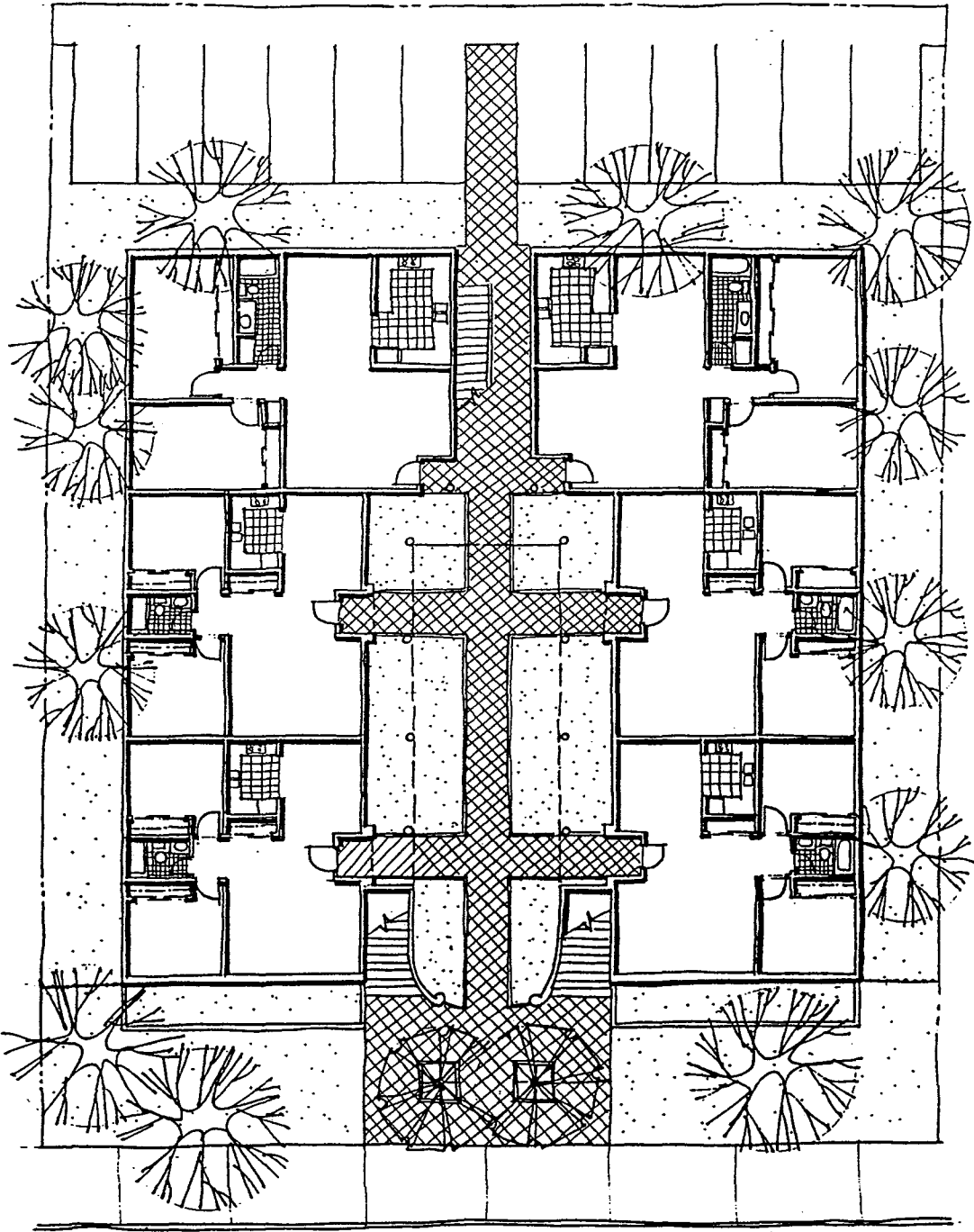


GROUND FLOOR (2nd & 3rd SIMILAR)
TWO BEDROOM APARTMENTS

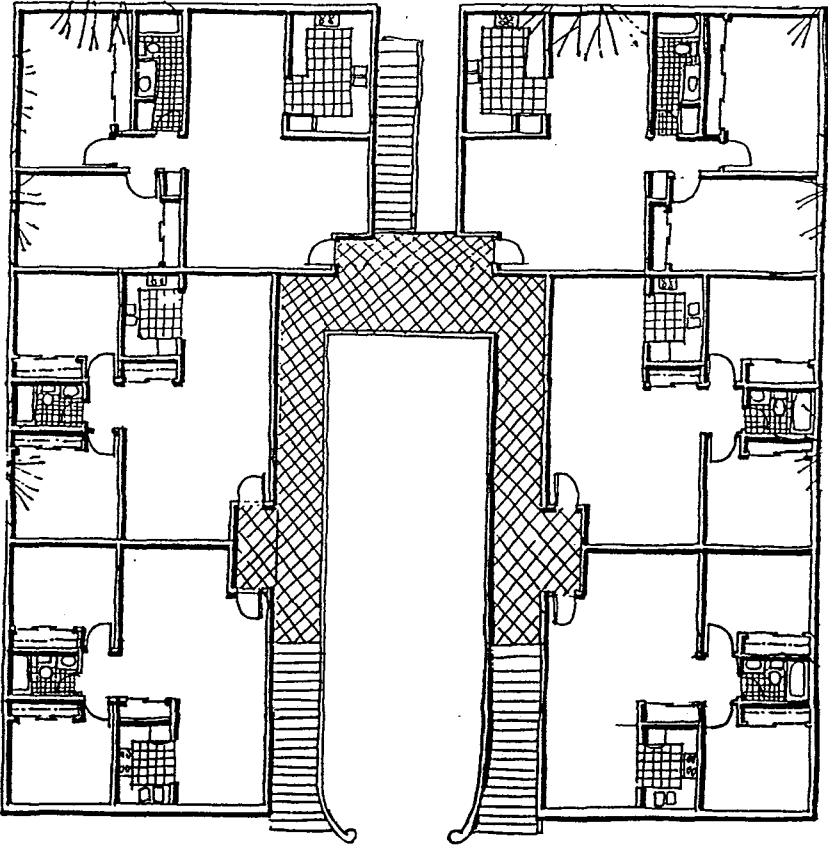


GROUND FLOOR (2nd & 3rd SIMILAR)
COMMERCIAL





GROUND FLOOR



SECOND FLOOR

II. THE PUBLIC REALM

INTRODUCTION

The "Public Realm" is all space within the District that is not private. It is the streets, plazas, parks, paseos and parking lots between the buildings. It is the space that one occupies when not in any business or residence. This space is to be oriented to the person on foot, and to provide pleasant opportunities for walking, resting, and encountering others.



The Public Realm welcomes the pedestrian.

To guide the development of public improvements in concert with and in support of development on private land, the Public Realm sets forth a master plan for the construction, reconstruction and rehabilitation of streets and other public spaces by the City. This section is organized as follows:

Streetscape Master Plan	P-1
Parking Policy	P-2
Special Design Districts	P-2, 3
Public Improvement Implementation	P-3

Use of the Public Realm section is as follows:

This Public Realm section is organized as follows:

Streetscape Master Plan

Please see pages P-1 and P-2 to learn the intent and structure of this District-wide streetscape improvement master plan. Please refer to the Key Plan, page P5 and then to the page for the particular street. These are pages P-10 through P-22.

Parking

Please see The Parking Policy, page P-2. This defines the City's responsibilities in providing sufficient, well managed public parking throughout the District. Such public parking supplements that which the Code requires property owners to provide, and encourages visitors to park and walk the District.

Special Design Districts

Please see pages C-5 and P-5 to locate these special public spaces. Descriptions of these projects are provided on pages P-2 through P-4 and illustrations may be found on pages P-6 through P-9. The implementation priority ranking for these Special Design Districts projects is listed on page P-5.

INTENT OF THE PUBLIC REALM

The purpose of The Public Realm section of this plan is to ensure that public space improvements are constructed in coordination with the development of private land, resulting in a high quality public realm throughout the Downtown District. The City will demonstrate its commitment to the revitalization of the Downtown District by the on-going phased construction of the designated public improvements and the consistently competent management of the public realm as described in this section and in the separate implementation action plan.



Fifth Street in the 1920's.

STREETSCAPE MASTER PLAN

1. Streetscape standards are as described in this Streetscape Master Plan. This section identifies the master planned streetscape elements and configurations for each street in the District and lists the general scope of improvements to be made to current conditions on a block-by-block basis. The matrices on pages P-10 through P-22 refer to street-blocks, as numbered on the Key Plan, page P-5.

2. Street, curb and sidewalk materials and details shall be City standard construction. This shall not preclude, but shall not require, special sidewalk designs in conjunction with development proposals. Special designs proposed shall be reviewed by the DAC.

3. Street trees species and spacing shall be as noted in the Streetscape Master Plan. Planting details shall be per City standards.

4. Street lights shall be The Washington, Contra/Cline as manufactured by Moldcast, or a substantially equivalent fixture. The poles shall be finished in Nostalgic Green, or similar color as approved by the DAC. Lamps shall be color corrected, high-pressure sodium, metal halide, or other full-spectrum type, as approved by the DAC.

5. Street identification signs, directional signs, public information signs, and parking signs shall be as

selected by the DAC, from standard municipal equipment catalogs. Such signs shall provide a distinct image for the District and clear directional information to first-time visitors to the District. All regulatory, guide and warning signs shall meet applicable State and Federal standards.

6. Traffic signals should be standardized throughout the District. Post-top mounted signals are the preferred design and shall be used wherever possible to focus the motorist's eye closer to the pedestrian level. Mast arms, when required, shall be as unobtrusive as possible in their design. Poles shall be of a standard color as selected by the DAC, matching street light poles.

7. Implementation. The detailed design of proposed streetscape improvements shall be prepared based on the policies of this plan, and traffic control recommendations from the City Traffic Engineer.

The improvements identified in the Streetscape Master Plan will be incorporated into the City's Capital Improvement Program (C.I.P.) on an on-going basis. Special Design District improvements will be implemented based on the Implementation Priorities in the Public Realm, page P-4.

8. Fees. Unlike new urban development on the perimeter of the City, the revitalization of the Downtown District does not require substantial construction of new streets and related new infrastructure and does not extend the quantities of such improvements to be permanently maintained. Further, the existing public improvements within the District have in many cases been allowed to deteriorate while available monies have been focused on new development. In recognition of these facts, and in order to encourage revitalization of the District, the Council establishes a Downtown District Infrastructure Improvement Fee Schedule for the construction of new buildings and substantial.

expansions of existing buildings within the District. The Schedule reasonably assesses District properties for the costs of necessary incremental infrastructure improvements, while not unreasonably burdening them with costs of deferred maintenance within the District nor of Citywide infrastructure extensions.

Elements of Proposed Streetscape Improvements.

The following definitions apply to improvements identified on the Streetscape Master Plan sheets on pages P-10 through P-22. A key plan of District streets is provided on page P-5.

- **Provide Angle Parking:** The amount of on-street parking spaces shall be increased by installing 45° diagonal parking. A typical street section shall consist of two twelve-foot travel lanes and two eighteen-foot parking lanes. The designated street tree, minimum 36-inch box size, shall be planted in a tree well approximately 4 or 5 feet square, behind the curb. The tree spacing shall be approximately 40 feet on center.
- **Provide Parallel Parking:** Parallel parking shall be provided on streets too narrow to accommodate angle parking and at frontages designated for Type IV buildings.
- **Reduce Pavement Width:** At such time as a street is scheduled for major reconstruction, the curb-to-curb dimension shall be reduced to the width noted. The width subtracted from the traveled way shall be added to existing parkway or sidewalk widths, as noted on the street type diagram.
- **Hardscape Parkway:** Frontages currently having planted parkways shall retain existing and in-fill street trees. The parkway shall be filled in with concrete, leaving at each street tree a cut-out of approximately 5 to 6 feet square, filled with shredded bark, brick or modular pavers as approved by the DAC. Turf may additionally be used in tree planters outside the Central District.

- **Turf Parkway:** In residential neighborhoods the parkway section shall consist of a five to eight foot wide area planted in lawn, with street trees at approximately 30 feet on center as shown on the Streetscape Master Plan sheets.
- **Plant Street Trees:** There are currently some blocks which have no discernible street trees adjacent to the traveled way. These streets shall receive specimen size street trees, as selected by the DAC. Recommended species as noted on the S Streetscape Master Plan.
- **Fill Gaps in Existing Street Trees:** Due to age, disease or tree removals there are gaps in the linear street tree plantings. New specimen trees of a species selected by the DAC shall be planted to fill these gaps. Recommended species are noted on the Streetscape Master Plan sheets.
- **Unify Street Tree Planting:** Trees of uniform species regularly spaced shall be planted along all streets. Where multiple species have been interspersed with the dominant species, those trees shall be removed and replaced by a single in-fill species as selected by the DAC. Recommended species are noted on the Streetscape Master Plan sheets.
- **Eliminate Pedestrian Barriers:** In some cases walls, street furnishings, planters, and landscaping are denying visual access to potential customers. In these cases the barriers should be removed. Street trees as designated in the matrices are not to be construed as barriers.

B. Parking Policy

1. Parking in the Downtown District shall be provided by a combination of public on-street and off-street parking facilities, and private off-street facilities.
2. Parking requirements for new development are specified in the Code. Required parking shall be provided in one or a combination of the following manners:

- a. On-street parking along the lot frontage, of the type specified on the Streetscape Master Plan sheets.
- b. Off-street parking on the lot, located and screened by buildings or streetwalls as specified in the Code.
- c. Off-street shared parking on nearby properties as negotiated with the property owner(s) and approved by the DAC.
- d. Off-street public parking as approved by the DAC, based upon payment to the City of an "in lieu" fee for each such space.

3. Public off-street parking lots and structures shall be screened from frontages by buildings or streetwalls and shall be signed in conformance with a Public Signage Program as approved by the DAC. Public parking lots shall meet the same location, screening, and design requirements as required of private off-street parking lots by the Code. Public parking structures shall incorporate ground level storefront type space along frontages, as required of Type IA buildings.

Prototypical plans of two such parking structures are shown on page C-13. Vehicle entries and exits shall be from alleys whenever possible, and shall be no more than 30 feet in width when opening directly to a street. Pedestrian entrances to all lots or structures shall be directly from an adjacent frontage line. The design of all public parking lots and structures shall be subject to review by the DAC.

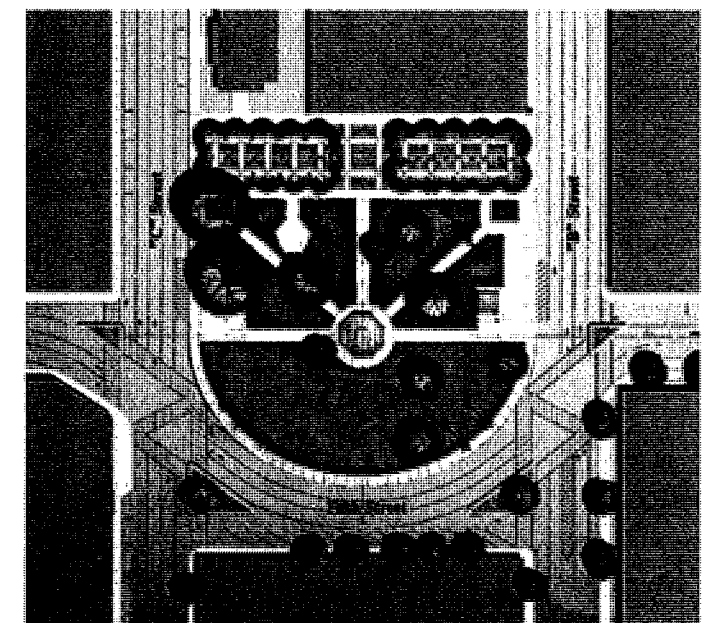
4. Implementation. The City shall monitor the sufficiency of the parking within the Downtown District and shall meet any identified parking deficiency by the provision of public off-street parking lots or structures. Special time limit designations and other criteria may be applied to on-street parking on a block by block basis as agreed by a majority of the property ownership of the block frontage.

C. Special Design Districts

The Plan identifies several important public spaces which shall be constructed by the City.

The Plaza Park

The Plaza Park is to be improved to support the redevelopment of properties enfronting the Park, to provide an attractive, safe, and clean public gathering space for the District, to anchor the west end of the Fifth Street retail corridor, and to improve the flow of traffic on Fifth Street into the Downtown retail core. A schematic plan for major improvements to Plaza Park is included in the Plaza Park Master Plan, which is shown on pages P-6 through P-8 and incorporated herein by reference. An illustration of the proposed park improvements including the pergola, paving and pagoda renovations is provided below. That Master Plan will be revised prior to implementation to incorporate a carousel or other family attraction to the east of the Pagoda.



Phase I improvements to the Plaza Park.



The Plaza Park with new colonnade and paving.

Plaza de la Estacion

At the time of construction of the train station, Fourth Street was extended to the east of Oxnard Boulevard, and Enterprise Street was removed. La Gloria Market, which historically enfronted Enterprise Street, was left to face a surface parking lot which also occupies two prominent street corners. To correct these conditions a Plaza shall be developed incorporating the space now occupied by the parking lot and Fourth and Meta Streets abutting it.

The Plaza shall accommodate the parking and streets functions, but be detailed as a single public space, unified by simple paving and detailed as a plaza, to allow festivals and special events to be staged using all or parts of the Plaza. The Code identifies future Type I buildings to be built along the east edge of the Plaza, now the east frontage of Meta Street, and along the south edge, the former southerly frontage of Enterprise Street. An illustration of the Plaza and new retail buildings is provided on page C-15 and P-9. A prototype plan of an "incubator retail" building type which could be constructed along the east edge of the Plaza is provided on page C-16. It is a simple one-story building type with small retail spaces which open directly to the Plaza.



The Plaza del la Estacion.

Oxnard Boulevard

To connect the Meta Street neighborhood and a portion of Oxnard Boulevard to the Central District, the Boulevard from Seventh Street to Third Street will be transformed from its current "highway bypass" design to a "downtown avenue" street type. This will be accomplished by the following:

- Redesign of the existing raised median strip.
- Restriping the traffic lanes to provide double northbound and southbound lanes and a central left turn lane.
- Re-establishment of on-street parking, or widening the sidewalks to better accommodate pedestrians.
- Adjusting traffic signal phasing to provide frequent and convenient crossing opportunities for pedestrians.
- Planting strong rows of street trees each side of the Boulevard.
- Construction of special signage at Palm Street, Deodar Street, on the Third Street bridge, and at Fourth, Fifth, Sixth and Seventh Streets to identify gateways to the Downtown District.

These improvements, summarized in the Streetscape Master Plan for Oxnard Boulevard, will be implemented as soon as possible. The major roadway

improvements will be phased to occur after CalTrans relinquishes its jurisdiction over the Boulevard.

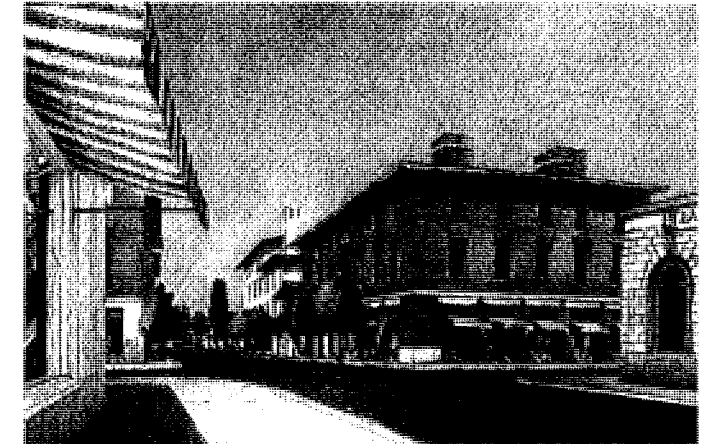
It is recommended that a future light rail line be considered, which would add tracks in the existing right-of-way from the south end of Saviers Road to a point just north of the District, at which point the existing Southern Pacific right-of-way could be used. A major stop would be located at the Plaza de la Estacion.

"A" Street Restoration

It is recommended that the meandering character of "A" Street be restored to its original linear geometry, with as many angled on-street parking spaces as possible. The existing pergolas, fountains and random landscaping should be removed. The following specific considerations are recommended for the redesigned street.

- Provide 50 degree angled parking, along both sides of the street, broken by mid-block crosswalks for the convenience of pedestrians.
- Provide small, deciduous street trees in tree wells behind the curb. The spacing of these trees should be approximately 40 feet on center.
- Install new, traditional streetlights at approximately 80 feet on center, centered between street trees.

It is also recommended that consideration be given to locating a future light rail line in "A" Street. This could be the southbound couplet of a pair of lines from Deodar to Wooley Road. The northbound line would run in Oxnard Boulevard from Wooley Road to Deodar and in the railroad right-of-way north of Deodar. Such a rail line requires a simpler, straighter street alignment than the existing meandering geometry between Third and Sixth Streets. It is also recommended that special signage and landscaping be provided at the intersections of Deodar and Palm Drives, at "A" Street and Oxnard Boulevard to encourage motorists to exit the Boulevard and drive on "A" Street through the District.



New Storefronts on "A" Street at Fifth.

Heritage Square

Heritage Square is an existing, successful public space which is to be preserved. Lively uses of the central plaza and of Heritage Hall will continue to draw visitors to the Downtown District. Adaptation of the existing buildings to accommodate restaurant and entertainment uses is encouraged.

Art In Public Places

Public art shall be located throughout the downtown area for both private and public projects. Art of many types shall be provided for along building frontages, street corners, and at public gathering places.











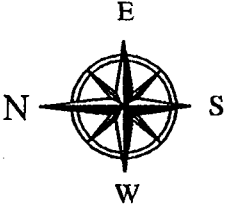
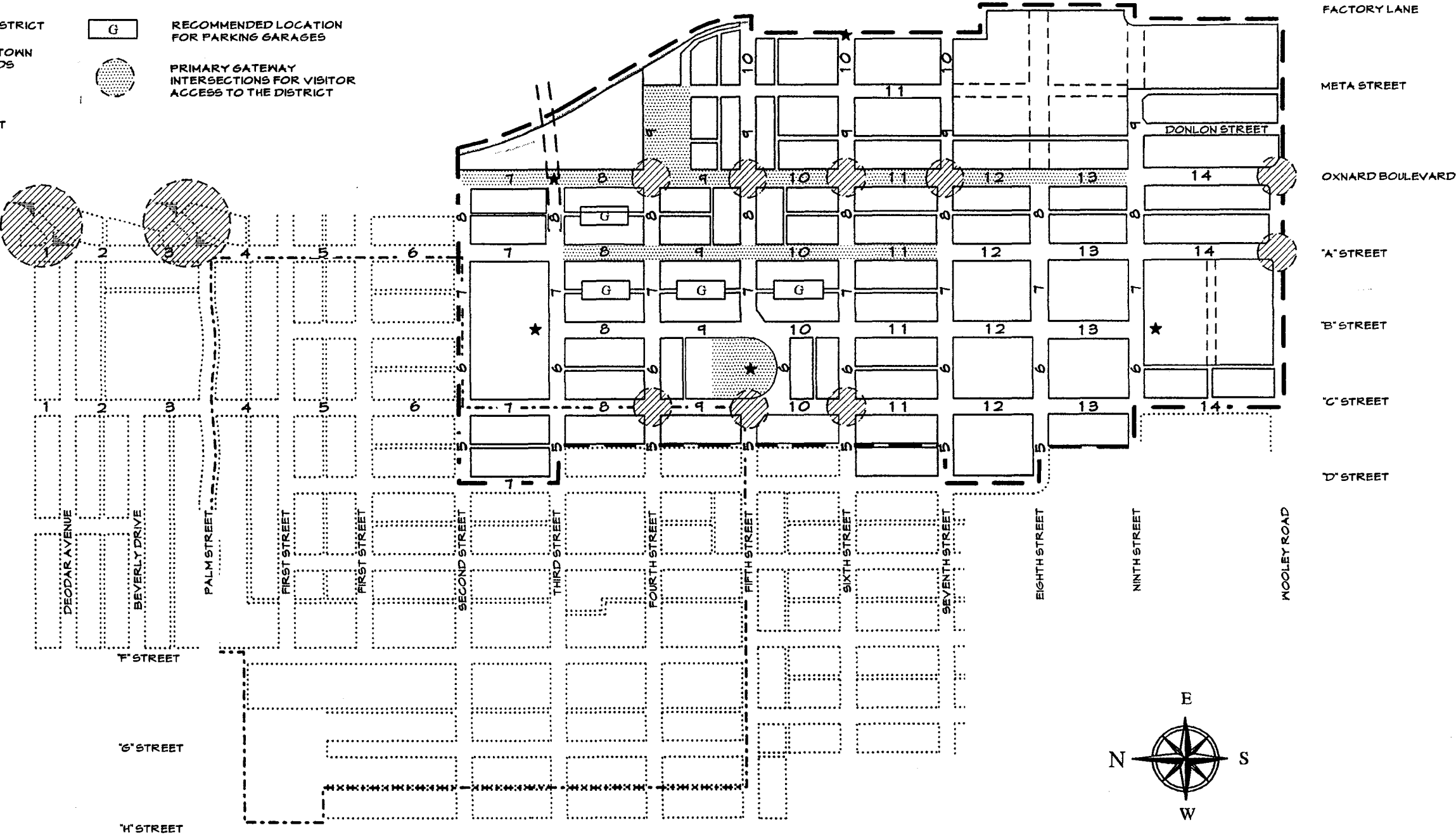
Public art can delight and entertain people of all ages.

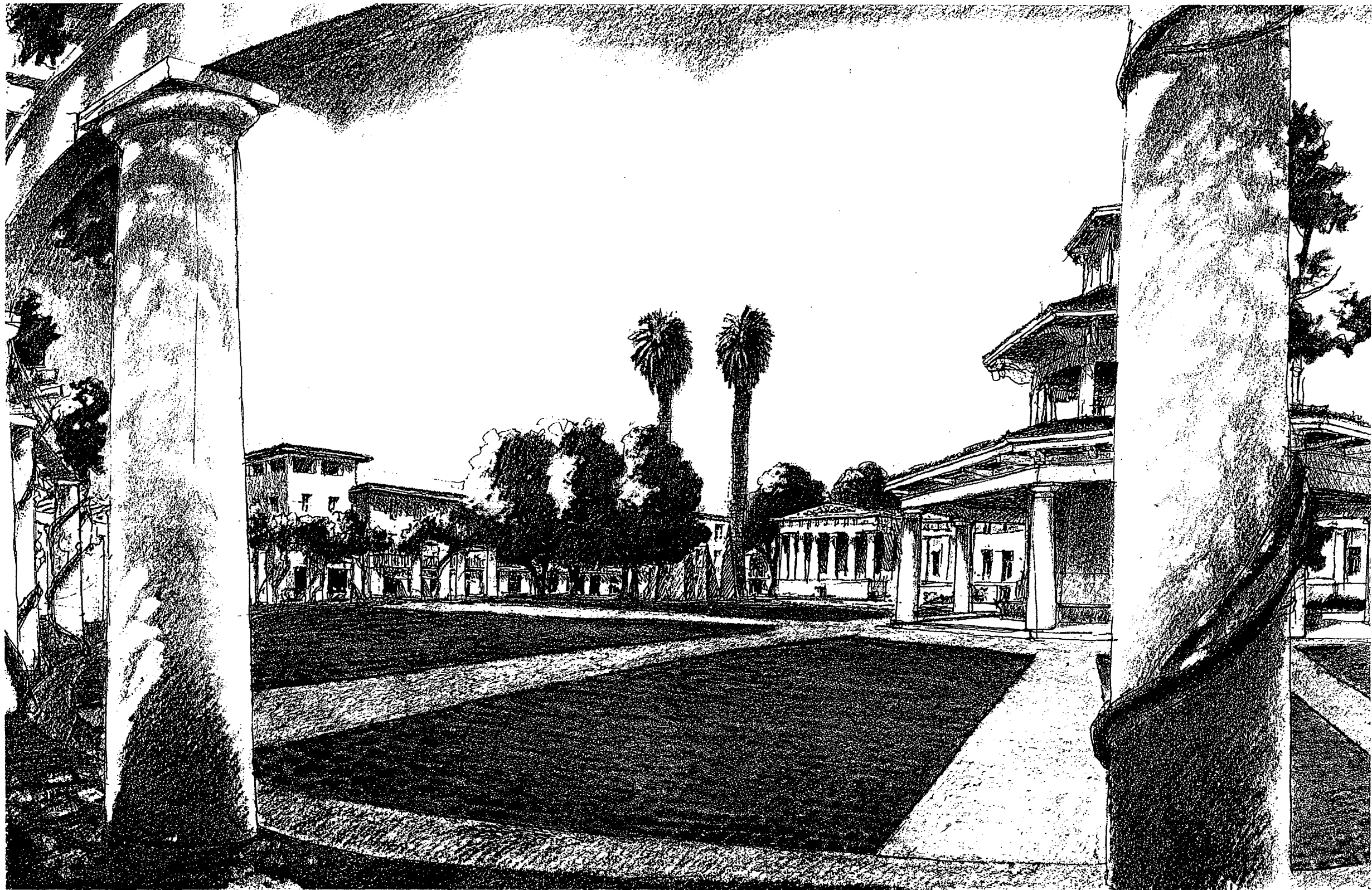
D. Public Improvement Implementation Priorities

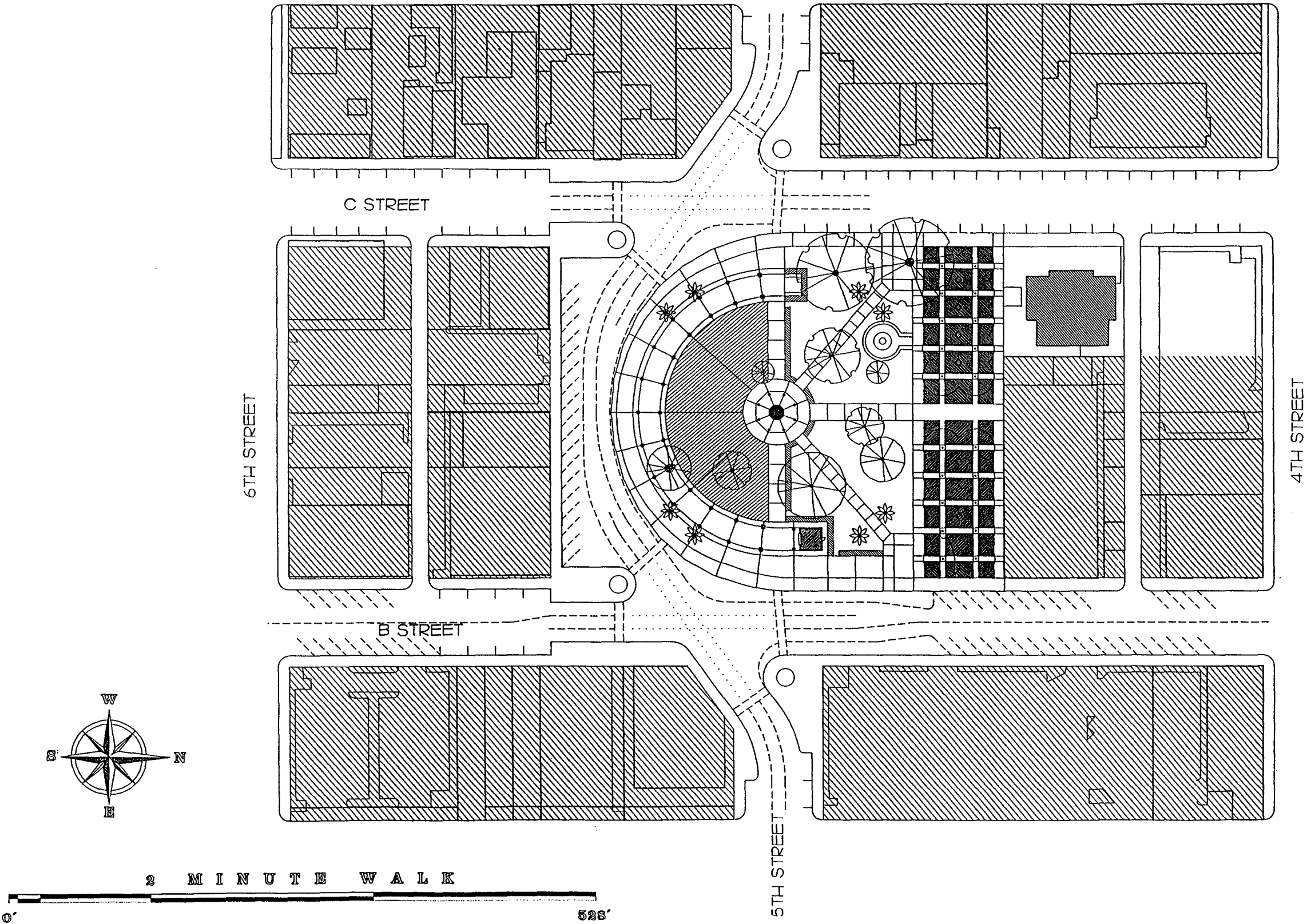
1. Implement the "A" Street Restoration.
2. Select a municipal color for streetlights, traffic signals and street signage. Select new street identification signage from standard municipal equipment catalogs.
3. Plan the Oxnard Boulevard Special Design District and implement street tree, and pedestrian crossing signal improvements.
4. Provide improved signage at locations indicated on the circulation plan (page P-5), identifying the Downtown District and providing directional information including access to major public parking lots. This will include signage on the Third Street Bridge and at major cross-streets at Oxnard Boulevard.
5. Make streetscape improvements to major cross-streets (i.e. Second, Fourth, Fifth, and Seventh) in the "gateway blocks" between Oxnard Boulevard and "A" Street.
6. Construct the Plaza Park Master Plan.
7. Construct the Plaza de la Estacion improvements. This may be partially funded through the sale of development rights to construct new "incubator retail" buildings fronting the Plaza.
8. Evaluate the sufficiency of public parking at least annually and implement improvements as required.

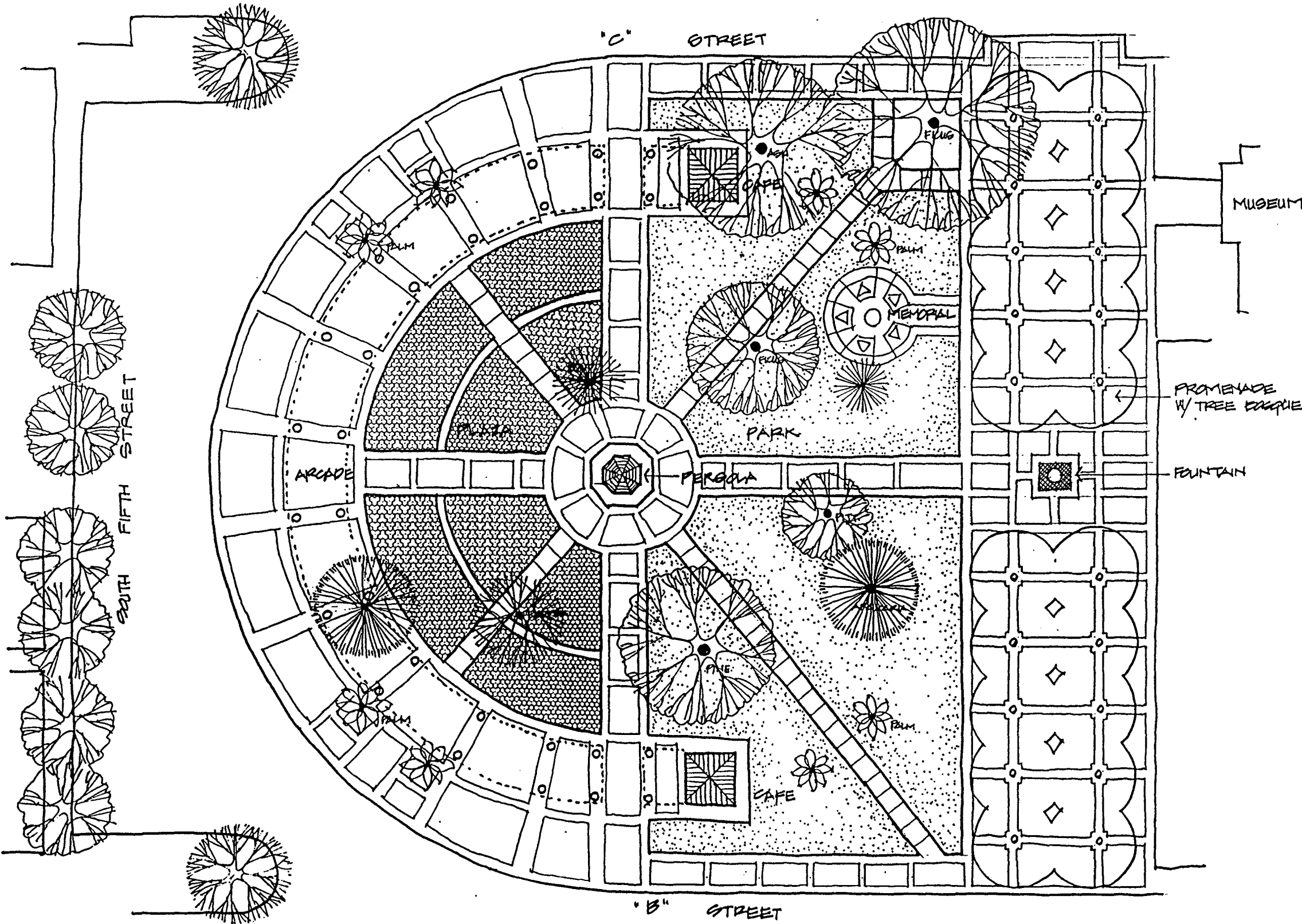
LEGEND

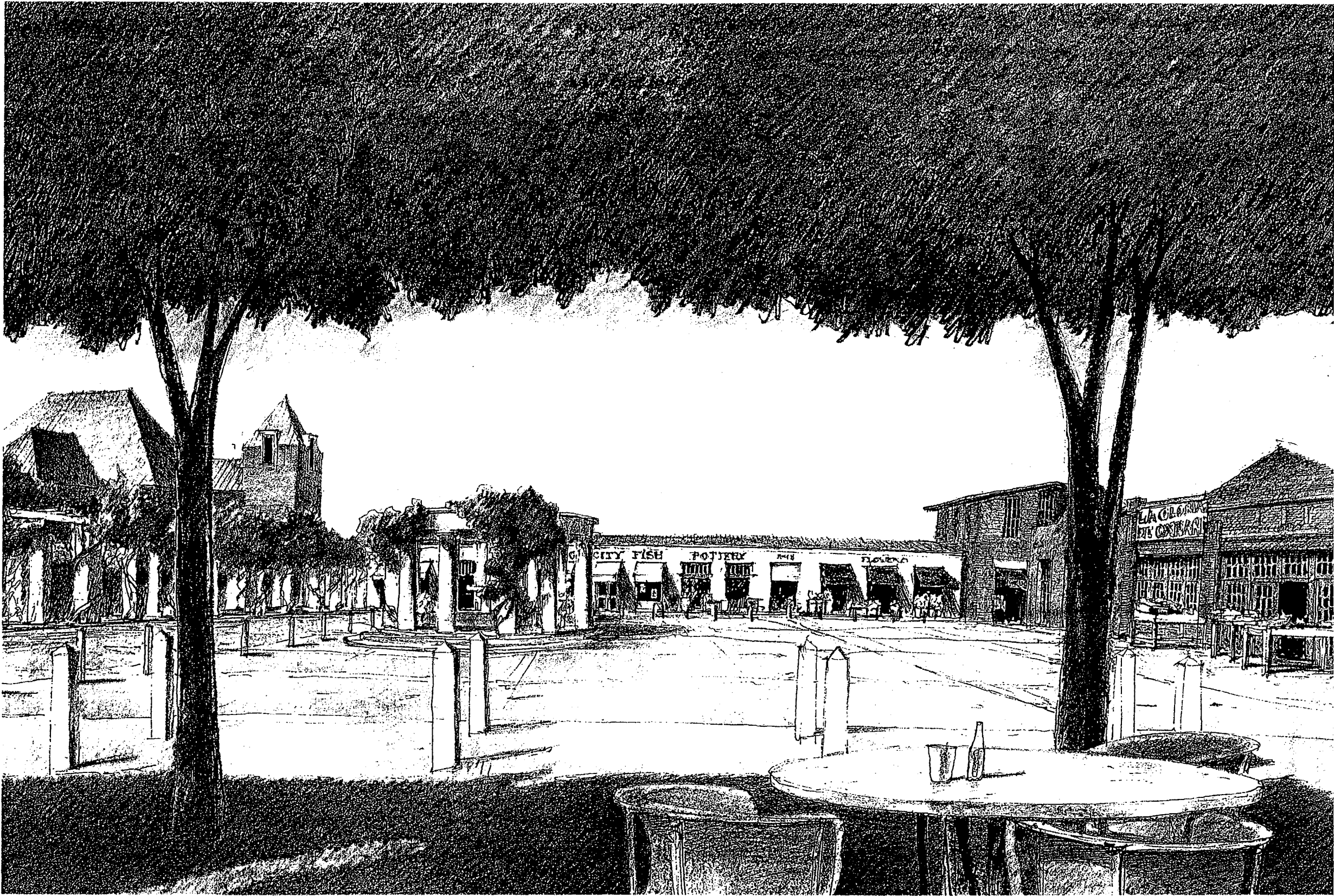
-  AREA OF REGULATING PLAN
-  PROPERTY LINE WITHIN DISTRICT
-  PROPERTY LINE IN DOWNTOWN FLANKING NEIGHBORHOODS
-  BOUNDARY OF CULTURAL HERITAGE DISTRICT
-  SPECIAL DESIGN DISTRICT
-  TERMINATED VISTA
-  RECOMMENDED LOCATION FOR PARKING GARAGES
-  PRIMARY GATEWAY INTERSECTIONS FOR VISITOR ACCESS TO THE DISTRICT



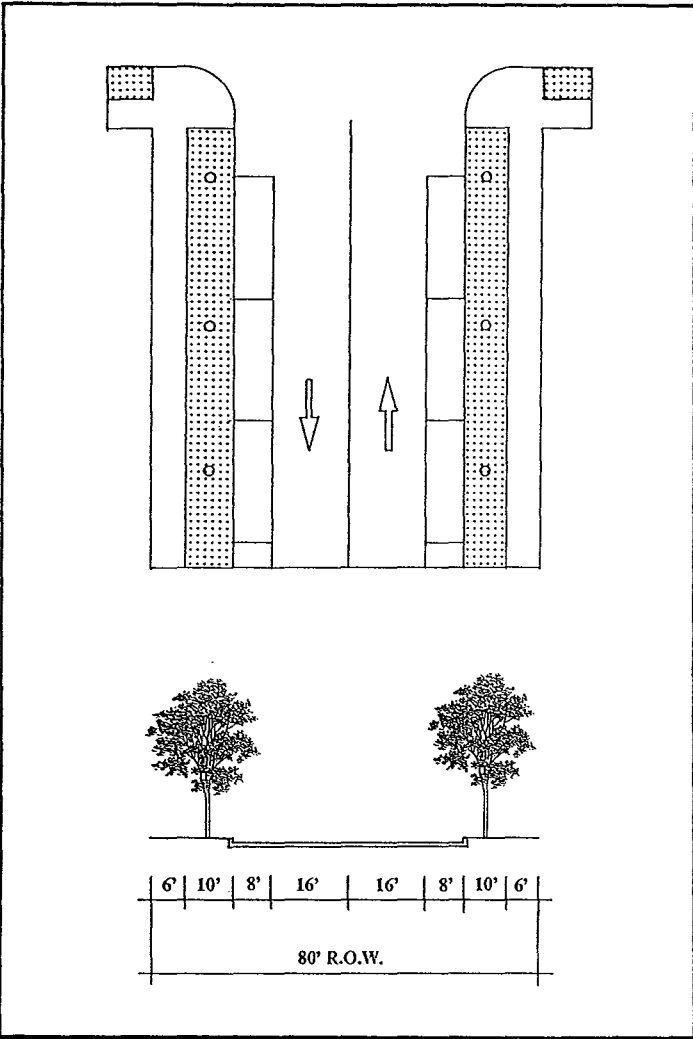








STREET TYPE



BLOCKS 1 - 4
Street Tree: Cinnamomum Camphora at 30 ft. o.c.

IMPROVEMENT MATRIX

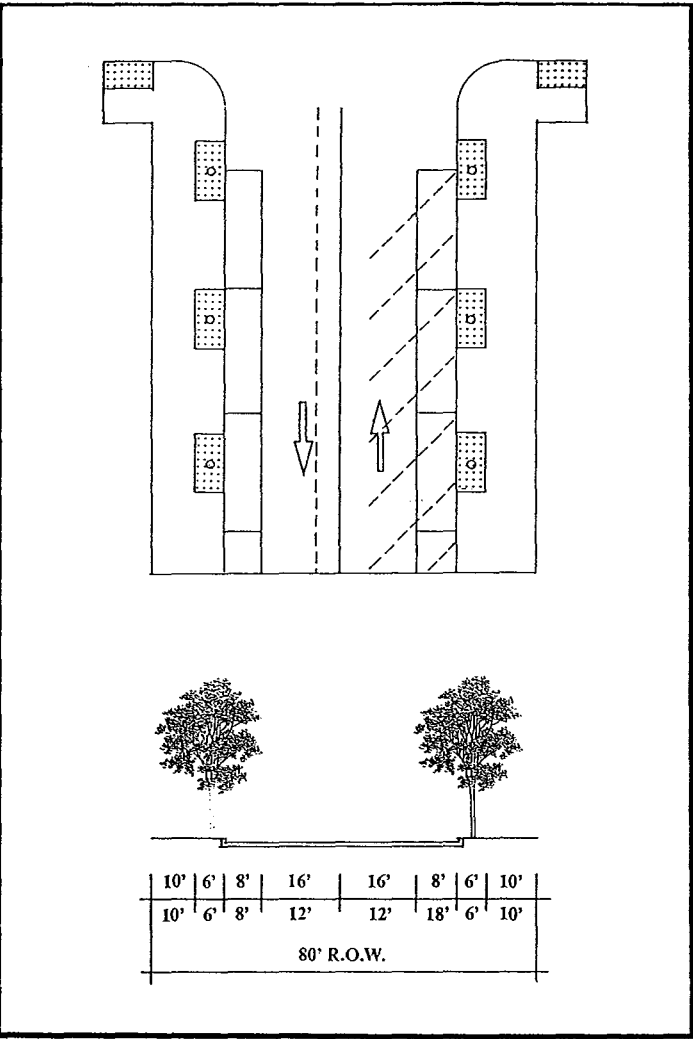
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING					N	N	N	N						
PROVIDE PARALLEL PARKING	B	B	B	B	S	S	S	S						
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS					N	N	B	B						
TURF PARKWAYS	B	B	B	B	S	S								
PLANT STREET TREES														
IN-FILL STREET TREES					B	B	B	B						
REPLACE STREET TREES	B	B	B	B										
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B						
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

LEGEND
B - Both sides of street
O - One side of street
E - East side of street
W - West side of street
Vehicle through lanes: 11 ft.
Vehicle turn lanes: 10 ft.
Parallel parking lanes: 8ft.
Angle parking lanes: 45°, 17 ft., 60°, 14 ft.
Parkways: 6 ft.
Sidewalks: 5 ft.
Tree Planters: 6 ft. (64 s.f.)

NOTES
Street types are prototypical. Dimensions shown may require adjustment based on field measurements of existing rights-of-way and improvements. Minimum typical widths of street components are as noted. The DRC and SAC may increase or decrease these minimums based on a finding that special conditions exist.

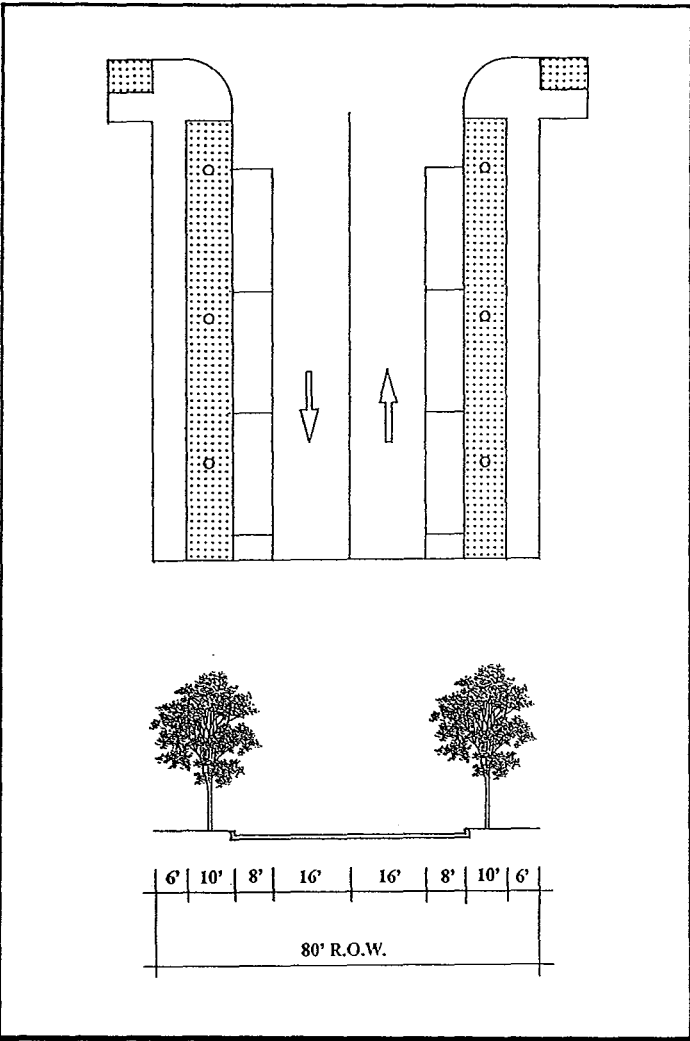
Tree planters in hardscaped parkways to be 12 foot long by the parkway width; except palm tree planters which may be as small as 4 feet by 4 feet.

STREET TYPE



BLOCKS 5-8
Street Tree: Ficus Nitida at 30 feet o.c.
Parking: 45° angle parking permitted on north side by request of property owners and approval of DRC and SAC.

STREET TYPE



BLOCKS 1 - 4
Street Tree: Cinnamomum Camphora at 30 ft. o.c.

IMPROVEMENT MATRIX

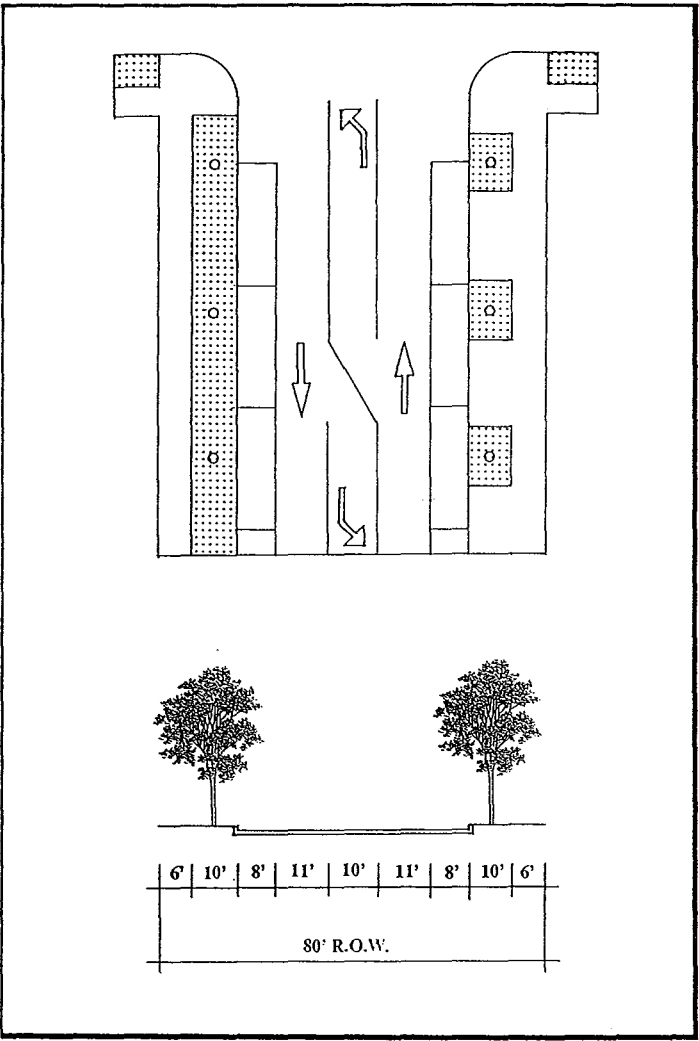
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING														
PROVIDE PARALLEL PARKING	B	B	B	B	B	B	B							
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS					S	S	S							
TURF PARKWAYS					N	N	N							
PLANT STREET TREES														
IN-FILL STREET TREES					B	B	B							
REPLACE STREET TREES	B	B	B	B										
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B							
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

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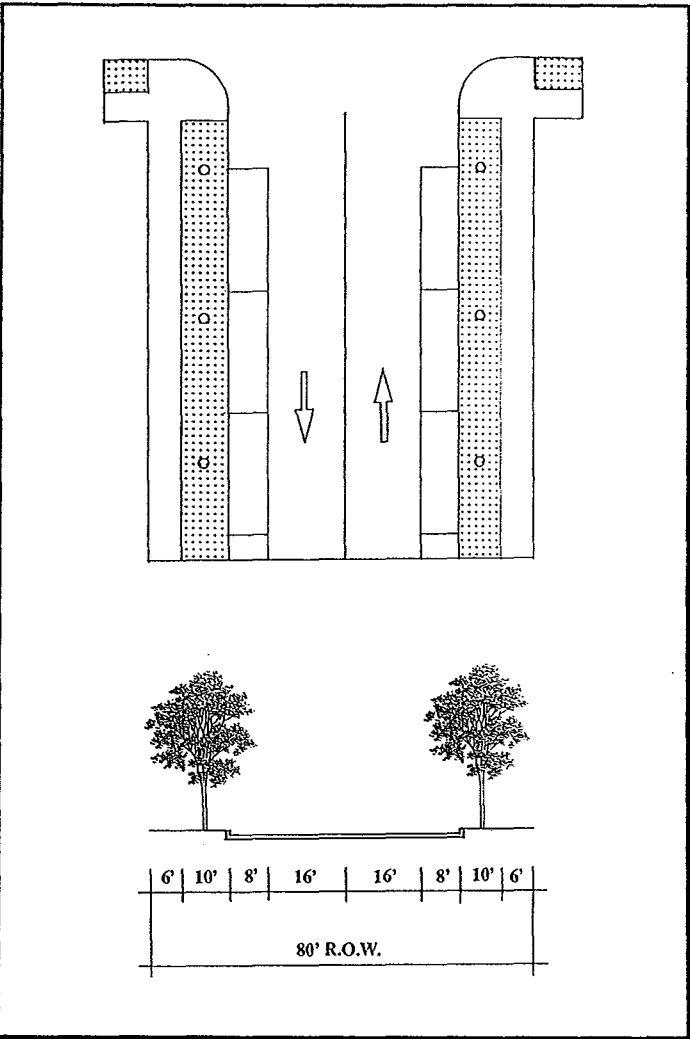
Tree planters in hardscaped parkways to be 12 foot long by the parkway width; except palm tree planters which may be as small as 4 feet by 4 feet.

STREET TYPE



BLOCKS 5 - 7
Street Tree: Ficus Nitida at 30 ft. o.c.

STREET TYPE



BLOCKS 1 - 5
Street Tree: Cinnamomum Camphora at 30 ft. o.c.

IMPROVEMENT MATRIX

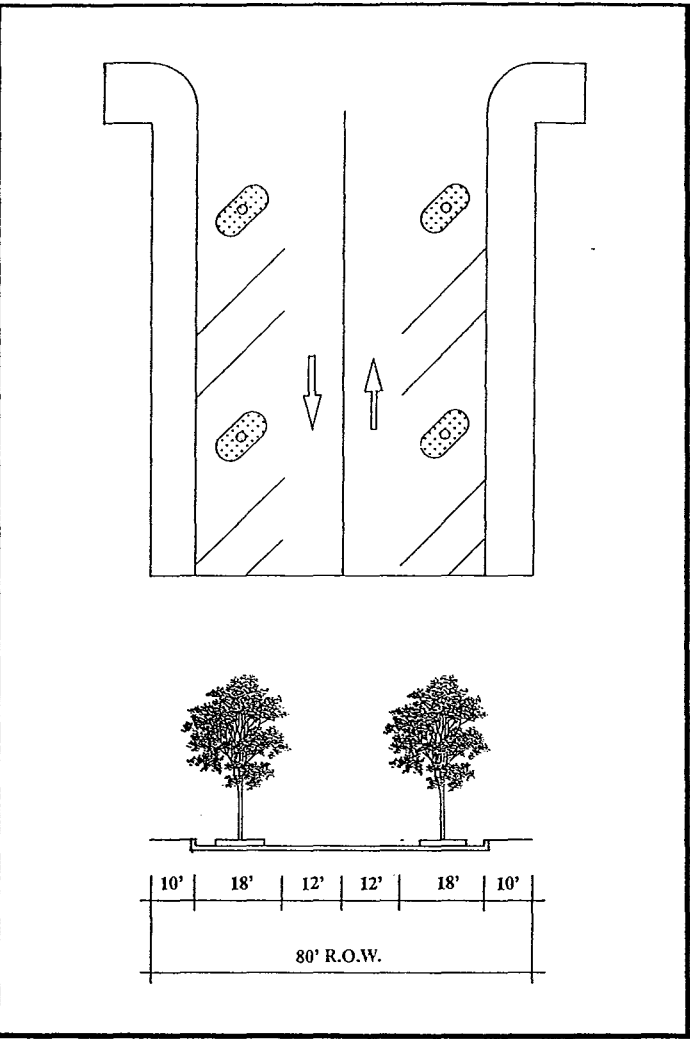
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING						B	B	B						
PROVIDE PARALLEL PARKING	B	B	B	B	B									
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS						B	B	B						
TURF PARKWAYS	B	B	B	B	B									
PLANT STREET TREES														
IN-FILL STREET TREES														
REPLACE STREET TREES	B	B	B	B	B	B	B	B						
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B	B					
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

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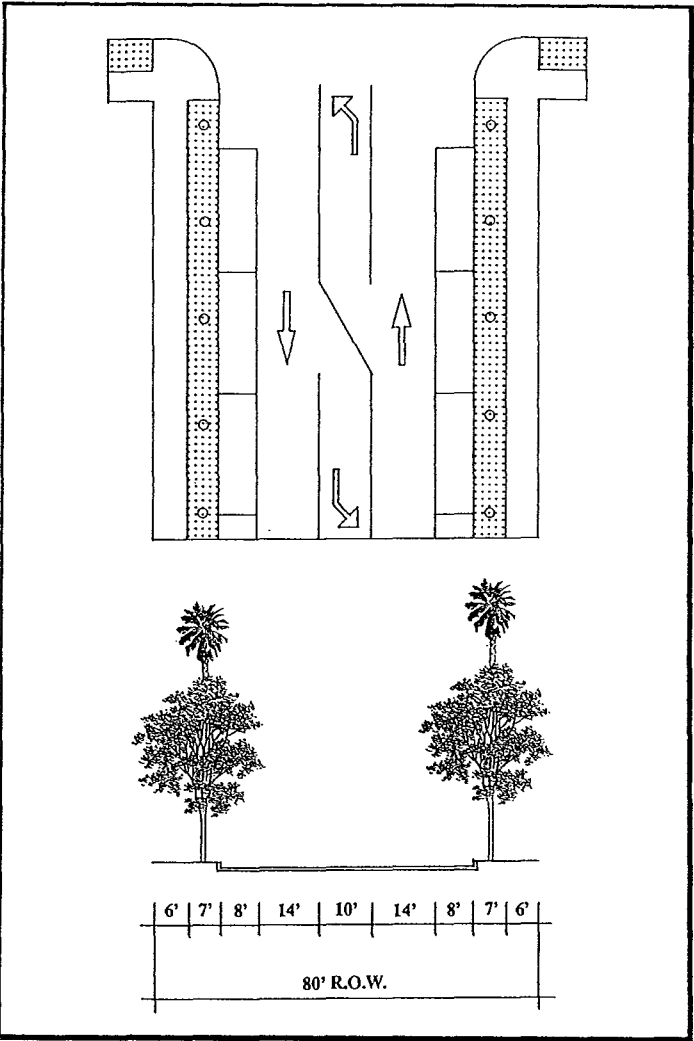
STREET TYPE



BLOCKS 6 - 8
Street Tree: Platanus Acerifolia in 6 ft. by 12 ft. tree planters every 3 parking spaces. Planters to be 4 ft. clear from curb and 14 ft. from centerline.

BLOCK 9
Plaza de la Estacion Special Design District; see pages P-2 and P-3

STREET TYPE



BLOCKS 3-5
Street Trees: Cinnamomum Camphora and Washingtonia Robusta, alternating at 20 ft. o.c.

BLOCKS 7 - 8
Street Tree: Platanus Acerifolia at 30 ft. o.c. in parkway tree planters.

BLOCKS 9 - 10
Street Tree: Washingtonia Robusta at 25 ft. o.c. in 4 ft. by 4 ft. tree planters, similar to Meta Street.

IMPROVEMENT MATRIX

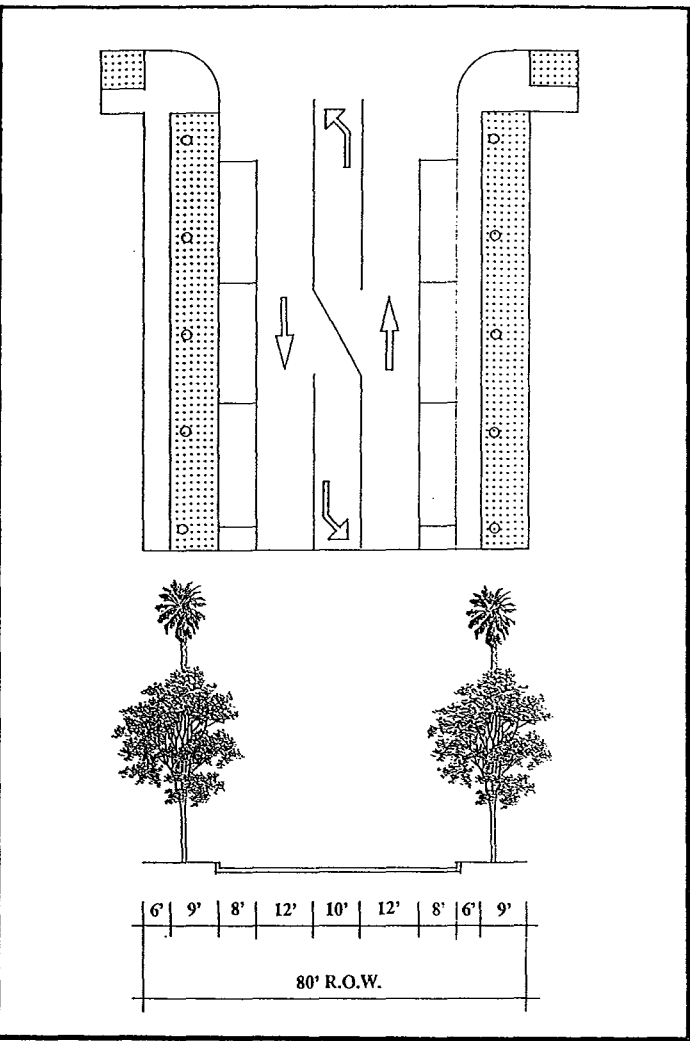
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING						S								
PROVIDE PARALLEL PARKING	B	B	B	B	B									
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS						B	B	B	B	B				
TURF PARKWAYS														
PLANT STREET TREES	B	B	B	B	B				B	B				
IN-FILL STREET TREES														
REPLACE STREET TREES						B	B	B						
ELIMINATE PEDESTRIAN BARRIERS						B								
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B	B	B				
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
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Parkways: 6 ft.
Sidewalks: 5 ft.
Tree Planters: 6 ft. (64 s.f.)

NOTES
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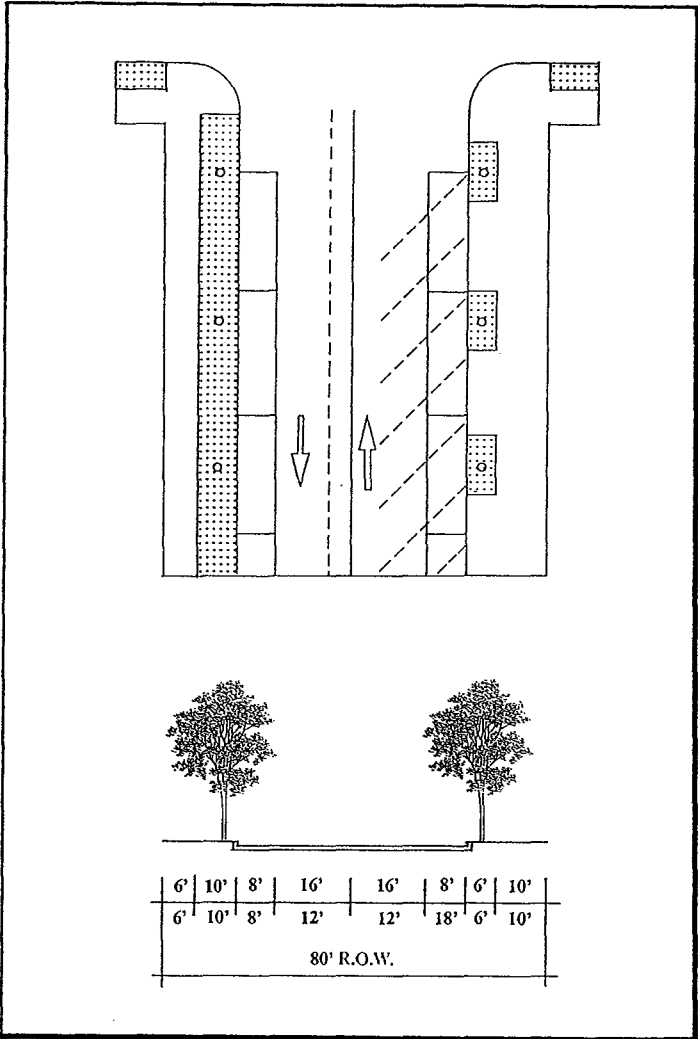
STREET TYPE



BLOCKS 1 - 3 (West half only of 3)
Street Trees: Cinnamomum Camphora and Washingtonia Robusta, alternating at 20 ft. o.c.
Parkway: Continuous turf. Note that parkway on south side is behind the sidewalk.

BLOCKS 6
Plaza Park Special Design District, Street Trees: Platanus Acerifolia south side only, similar to Fourth Street, blocks 6 - 8.

STREET TYPE



BLOCKS 1 - 5
Street Tree: Cinnamomum Camphora at 30 ft. o.c.
Parking: 45° angle parking permitted on south side by request of property owners and approval of DRC and SAC.
Parkway: Continuous turf at parallel parking; concrete with 6 ft. by 12 ft. tree planters at angle parking.

IMPROVEMENT MATRIX

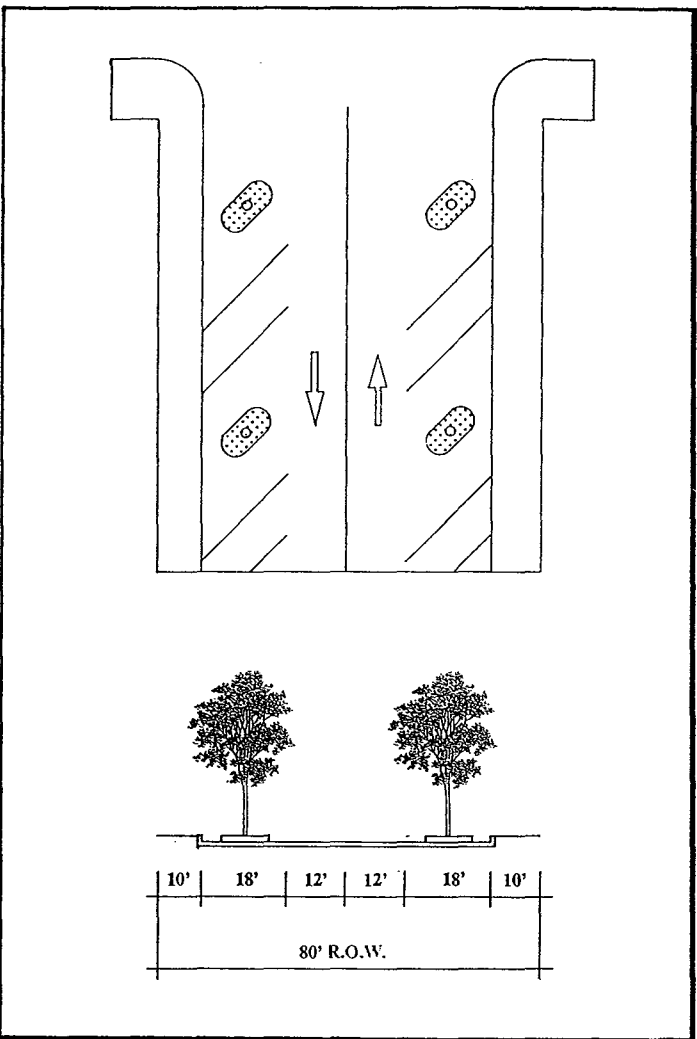
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING			S	S	S	B	B	B						
PROVIDE PARALLEL PARKING	B	B	N	N	N				B	B				
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS			S	S	S									
TURF PARKWAYS	B	B	N	N	N									
PLANT STREET TREES					B				B	B				
IN-FILL STREET TREES														
REPLACE STREET TREES	B	B	B	B		B	B	B						
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B	B	B				
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
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REPAIR/PAINT STREETLIGHTS														

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Tree planters in hardscaped parkways to be 12 foot long by the parkway width; except palm tree planters which may be as small as 4 feet by 4 feet.

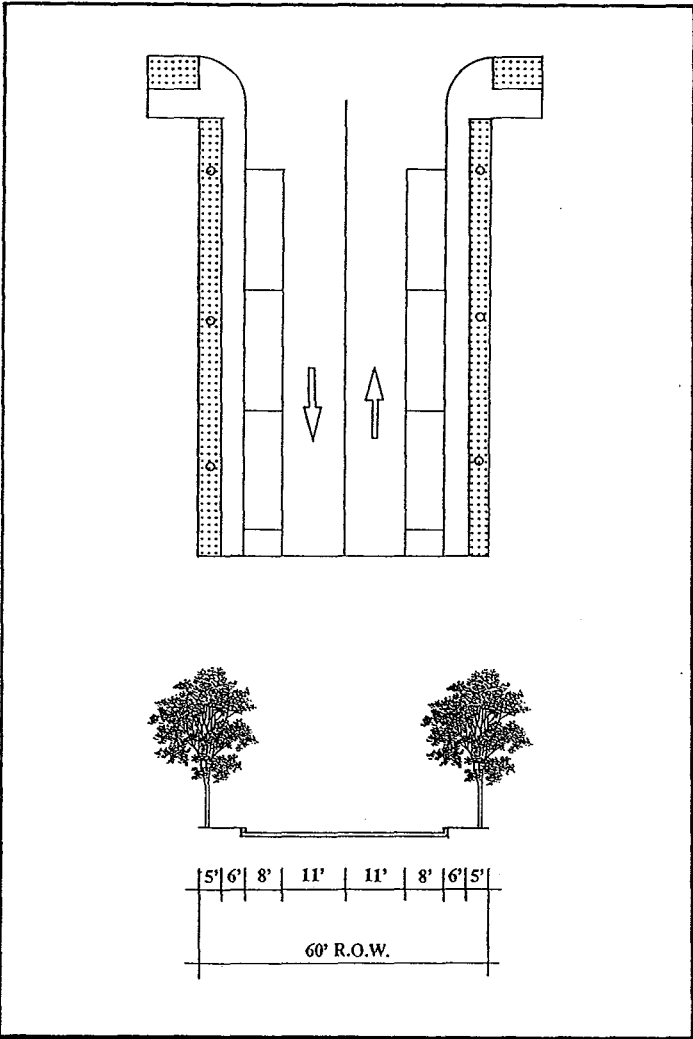
STREET TYPE



BLOCKS 6 - 8
Street Tree: Platanus Acerifolia in 6 ft. by 12 ft. tree planters every 3 parking spaces. Planters to be 4 ft. clear to curb and 14 ft. to centerline.

BLOCKS 9 - 10
Street Type: Same as Meta Street.

STREET TYPE



BLOCKS 1 - 3 (West half only of 3)
Street Tree: Cinnamomum Camphora at 30 ft. o.c.

IMPROVEMENT MATRIX

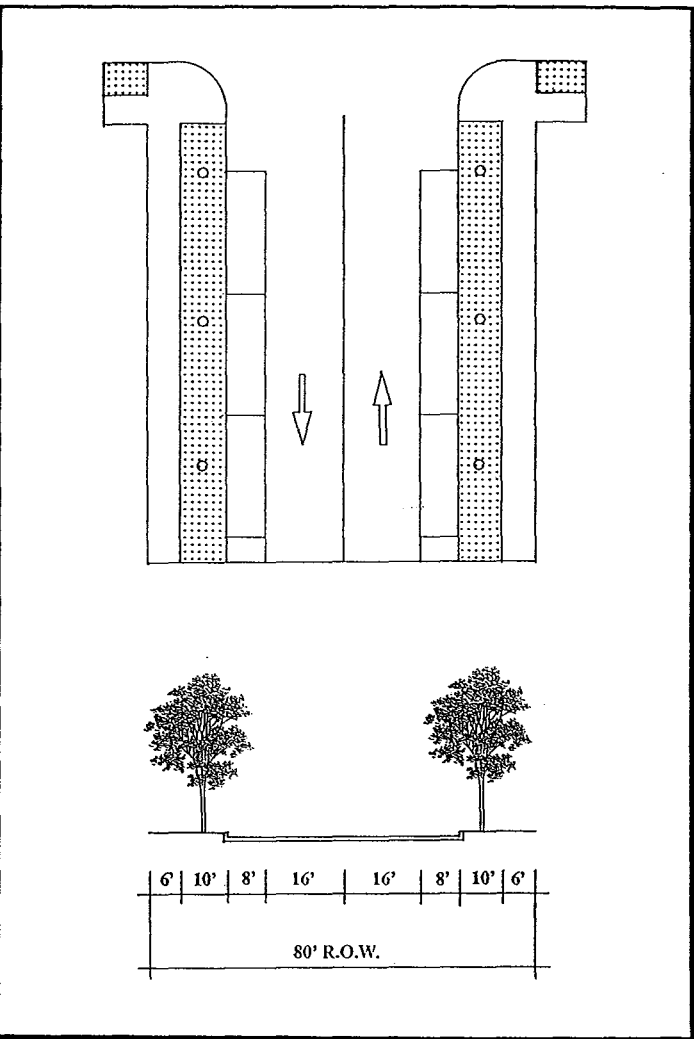
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING														
PROVIDE PARALLEL PARKING	B	B	B	B	B	B	B	B	B	B				
REDUCE PAVEMENT WIDTH								B						
HARDSCAPE PARKWAYS						B	B	B	B	B				
TURF PARKWAYS				B	B									
PLANT STREET TREES	B	B	B	B		B			B	B				
IN-FILL STREET TREES														
REPLACE STREET TREES					B		B	B						
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B	B	B				
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
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STREET TYPE



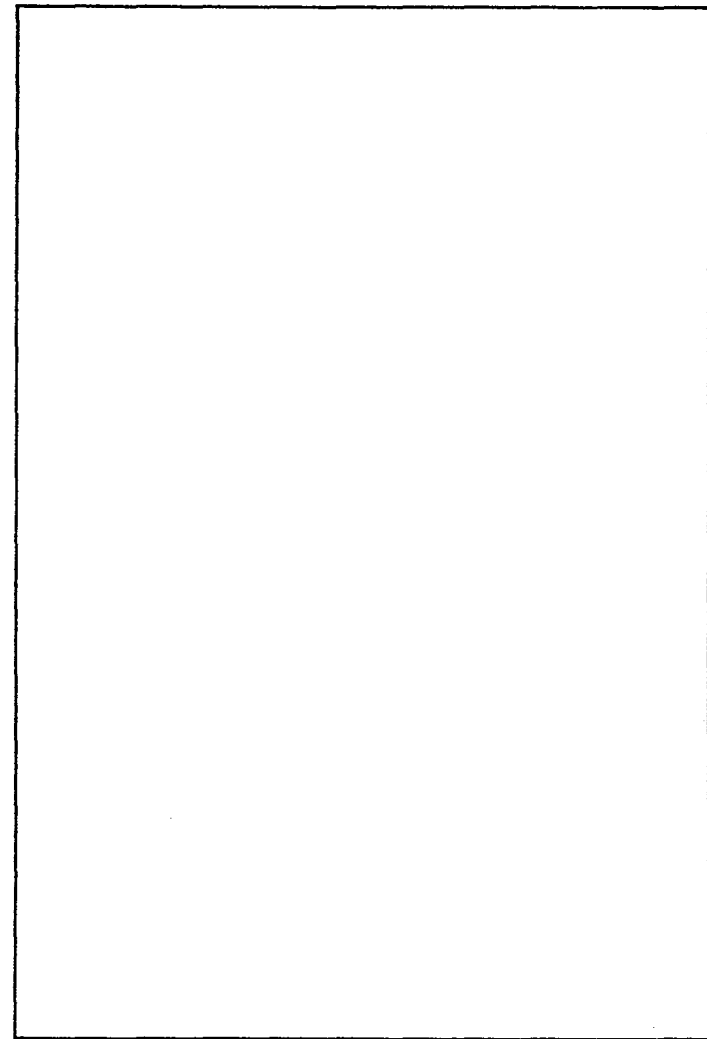
BLOCKS 3 - 5 (East half only of 3)
Street Tree: Cinnamomum Camphora at 30 ft. o.c.

BLOCKS 6 - 8
Street Tree: Platanus Acerifolia at 30 ft. o.c.

BLOCK 7
South side is Heritage Square Special Design District.

Blocks 9 - 10
Street Type: Match Meta Street

STREET TYPE



IMPROVEMENT MATRIX

[illegible]

LEGEND

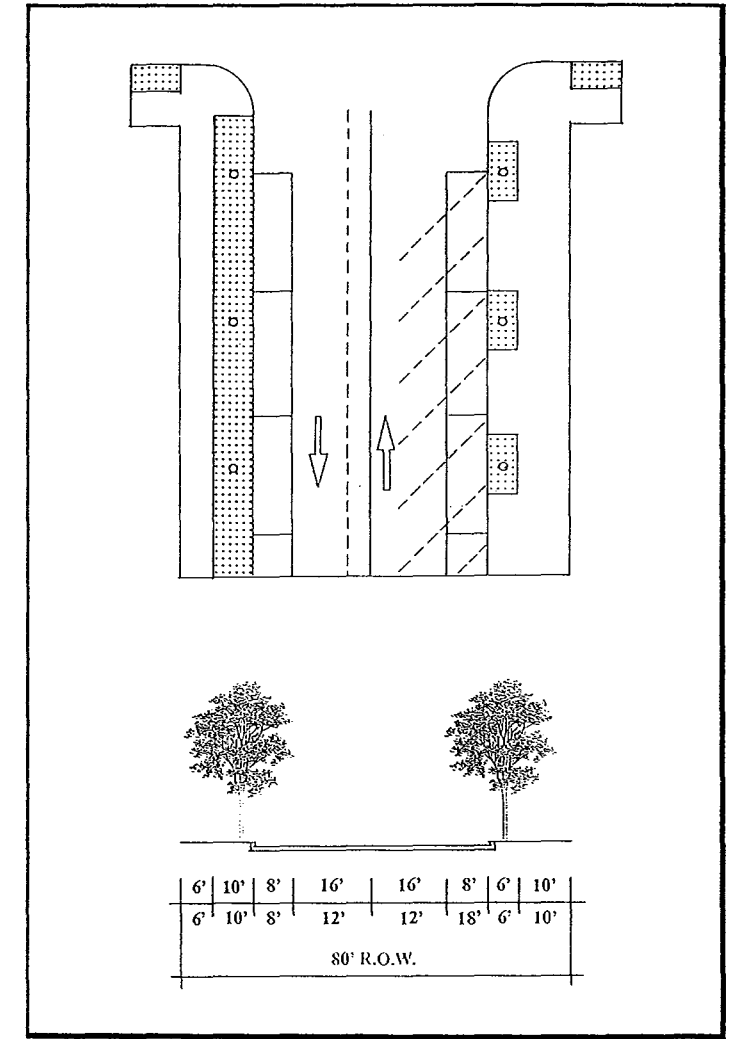
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STREET TYPE



BLOCK 5

Street Tree: *Cinnamomum Camphora* at 30 ft. o.c.

BLOCKS 6 - 8

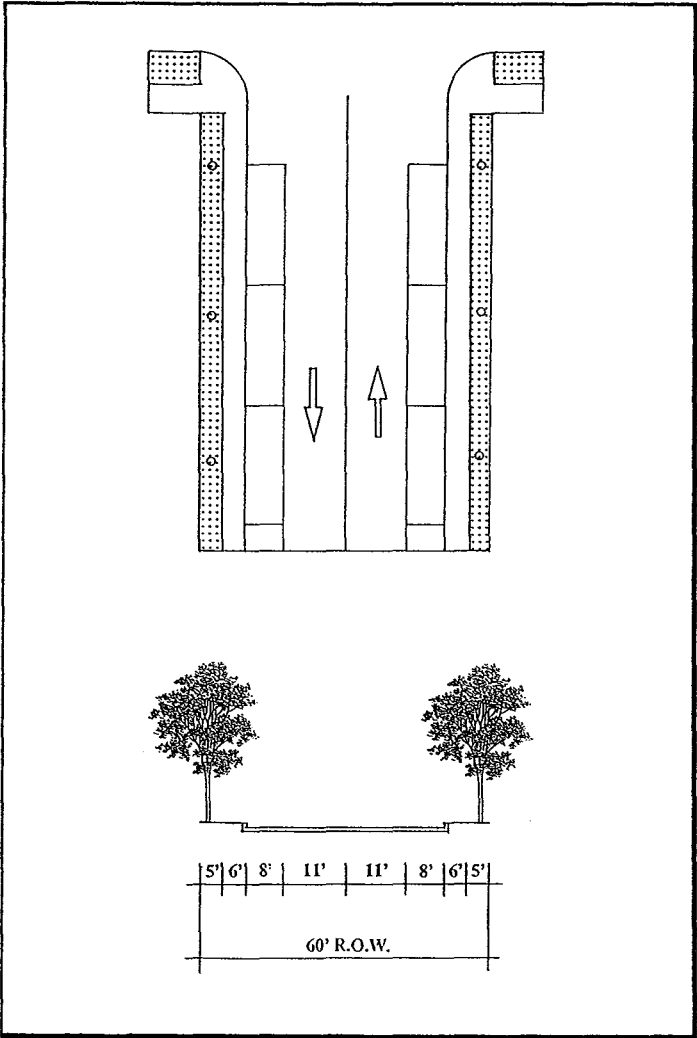
Street Tree: Platanus Acerifolia at 30 ft. o.c.

BLOCKS 5 - 8

Parking: 45° angle parking permitted on south side by request of property owners and approval of DRC and SAC.

Parkway: Continuous turf at parallel parking; concrete with 6 feet by 12 feet tree planters at angle parking.

STREET TYPE



BLOCKS 5 - 7
Street Tree: Cupaniopsis Anacardioides at 30 ft. o.c.

BLOCK 7
At time of redevelopment of north frontage, consider constructing a new parkway and sidewalk and widening the existing R.O.W. by 6 to 8 ft.

IMPROVEMENT MATRIX

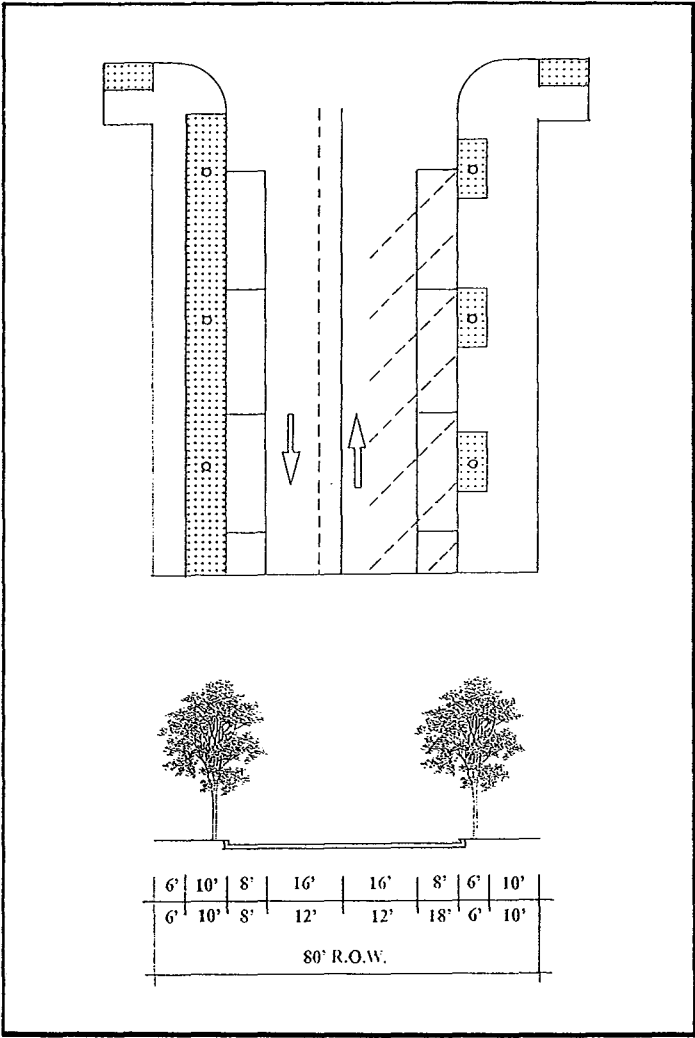
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING								O						
PROVIDE PARALLEL PARKING					B	B	B	O						
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS								O						
TURF PARKWAYS								O						
PLANT STREET TREES					B		B							
IN-FILL STREET TREES						B								
REPLACE STREET TREES								B						
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS					B	B	B	B						
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

LEGEND
B - Both sides of street
O - One side of street
E - East side of street
W - West side of street
Vehicle through lanes: 11 ft.
Vehicle turn lanes: 10 ft.
Parallel parking lanes: 8ft.
Angle parking lanes: 45°, 17 ft., 60°, 14 ft.
Parkways: 6 ft.
Sidewalks: 5 ft.
Tree Planters: 6 ft. (64 s.f.)

NOTES
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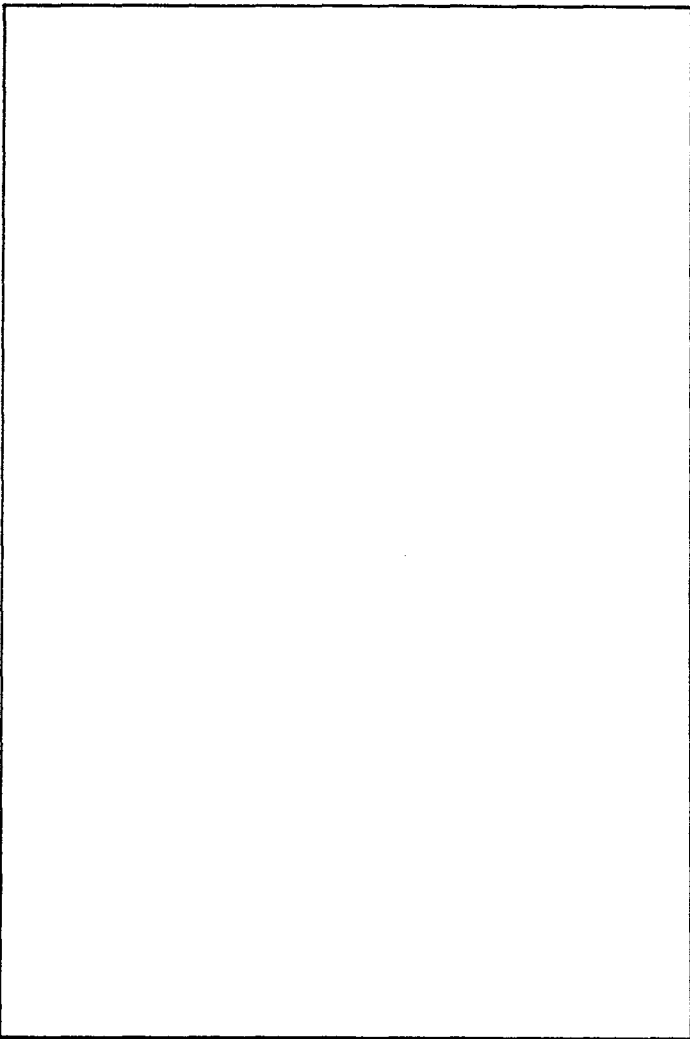
Tree planters in hardscaped parkways to be 12 foot long by the parkway width; except palm tree planters which may be as small as 4 feet by 4 feet.

STREET TYPE



BLOCK 8
Street Tree: Cupaniopsis Anacardioides at 30 ft. o.c.
Parking: 45° angle parking permitted one side by request of property owners and approval of DRC and SAC.
Parkway: Continuous turf at parallel parking; concrete with 6 ft. by 12 ft. tree planters at angle parking.

STREET TYPE



IMPROVEMENT MATRIX

BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING														
PROVIDE PARALLEL PARKING									B	B	B			
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS									B	B	B			
TURF PARKWAYS														
PLANT STREET TREES									B	B	B			
IN-FILL STREET TREES														
REPLACE STREET TREES														
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS									B	B	B			
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

LEGEND

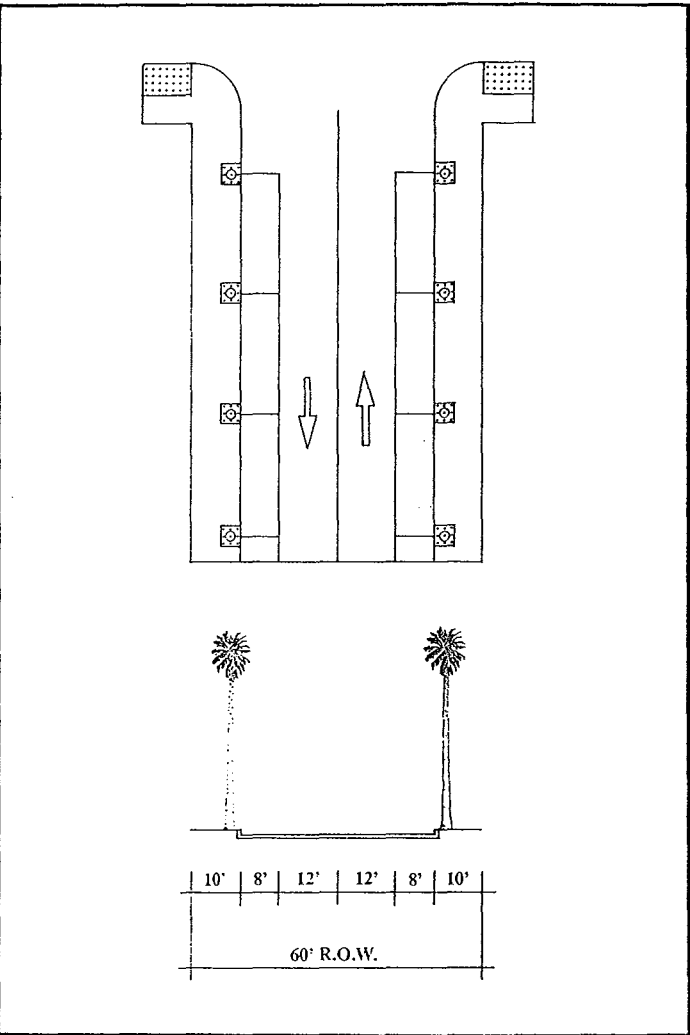
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Vehicle through lanes: 11 ft.
Vehicle turn lanes: 10 ft.
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Parkways: 6 ft.
Sidewalks: 5 ft.
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NOTES

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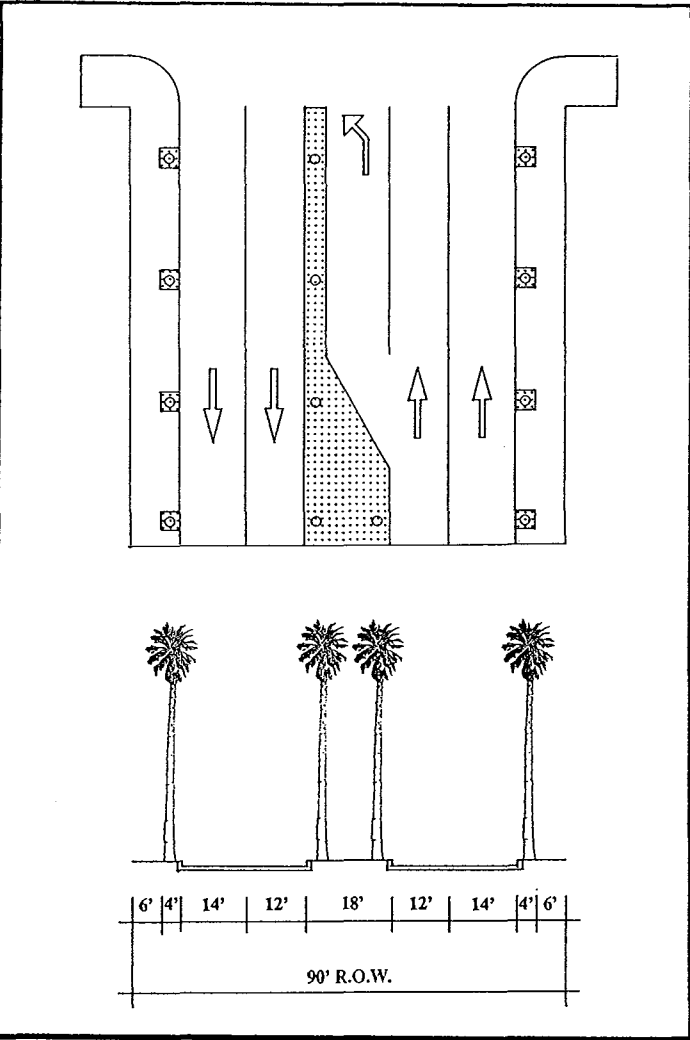
STREET TYPE



BLOCKS 9 - 11

Street Tree: Arecastrum
Romansoffionum at 25 feet o.c.

STREET TYPE



BLOCKS 7, 12 - 14
Street Trees: Washingtonia Robusta at 25 ft. o.c. in 4 ft. by 4 ft. planters.

IMPROVEMENT MATRIX

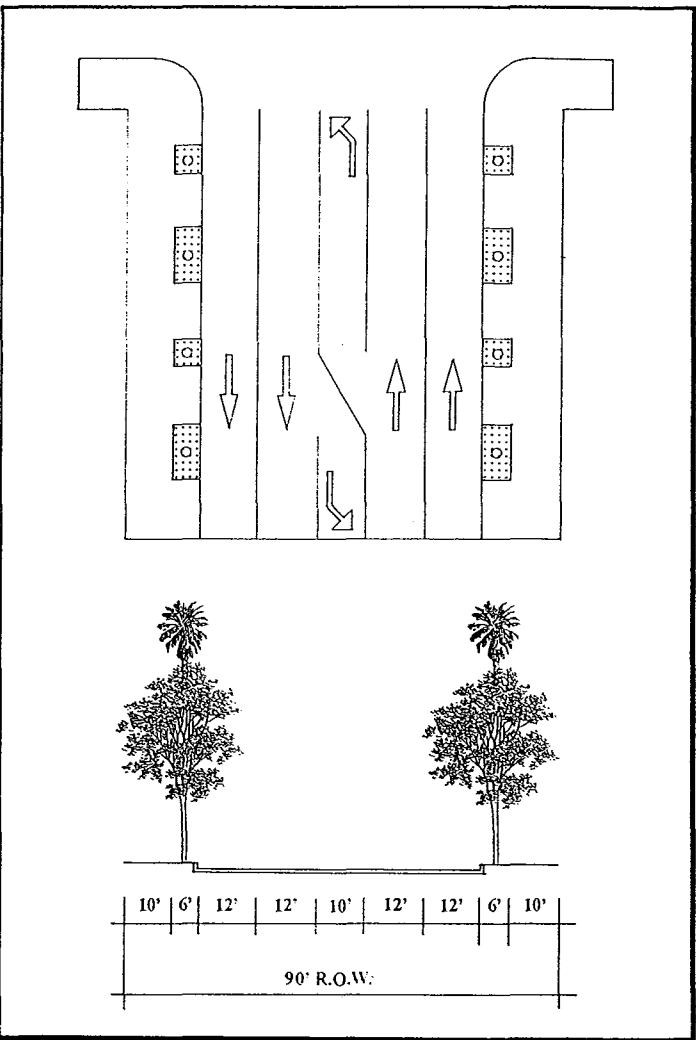
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING														
PROVIDE PARALLEL PARKING														
REDUCE PAVEMENT WIDTH								B	B	B	B			
HARDSCAPE PARKWAYS							B	B	B	B	B			
TURF PARKWAYS														
PLANT STREET TREES								B	B	B	B			
IN-FILL STREET TREES							B							
REPLACE STREET TREES														
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS							B	B	B	B	B			
UPGRADE/REPAIR SIDEWALKS								B	B	B	B			
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

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Parkways: 6 ft.
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Tree Planters: 6 ft. (64 s.f.)

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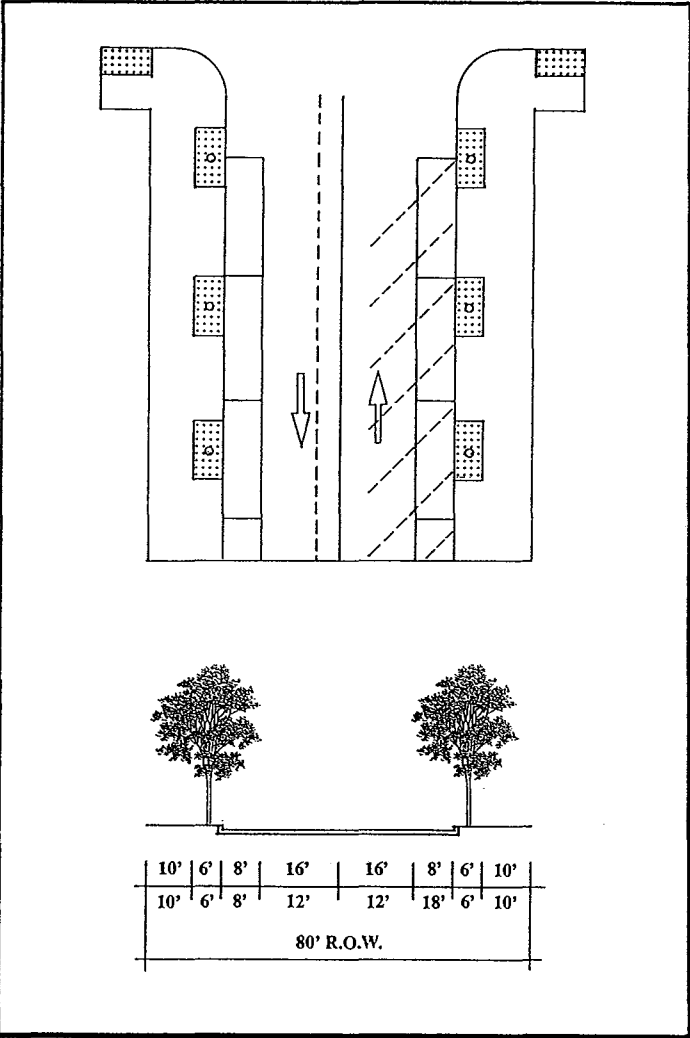
Tree planters in hardscaped parkways to be 12 foot long by the parkway width; except palm tree planters which may be as small as 4 feet by 4 feet.

STREET TYPE



BLOCKS 8 - 11
Street Trees: Washingtonia Robusta and Platanus Acerifolia alternately at 20 ft. o.c. Palms planted in 6 ft. by 6 ft. planters. Platanus in 6 ft. by 12 ft. planters

STREET TYPE



BLOCKS 1 -6
Street Tree: Ficus Nitida or Cinnamomum Camphora at 35 ft. o.c.
Parking: 45° angle parking permitted on east side by request of property owners and approval by DRC and SAC.

BLOCK 7
Street Tree: Brachychiton Acerifolius at 35 ft .o.c.

IMPROVEMENT MATRIX

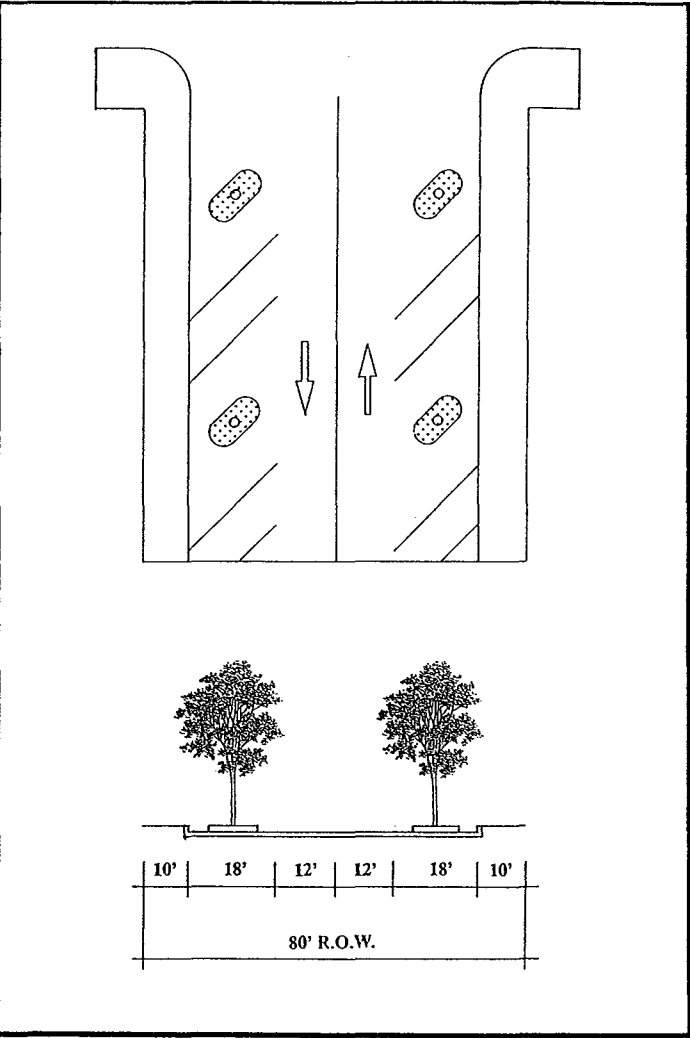
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING	E	E	E	E	E	E		B	B	B	B	W	B	B
PROVIDE PARALLEL PARKING	W	W	W	W	W	W	B					E		
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS	B	B	B	B	B	B	E							
TURF PARKWAYS							W							
PLANT STREET TREES	B			B				B	B	B	B	E	B	B
IN-FILL STREET TREES		B	B		B	B	B							
REPLACE STREET TREES														
ELIMINATE PEDESTRIAN BARRIERS								B	B	B	B			
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B	B	B	B	B	B	B
UPGRADE/REPAIR SIDEWALKS								B	B	B	B			
UPGRADE/REPAIR STREET PAVING								B	B	B	B			
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

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STREET TYPE

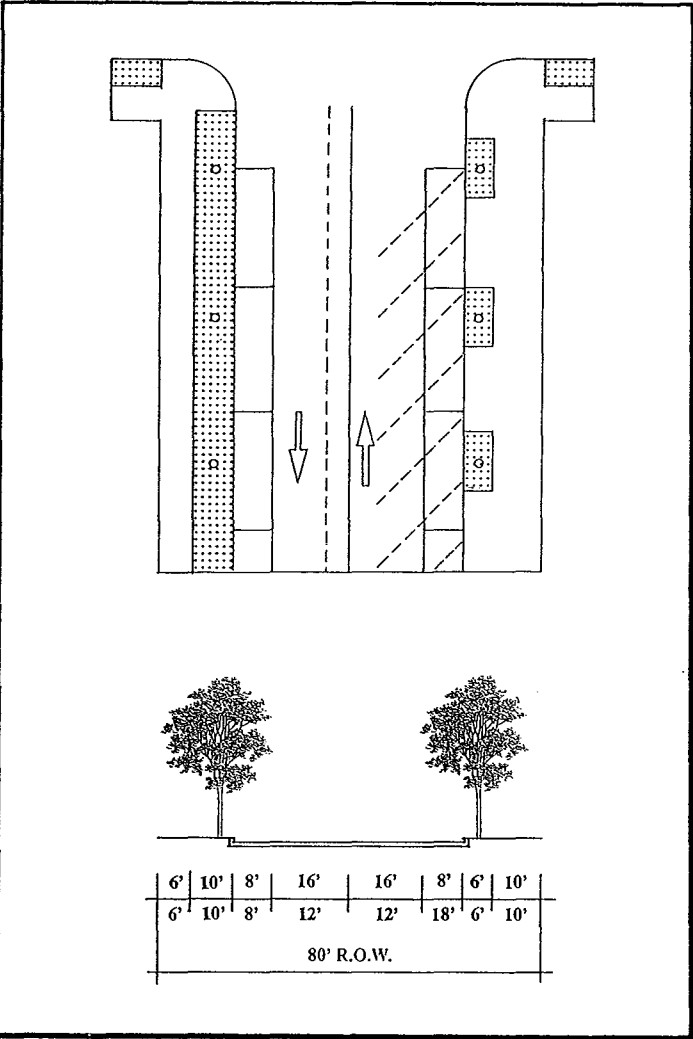


BLOCKS 8-14
Street Tree: Platanus Acerifolia in 6 ft. by 12 ft. planters every 3 parking spaces 4 ft. clear from curb and 14 ft. clear from centerline.

BLOCKS 8 - 11
In the detailed design of improvements, consideration should be given to the Special Design recommendations on page P-4.

BLOCK 12
Due to the alignment of Heritage Square sidewalks, this block must be a special design, as approved by D.R.C.

STREET TYPE



BLOCKS 5-6, 10-13
Street Tree: Platanus Acerifolia at 35 ft. o.c.
Parking: 45° angle parking permitted on east side by request of property owners and approval of DRC and SAC.
Parkways: Continuous turf at parallel parking; concrete with 6 ft. by 12 ft. tree planters at angle parking.

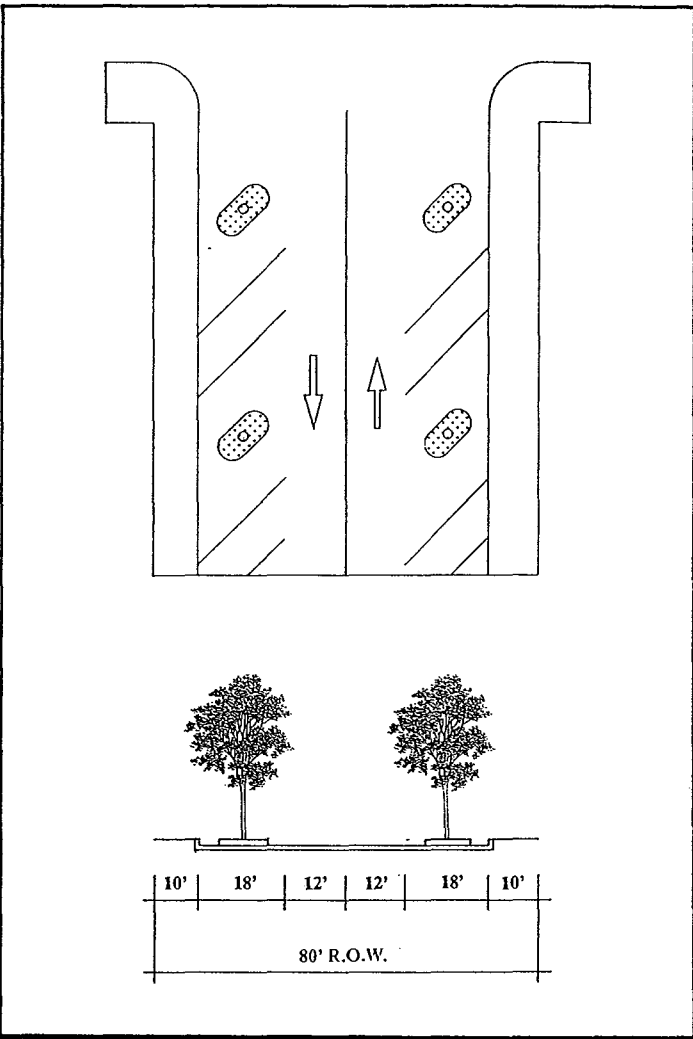
IMPROVEMENT MATRIX

BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING					E	E		B	B	E	E	E	E	
PROVIDE PARALLEL PARKING					W	W				W	W	W	W	
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS					E	E		B	B	E	E	E	E	
TURF PARKWAYS					W	W				W	W	W	W	
PLANT STREET TREES								B	B	B	B	W	B	
IN-FILL STREET TREES					B	B								
REPLACE STREET TREES														
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS					B	B		B	B	B	B	B	B	
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

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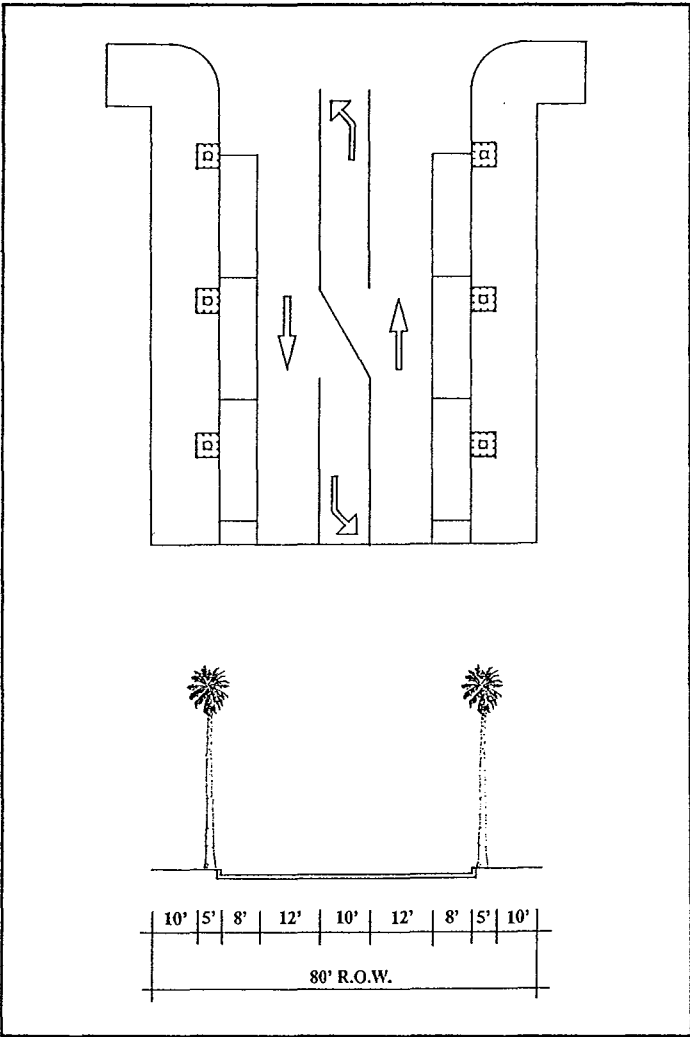
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STREET TYPE



BLOCKS 8 - 9
Street Trees: Platanus Acerifolia in 6 ft. by 12 ft. planters every 3 parking spaces, 4 ft. clear from curb and 14 ft. from centerline.
BLOCK 12
Due to the alignment of Heritage Square sidewalks this block must be a special design, as approved by D.R.C.

STREET TYPE



BLOCKS 1 - 2 (North half only of 2)
Street Type: No parkway, no turn lane, 60 ft. R.O.W. Plant Washingtonia Robusta behind sidewalk at 25 ft. o.c.

BLOCKS 2 - 4 (North half only of 4)
Street Type: No parkway, plant Washingtonia Robusta behind sidewalk at 25 ft. o.c., or in parking lane (see Palm Street).

BLOCKS 8 - 11
Street Type: See diagram above.
Street Tree: Washingtonia Robusta at 25 ft. o.c. in 4 ft. by 4 feet planters.

IMPROVEMENT MATRIX

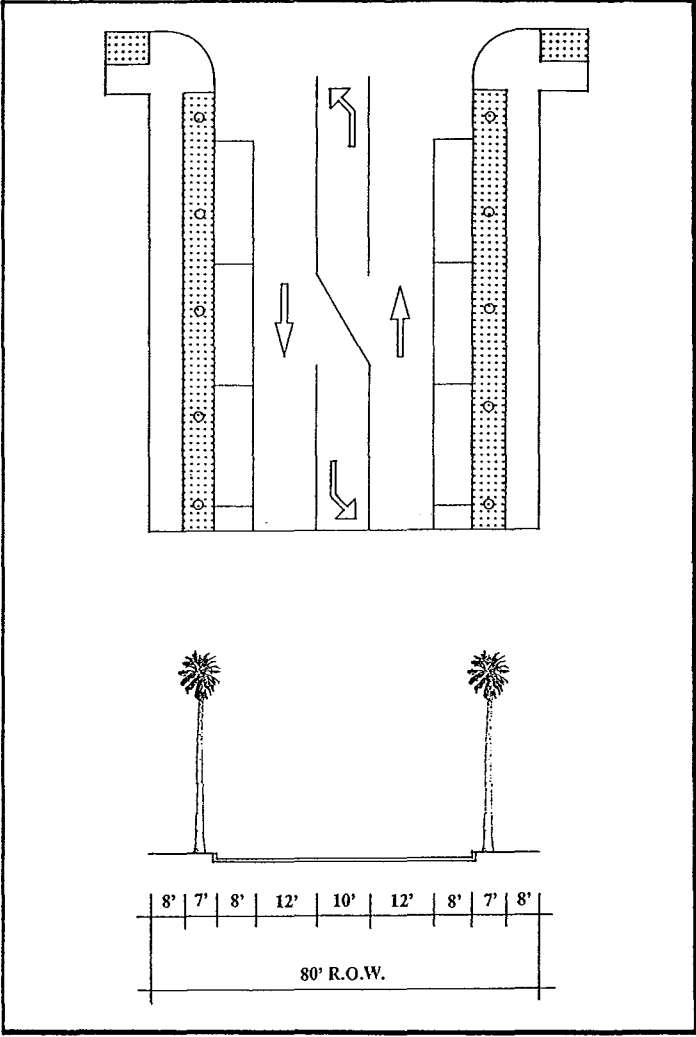
BLOCK NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PROVIDE ANGLE PARKING														
PROVIDE PARALLEL PARKING	B	B	B	B	B	B	B	B	B	B	B	B	B	B
REDUCE PAVEMENT WIDTH														
HARDSCAPE PARKWAYS								B	B	B	B			
TURF PARKWAYS				B	B	B	B					B	B	B
PLANT STREET TREES	B	B	B	B										
IN-FILL STREET TREES					B	B	B	B	B	B	B	B	B	B
REPLACE STREET TREES														
ELIMINATE PEDESTRIAN BARRIERS														
PROVIDE CORNER CURB-RAMPS	B	B	B	B	B	B	B	B	B	B	B	B	B	B
UPGRADE/REPAIR SIDEWALKS														
UPGRADE/REPAIR STREET PAVING														
UPGRADE/REPAIR STORM DRAIN														
UPGRADE/REPAIR SANITARY SEWER														
UPGRADE/REPAIR WATER MAIN														
IN-FILL STREETLIGHTS														
REPLACE STREETLIGHT HEADS														
REPLACE STREETLIGHTS														
REPAIR/PAINT STREETLIGHTS														

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STREET TYPE



BLOCKS 4 - 7, 12 - 14
Street Tree: Washingtonia Robusta at 25 ft. o.c.