

city of oxnard  
northwest community  
specific plan

ADOPTED NOVEMBER, 1987

**NORTHWEST COMMUNITY  
SPECIFIC PLAN**

Adopted by City Council Res. No. 9330  
November 27, 1987  
(Miscellaneous File No. 205)  
This Printing: May 1989

*City of Oxnard* Community Development Dept. • Planning Division • 305 West Third Street  
Oxnard, California 93030 • (805)984-4658

## TABLE OF CONTENTS

1.	INTRODUCTION .....	1
2.	BACKGROUND .....	2
3.	ENVIRONMENTAL REVIEW .....	3
4.	RESIDENTIAL LAND USE .....	4
	4.1 Description of the Sub-areas: .....	4
	4.2 Residential Development Standards .....	4
5.	COMMERCIAL LAND USE .....	8
	5.1 Description of the Sub-Areas: .....	8
	5.2 Commercial Development Standards .....	9
6.	GENERAL DEVELOPMENT STANDARDS .....	11
7.	PUBLIC FACILITIES .....	13
8.	CIRCULATION .....	15
	8.1 Street Standards .....	16
	8.2 Parking .....	16
	8.3 Pedestrian Circulation .....	16
	8.4 Bikeways .....	17
9.	IMPLEMENTATION .....	17
	9.1 Infrastructure Improvements .....	17
	9.2 Dedications for Public Amenities .....	18
	9.3 Retirement of Golf Course Construction Bonds .....	18
	9.4 Operation and Maintenance of Improvements .....	18
	9.5 Maintenance Districts .....	19
10.	REFERENCED DOCUMENTS .....	19
11.	Exhibits .....	
	A. Land Use Plan .....	21
	B. Circulation .....	22
	C. Summary of Residential Standards by Sub-area .....	23
12.	Figures .....	
	1. Standard Plate 1A(1) .....	24
	2. Standard Plate 1A(2) .....	25
13.	City Council Resolution No. 9330 .....	26

## NORTHWEST COMMUNITY SPECIFIC PLAN

### 1. INTRODUCTION

This specific plan is intended to implement the General Plan for the geographic area in the City known as the Northwest Community. Specific plans are defined in Article 8 of the Planning and Zoning Law (Title 7) of the California Government Code.

The Northwest Community Specific Plan applies to 255 acres of undeveloped area as defined in Exhibit 1. Its principal boundaries are the Santa Clara River and Southern Pacific railroad tracks on the north; Patterson Road on the west; Gonzales Road, Carmen Way, and Vineyard Avenue on the south; and Ventura Road and "H" Street on the east. The area is dominated by the 224-acre municipal golf course, River Ridge Golf Course, which is excluded from this plan.

The objective of this specific plan is to establish a visually distinct area of the City, one that offers high quality single-family housing and ample public open space for outdoor enjoyment. The specific plan consists of text and graphic materials. The specific plan is intended to implement the adopted General Plan of the City of Oxnard. Both the Oxnard General Plan and the applicable governmental code require discussion on key issues for the evaluation of a specific plan. The law specifies that a specific plan must include "regulations, conditions, programs and proposed legislation" pertaining to: land use, street locations, development standards, standards for population density, building intensity, implementation, and other measures deemed appropriate for inclusion in the plan. The following text addresses those issues.

The Northwest Community Specific Plan presents a unique opportunity for the City to engage in a partnership with land owners and developers to create an integrated, planned community that will complement and enhance the City's championship River Ridge Golf Course complex. The common goal is to achieve high quality, mixed-use development that would be a focal point for the City and the region.

The plan was formulated and refined with the assistance of the Planning Commission and the General Plan Advisory Committee, which is comprised of representatives of the Oxnard City Council, Planning Commission, Inter-neighborhood Council, and diverse community organizations. The plan provides policies, standards, and guidelines that allow for the subdivision and future development of the current agricultural lands within the project area. Consensus identified these specific objectives:

- o A land use and circulation plan to accommodate a variety of uses and a landscape and open space plan to enhance the area with a distinctive identity.
- o A project that would make a valuable addition to the community and meet community concerns and the needs of the existing and future population in the Northwest Community.

- o Development standards that will assure coordination of developments in building and landscaping design.

Beneficial impacts of the proposed plan are:

- o The plan provides a system of greenways, bike paths, and parks to integrate the community with a comprehensive circulation system and links the Northwest Community with the River Ridge Golf Course.
- o The plan provides land for a school site and public park, and construction of a community center.
- o The plan provides a variety of high quality housing types with a common theme complementing the River Ridge Golf Course Club House.
- o The plan provides design guidelines that, when implemented, will give the community a unique identity.

## 2. BACKGROUND

The City has struggled for many years to define a character for the Northwest Community. About one third of the land is currently under cultivation for a variety of row crops, including corn, beans, squash, and tomatoes. The entire community was originally agricultural land, which has been gradually converted to housing. The emphasis on higher quality housing is based upon the concept of providing a balanced range of housing types throughout the City. In review of this concept, the City Council has found that the City presently lacks a sufficient quantity of housing appealing to upper-income households.

On March 20, 1984, the City Council and Planning Commission held a joint study session to evaluate land use alternatives for the Northwest Community. On April 10, 1984, the City Council directed staff to prepare a general plan amendment, specific plan, and environmental impact report for the Northwest Community. A private consultant was hired to prepare the three documents. On August 29, 1985, the Planning Commission directed staff to halt work on the specific plan until the environmental impact report was certified. The final environmental impact report was certified in October 1986, by the Planning Commission, and upheld by the City Council in January 1987. The City Council provided staff with the direction for this plan on May 26, 1987. Included within the council direction was a requirement that two properties adjacent to the area in the specific plan generally conform to the development standards of the specific plan when the two areas develop. The two areas are identified in Exhibit 1 as Sub-areas A and B.

The land known as Maxwell Ranch, Tract 3384, comprises a large portion of the Northwest Community. This land is excluded from the specific plan since the development of Maxwell Ranch is tied to a development agreement with the City covering approximately 263 acres, which includes the golf course land dedicated to the City. The area is permitted 621 dwellings according to the development agreement.

3. ENVIRONMENTAL REVIEW

The City Council certified the Final Environmental Impact Report (FEIR) for the Northwest Community (State Clearinghouse No. 84072505) on January 13, 1987. This document serves as the FEIR for the Northwest Community Specific Plan. While the estimates for residential density, and residential and commercial distribution do not match in the FEIR and Specific Plan, the FEIR estimates are higher and evaluate a "worst-case" scenario for the environmental impacts of development on the remaining, vacant land identified in the specific plan and therefore would not require any additional environmental review. The FEIR is available for public review in the Oxnard City Library, and the Planning Division of the City.

#### 4. RESIDENTIAL LAND USE

The remaining vacant land in the planning area has been divided into six sub-areas. Two areas outside the boundaries of the area of the specific plan will be generally subject to its requirements (Sub-areas A and B) which are depicted in Exhibit 1.

##### 4.1 Description of the Sub-areas:

Sub-areas 1, 5, and 6 are single-family neighborhoods with a 7,000 square foot minimum lot size, and an 8,000 square foot average lot size. Lots adjacent to thoroughfares, such as Vineyard Avenue and Ventura Road, will be required to have a 10,000 square foot minimum lot size. The larger lots are required adjacent to thoroughfares to mitigate traffic noise. Sub-areas 1 and 5 provide for planned unit developments (PUD) diagonal to each other across the intersection of Vineyard Avenue and Ventura Road. Sub-area 1 provides for a 10-acre PUD; Sub-area 5 provides for a 12-acre PUD. The PUD in Sub-area 5 would extend to the east-west collector street intersecting with Ventura Road. These PUD areas allow either attached or detached, clustered, single-family homes and would also permit detached single-family homes on conventional lots. These PUD areas provide appropriate transitions from the commercial area at the northwest corner of the same intersection, and the adjacent single-family areas. The density of the PUD areas is seven dwelling units per acre in Sub-area 1 and 7.0 dwelling units per acre in Sub-area 5. All other residential development is reserved for detached units. Exhibit C summarizes the units and density allowed in each sub-area.

Sub-area 4 is a single-family area with a minimum lot size of 8,000 square feet and an average lot size of 9,000 square feet. Along Ventura Road, 10,000 square foot lots are the required minimum in order to mitigate traffic noise. Along the Southern Pacific Railroad, a minimum of 12,000 square foot lots are required to attenuate noise from the trains. The minimum residential setback is 100 feet adjacent to the railroad right-of-way. Residential buildings are not permitted within the CNEL 65+ dBA contour mapped in the Noise Element of the General Plan and FEIR for the Northwest Community Specific Plan. A greenbelt or community garden is allowed in place of residential development along the railroad if the greenbelt or community garden are within the noise contour of CNEL 65+ dBA as mapped in the Noise Element to the General Plan. The greenbelt or community garden shall be a minimum of 30 feet wide. A frontage road may also serve as a separation between the residential development and railroad noise, with lots oriented to face the frontage road.

##### 4.2 Residential Development Standards

High-quality and innovative land planning and architectural design shall be required to provide dwelling unit and site amenities, and attractive visual appearance in all residential projects.

These standards seek to achieve such general goals as (a) the selection of building materials, colors, and landscape elements that enhance the scenic and historic character of the Northwest Community area; (b) the creation

of harmony among the existing neighborhoods and proposed development that achieves an environment of distinction and stability and; (c) promotion of land uses and design elements that would not have an adverse effect on the health, safety, peace, and economic welfare of the residents, businesses, industries, or governmental cultural activities within the planning area or surrounding properties.

Design guidelines shall not impose a rigid set of rules that are inflexibly applied and result in uniform, monotonous development. Guidelines that are too general, however, leave such latitude for interpretation that resultant development reflects an uncoordinated, chaotic character. The intention of the following standards is to promote designs of beauty, convenience, and safety for those who live in, shop or visit the residential, commercial, and open space uses within the Northwest Community area.

Design variables such as architectural style, set backs, building material, height, color, entryway, landscaping, ancillary structures, signage, lighting, circulation, and street furniture should be interrelated to produce environments that are pleasing and avoid settings that are dull, unsuitable, and uncomfortable. As a minimum objective then, the standards are intended to discourage such design elements as:

- o Box-like nondescript structures that display little or no architectural character or style.
- o Bright, shiny, or non-textured metal on exterior surfaces.
- o Uniform residential structures with the same front and side yard setbacks, heights, bulk and massing, and elevation treatment.
- o Bright fluorescent types of colors.
- o Artificial plants in exterior landscaping.
- o Inappropriate fencing.
- o Exposed vents and mechanical equipment.

The following standards are intended to implement the goals and policies expressed in the Northwest Community Specific Plan and to provide guidance for evaluating precise plans for new or modified residential structures.

Development standards for residential land uses are:

Lot Size:

Detached single-family homes:

Minimum: 7000 square feet

Abutting thoroughfares: 10,000 square foot minimum



Abutting railroad right-of-way: 12,000 square foot minimum

Area for a planned unit development (attached or detached single-family homes are permitted):

10 acre minimum in Sub-area 1  
12 acre minimum in Sub-area 5

Setbacks: Detached single-family homes.

Street Frontage - 20 foot minimum, except adjacent to thoroughfares. Along thoroughfares, 50 feet minimum.

Side - 10 foot minimum on lots over 10,000 square feet. Five and 10 foot minimum on lots less than 10,000 square feet; at least one side yard adjacent to the garage shall be 10 feet minimum, the other must be at least five feet minimum.

Rear - 25 foot minimum; adjacent to the railroad the rear yard shall be 100 foot minimum. Adjacent to a major thoroughfare, the rear yard shall be 50 foot minimum.

Railroad - any residential lot abutting the railroad shall have a 100-foot minimum setback from the railroad right-of-way.

Setbacks: Planned Unit Development

Street Frontage: 50 feet minimum along thoroughfares. 20 feet along other streets (either public or private).

Side: 10 feet minimum

Rear: 30 feet minimum

Signs: Per Oxnard City Code (OCC)

Height: 25 feet maximum

Architectural Style

Architecture is encouraged that uses wood elements and would be compatible with the River Ridge Club House.

Theme oriented street lighting

Bicycle and Pedestrian Access: Direct bicycle and pedestrian access shall be provided connecting to the park sites, commercial areas, and the new school site.

Noise: No residential structure shall be constructed within the CNEL 65+ dBA noise contour mapped in the Noise Element. Homes in the CNEL 60-65 dBA noise contour shall be constructed to maintain an interior noise

level of CNEL 45 dBA. Noise barriers shall be constructed adjacent to the railroad if residential land use occurs adjacent to the railroad and adjacent to major arterial streets when exterior noise is not attenuated to CNEL 65 dBA. Homes may be constructed in the CNEL 65+ dBA contour if noise is attenuated to an exterior level of CNEL 65 dBA at the property line. Noise attenuation methods shall include walls, walls and berms, linear open spaces, and frontage roads to separate residential uses (indoor and outdoor) from noise above CNEL 65 dBA. Vibration from the railroad tracks shall be mitigated as appropriate with available technology to minimize vibration into residences.

Landscaping: All residential landscaping visible from the street shall be kept in a flourishing condition; plants should minimize water use and be drought tolerant. A master homeowner's association or management group shall be responsible for maintaining public and semi-private landscaped areas visible from the public right-of-way. Front yards shall not contain paving or other hard surface areas except area for driveways as originally installed. The front yard shall not be used for parking vehicles, except on driveway areas provided on the original building plans approved by the City. Landscaping shall conform to the standards adopted by the City Council.

Parkways: Parkways shall be provided as landscaped areas a minimum of 30 feet wide along thoroughfares.

Walls: A wall, or wall and berm, varying in height from a six foot minimum shall be constructed along main thoroughfares behind a 30 foot landscaped area; the purpose of the wall is to attenuate noise from the road. Walls shall be constructed of brick, masonry, slumpstone, or some combination of materials and color that is consistent with the prevailing architecture. Front yard fences or walls are prohibited; retaining walls are permitted. Boundary walls along major thoroughfares are to provide openings for pedestrians at pedestrian and bicycle paths designated by the City, and at bus stops where feasible and not in conflict with the purpose of attenuating road noise. Noise barriers shall be a combination of landscaped berm and wall. Walls that parallel roadways shall be staggered by varying the distance from the roadway through a series of step backs that conform to property line layouts. Walls shall step back from intersections to create a sense of entry. Although materials and height may change, they should be visually related to the design of the noise barriers. Wall materials shall change from solid to transparent (tubular fencing) where open space systems intersect with roadways. Wall surfaces shall be broken up by alternating recessed sections or other means of articulation and texture to avoid a long, monotonous flat surface. Earth mounding shall be used against the wall facing the road to achieve visual differences in height. Walls shall be used to screen or enclose unattractive areas such as storage areas, loading docks, ramps, transformers, signal switching boxes, storage tanks, and refuse containers. Wall heights shall be as tall as those objects that are to be screened.

## 5. COMMERCIAL LAND USE

### 5.1 Description of the Sub-Areas:

Two commercial sub-areas are designated for the Northwest Community. Sub-area 2 is a 19.7-acre site located at the northwest corner of Vineyard Avenue and Ventura Road. The use designated for the site is commercial shopping center/specialized retail, and will serve as the focal point for the community. To assess the appropriate retail uses for the commercial core, the market feasibility of several types of retail activities was evaluated. A quality community center, including a well defined mix of retail and related service commercial uses, was defined as the most feasible use.

The primary market area for the 19.7-acre specialized retail commercial area will include the residential areas of Oxnard within a ten-minute drive of the site. Although the site currently is on the edge of development in Oxnard, it will receive support from the 787 units in the immediate vicinity to be built as part of the Northwest Community Specific Plan (estimated population 2550 persons), and from other adjacent areas of Oxnard. It is anticipated that the shopping center will benefit from its location adjacent to the golf course, clubhouse, and River Ridge Radisson Hotel; therefore, resort oriented specialty commercial uses are encouraged by the specific plan.

Because the northwestern portions of Oxnard are expected to grow rapidly, and to have a relatively high-income population, the primary market area of the site is projected to provide support for a commercial shopping center/specialized retail development.

A key policy of this plan is the requirement that the commercial development within Sub-area 2 be of the highest quality design, and unique in appearance and siting, taking full advantage of its situation as a resort serving and community-serving commercial element. Development is anticipated to consist of 200,000-230,000 square feet on traditional community- and resort-serving services.

The community commercial uses generally conform to the "Community Center" category of the 1990 Land Use and Circulation Element of the Oxnard General Plan. The commercial uses are also intended to provide support for the proposed River Ridge Radisson Hotel and the golf course; consequently, the design of the site shall place a strong emphasis on both pedestrian and visual linkages between the center and the hotel. The retail shopping center is intended for use by the community and resort clientele and would provide services that could reduce vehicle travel outside the community. The shopping district is intended to enhance the resort activities of the River Ridge Golf Course and Radisson Hotel. The project design shall be unique and is to integrate the commercial shopping activities and design with the existing resort facility. A 5,000 square foot community center shall be dedicated and constructed for public use at no cost to the City.

Sub-Area 3 is a 14.5-acre mixed-use area, with uses to include commercial, recreation, and residential PUD's. This area will not be developed until further study is completed on the soils to establish mitigations for any identified hazards.

The balance of the commercial acreage in this specific plan is allocated to the Radisson Hotel and football training facilities already established on 18.3 acres.

## 5.2 Commercial Development Standards

Development standards and design guidelines are intended to establish a unique design character for the commercial area. The commercial area is a focal point of the specific plan; therefore, it is essential that all commercial development reflect and complement the design theme of the residential areas and of the adjacent River Ridge golf course clubhouse. These guidelines and standards apply to all building groups and related design elements (plazas, landscaping, pedestrian circulation) that should be thematically integrated with the buildings by the use of the same or similar materials, style, and design details. While these guidelines accommodate different approaches to achieving a coherent and consistent design, they discourage conflicting architectural styles, strong contrasts of materials and colors, large building masses, poor combinations of scale, and inappropriate design details.

Development standards for commercial land uses are:

Height: 35 feet maximum. Architectural features may be allowed above this height.

Landscaping: Drought tolerant, colorful landscaping is required adjacent to all public streets. A minimum of 30 feet of landscaping is required along all thoroughfares, arterials, and collectors.

Setbacks: Minimum 30 foot front yard to any parking and buildings. Rear yard setback is zero feet if loading is not required. If loading is required, 30 feet setback in the rear yard. All developments on corners will have front yards along each street.

Parking: Per Oxnard City Code (OCC)

Signs: Signs shall be limited to building signs as permitted by the Oxnard City Code and one monument sign per street frontage for the development not to exceed eight feet in height and not to exceed 100 square feet of sign area per side. Sign copy on any sign shall be limited to individual channel letters provided that unique sign proposals may be approved subject to review by the Community Development Department. A master sign program that identifies the type, materials, sizes, colors, and other features shall be included as part of the plan submitted by commercial developers. Signs shall be compatible with the architectural style of the structures and properly scaled to building height and area.

Trash containers: Trash containers for retail customers and visitors shall be provided along the pedestrian walkways in shopping centers. Trash enclosures shall be architecturally similar or complementary to the main building. Refuse containers for businesses shall be architecturally integrated into the development.

Buffer areas shall be established where commercial uses are adjacent to a residential area. Buffers could include masonry walls, berms, mounds, and landscaping and shall be a minimum of 30 feet in width. The hotel is considered a commercial use and does not require a buffer between the commercial uses and the hotel.

Shopper convenience features such as bicycle racks and mail boxes shall be placed in setback areas, together with planter boxes, fountains, ponds, and fences, as appropriate, subject to site plan approval.

Outdoor seating: Restaurants and other places serving food are encouraged to provide outdoor seating that is integrated into the site design. Outdoor areas should provide permanent and removable seating convenient to employees and clientele for commercial developments larger than one acre in area.

Design Elements: Buildings shall be oriented with major entrances and views facing the golf course. A unifying architectural theme, consistent with the design of the River Ridge Golf Course Club House, for structures within the commercial core area shall be established through the use of consistent materials, textures, color, and detail treatment. Architectural styles shall be compatible with the character of the surrounding neighborhoods. Contrasting styles like California Mission or high-tech modern are discouraged, while combinations such as contemporary Ranch/Victorian or certain post-modern elements with related contemporary styles are encouraged.

Modern design elements shall emphasize the use of wood. Materials recommended for use are wood, brick or similar masonry, granite, textured or sandblasted concrete. Wood trim related to pedestrian arbors, trellis, and overhangs are encouraged. Metal facades are discouraged. Some metal trim may be used in cases with design review approval, depending on its appropriateness to the commercial core's overall theme and individual buildings. The character, detail, and use of materials shall complement the Golf Course Club House.

Roof elements involving gables or hipped styles shall be emphasized as opposed to flat-appearing roofs with mansard designs. Light standards and street fixtures shall be permitted within setback areas and be located to not produce glare or circulation impediments on adjacent properties or public streets.

An areawide parking plan shall be prepared to maximize shared parking facilities, establish efficient circulation and promote the visual quality of the site. Parking areas should provide spaces for compact cars and bicycles.

The commercial area's pedestrian circulation system shall provide connections to the paths adjacent to the golf course and surrounding neighborhood pathways, as well as the River Ridge hotel complex.

Hard surface areas (except parking lots) and walkways are to be of textured concrete, tile, or superior materials. Stamped concrete (bomanite) is discouraged. The landscape material shall be directly related to the materials used in the structures.

A lighting theme established at the entryways should be carried into the parking lots and commercial pedestrian areas. Lighting fixtures should not exceed 25 feet in the parking lots, nor 12 feet in the pedestrian/plaza areas. The materials and style shall be directly related to the materials used in the prevailing architecture and should be related to other street furniture such as trash receptacles, newspaper racks, bike racks, mailboxes, kiosks, and information signs.

Individual structures shall be finished in colors that are compatible with the surrounding residential environment. Such colors are off-white, light greys, related browns and pastel or muted greens, rose, and earthtones are recommended. Bright primary or highly reflective colors such as white, untreated metal, gold, or reflective glass are discouraged. A wide variety of other colors are appropriate for trim accents.

Design treatment on the rear or sides of structures should wrap-around or continue the style and materials used on the structure's primary facade.

Roofing material shall be the concrete shake, or similar materials and of a color that is non-reflective and compatible with the colors recommended above. Antenna and roof-mounted mechanical equipment must be screened from public view by materials that are complementary in form with other project components.

Loading, delivery, and storage areas shall be integrated into the design of the buildings. These facilities should be visually screened through building design and landscaping. Loading docks shall be oriented away from public streets.

The Art in Public Places Program shall be an integral part of the overall theme of quality development within the Northwest Community. In compliance with that program major artworks should be located at the three corners of Ventura Road and Vineyard Avenue and either side of Ventura Road at the east-west collector street in the South Bank Neighborhood (sub-areas 4 through 6). It is intended that the artwork function as entry statements to the Northwest Community.

## 6. GENERAL DEVELOPMENT STANDARDS

This section provides the general development standards that apply to the entire area in the specific plan, including all residential, commercial, and public development areas.

Utilities: All utilities shall be placed underground.

Signs: Signing for all types of development shall comply with the Oxnard City Code and this specific plan.

Major entrances to projects shall be identified at the following places:

1. Vineyard Avenue and Ventura Boulevard
2. Ventura Road and collector street intersections
3. Vineyard Avenue and Patterson Road
4. "H" Street and Vineyard Avenue

Neighborhood identifications at these locations are to be provided and are in addition to public art requirements, unless an integrated art and entrance identification is approved by the Community Development Director.

Lighting: Light standards shall be a maximum of 10 feet in height for attached residential uses, and 25 feet for commercial and public uses.

Mailboxes in residential areas shall be integrated into the site design and architecturally compatible.

Public amenities: Public amenities in commercial areas will include all of the following: benches, bicycle racks, bus shelters, clustered and appropriately designed and placed mailboxes, and trash containers.

Street names: Street names will have a golf theme.

Visual corridors: Visual corridors shall be established to maintain the view:

1. between the golf course and commercial development, and
2. from the new school and park site west to the golf course.

The retention of view corridors through residential areas and oriented towards the River Ridge Golf Course is an integral part of the open space plan. The golf course is considered the primary visual resource that shall be reflected in development site plans with respect to the orientation of views. South of the golf course, view corridors will have a north-south orientation, while east of the golf course, view corridors shall be oriented in an east-west and southeast-northwest direction. These corridors shall be aligned with selected collector and local street easements as well as pedestrian, bikeway linkages, greenbelts, and internal park and landscaped buffers between neighborhoods. Visual barriers such as vegetation, structures, utility lines, fences, and berms shall not obstruct views along view corridors. In general, view corridors will vary with typical widths ranging from a minimum of 30 feet to a maximum of 90 feet in width.

Public art: Public art shall be provided in the commercial and mixed-use areas and may be provided in the residential areas and neighborhood park.

## 7. PUBLIC FACILITIES

The specific plan has several public facilities and amenities intended for the area. These facilities are in addition to the obvious need for roads, sewer, water lines, utilities, and storm drains--all of which are planned (see Sections 8 and 10) for the area.

Golf Course. A major public facility in the Northwest Community is the golf course and club house, despite their exclusion from this specific plan. The golf course affects this specific plan because the golf course requires a special system to control gas migration along the southern perimeter of the landfill, which is the northern perimeter of the specific plan. The FEIR has described a system to control the gas migration. A system to control gas migration will be built before any development occurs adjacent to the golf course, and the system will monitor gas migration. Such a system has been installed by the City near the Radisson hotel.

School. An elementary school of 10 acres is proposed adjacent to the Southbank Neighborhood park, also ten acres in size. The school would be centered in the Southbank neighborhood. The new school would serve 500 students of the Rio School District, and any additional students not attending the new school would be absorbed into the two school districts at existing schools.

Parks. One neighborhood park has been designated in the specific plan. The park is adjacent to the new elementary school, centralized in the Southbank neighborhood. The park is six acres in size in order to be consistent with the recently adopted Parks and Recreation Element of the General Plan. A linear open space is a suggested alternative to development along the railroad right-of-way. This area could be either a greenbelt, or community garden, with a minimum width of 30 feet. Such an open space would serve to separate residences from the noise of the trains using the railroad tracks.

Within neighborhoods, privately developed recreation facilities shall be required for planned unit developments to serve the needs of on-site residents. Because cluster development is recommended in two areas of this plan, private and public open space within developed areas will serve to incorporate aesthetically pleasing environments and will be a cost saving factor and an important marketing tool. The specific plan recommends that each developer maximize the use of internal open space by providing buffered setbacks along arterials, collectors, and entry roads, establishing buffers between building groups and land uses; and incorporating landscaped garden areas, and active recreation facilities such as game courts and children's play areas into the site design. Private recreation amenities are also encouraged in single-family detached developments.



Greenbelts. Greenbelts are illustrated on Exhibit 2. Greenbelts are a combination of landscaped areas, bikeways, noise and land use buffers, and streetscape setbacks. A greenbelt or community garden is an alternative to the residential development along the railroad; the greenbelt would buffer the residential area from railroad noise. The principal greenbelts would be along:

- a. Ventura Road
- b. Vineyard Avenue
- c. Gonzales Road
- d. Patterson Road
- e. Optional - along railroad tracks

The strip parkways or greenbelt identified earlier will serve to link all community and most neighborhood facilities together through a system of landscaped roadway easements that carry bicycle and pedestrian traffic. These greenbelts serve other purposes such as noise buffers, running and exercise courses, view corridors, and wind breaks. The proper design of developments along the greenbelts will do much to ensure their success. The use of cluster development in site design will provide opportunities to incorporate greenbelts into development. While greenbelt width may vary for visual interest, residential privacy has to be accommodated by appropriate landscape buffering and fencing. Administrative site plan review of developments incorporating greenbelts will be required to ensure that the benefits of greenways will be achieved.

Public Art. Public art shall be provided in the area to enhance visual appeal and provide support for the arts. Public art should represent a variety of periods in the history of art, not all of which are abstract sculpture. Public art shall be selected with the long-term intent of providing beauty, and pieces of public art must be selected to appeal to a majority of persons in the community. It is recognized that art appreciation is subjective, but a consensus should be strived for in providing beautiful public art.

Streetscape along thoroughfares. Parkways and medians will be landscaped and installed in compliance with City standards. Parkways are a minimum of 30 feet wide along thoroughfares; trees and plants will be installed to provide visually attractive areas, screening, and privacy. Berms averaging three feet high shall occur in these parkways. Meandering sidewalks are required.

Medians must be 16 feet wide along Vineyard Avenue east and west of Ventura Road, and along Ventura Road, north of Vineyard Avenue. These medians shall be landscaped.

Community Center. A 5,000 square foot public community center shall be constructed in Sub-area 2. This community center shall be dedicated and constructed for public use at no cost to the City.

## 8. CIRCULATION

The purpose of the Circulation Plan (Exhibit B) is to establish the general layout of key streets and design standards for streets in the Northwest Community. The street layout is not intended to reflect precise locations; the layout does represent approximate locations, taking into account traffic capacity and safety, the relationship of adjacent land uses, and compatibility with other transportation facilities. Similarly, the design standards are proposed as guidelines for the construction of different types of streets.

The goals of the circulation plan are listed as follows:

- o The street layout should be sufficiently designed to serve the projected traffic volumes within the Northwest Community area.
- o The street layout should respect the access needs and potential access limitations for adjacent land uses.
- o The street layout and design guidelines should consider traffic safety, particularly vehicle speeds and thoroughfare access.
- o The overall circulation system should include pedestrian and bicycle facilities that complement the street layout while serving pedestrian/bicycle traffic for the Northwest Community.
- o The various land uses should include parking guidelines that ensure that a majority of parking demand can be accommodated onsite.

To meet the purpose and goals stated above, a network of public streets has been developed for the northwest area. As shown on the land use plan and circulation plan (Exhibits A and B) the network includes streets categorized as thoroughfares, minor thoroughfares, and collectors. Right of way and roadway design and street widths shall conform with City standards as depicted on Plates 1A(1) and 1A(2). Local streets are not depicted on the plan map. Local streets may be public or private subject to review and approval of the City Council.

The designated street layout has been delineated so that the expected traffic volumes in the specific plan area can be accommodated with reasonable traffic flow conditions and safety. The precise alignment of these key streets (and the locations of all local streets) should be established through the review process of specific developments.

The school and park site east of Ventura Road shall be served by a loop street configuration. The loop street could involve a one-way couplet or two two-way streets. A one-way couplet would increase capacity and reduce vehicle conflicts at driveways. The use of two two-way streets would provide more convenient circulation for adjacent residences. Immediately east of the intersection with Ventura Road it may be necessary to provide a four-lane section to accommodate projected traffic volumes and turning movements.

### 8.1 Street Standards

The streets designated as thoroughfares, minor thoroughfares, and collectors (as a part of this specific plan) should follow City standards. Standards outlined in this specific plan exceed the typical standards cited in the Circulation Element of the General Plan. These specific plan standards identify additional setback requirements to accommodate offstreet bike paths and pedestrian walkways.

The location of local streets are not depicted on the Exhibit B; however, detailed street design will be submitted as part of the specific development plans and will be subject to the following standards. Local streets may be either public or private. Public local streets must be designed to City standards with a 40 foot roadway, on-street parking, curbs, gutters, and sidewalks [see Plate 1A(1)].

Private local streets may be allowed, subject to review by the City Council in areas of attached housing where on-street parking is prohibited, and all required parking is provided on-site. These local street standards may differ from those cited in the Circulation Element of the General Plan. Curb-to-curb widths may be reduced to a range of 28 to 32 feet and separate perpendicular curb parking may be provided at regular intervals. The proposed 28- to 32-foot curb-to-curb width could accommodate two vehicles with shoulder areas for bicyclists. Although parking will be prohibited along these streets, the proposed width could accommodate an occasional disabled vehicle while allowing passage of through vehicles. Private local streets shall use the City's standards for curbs and gutters.

### 8.2 Parking

Within the specific plan area, development shall provide offstreet parking commensurate with the City zoning ordinance.

With specific development proposals, the City may adjust offstreet parking requirements to use parking more efficiently. As an example, a development project containing office and theater uses could provide offstreet parking at a level less than the combined requirement of the individual uses. The potential for shared parking will be reviewed by the City at the time of the development application.

Onstreet parking will be discouraged along local streets within the specific plan area. Local street parking in PUD areas may be in designated parking areas provided at regular intervals along the local streets.

### 8.3 Pedestrian Circulation

Pedestrian facilities will be provided in conjunction with specific developments. As development occurs sidewalks are constructed and street crosswalks are striped and these facilities will provide the basic areawide network for pedestrian traffic. Specific pedestrian projects

shall focus on the need for safe, well lighted, and convenient access throughout the area. A particular concern should be access across major streets and highways. To prevent major streets and highways from becoming pedestrian barriers, access should be available at signalized intersections. Separated bicycle paths shall be designed to also accommodate pedestrian travel.

#### 8.4 Bikeways

Two types of bikeways are proposed as a part of the specific plan area. Class I bike paths are separate, offstreet bike paths or trails that are not a part of the normal street section. Class II bike lanes are part of the normal street section and provide marked bike lanes that delineate the separate rights-of-way assigned to bicyclists and motorists. The Class I and II designations are referenced in Section 7-1000 of the California Highway Design Manual. The bikeway facilities identified in this specific plan area should conform to the basic design standards contained in the California Highway Design Manual and the City of Oxnard's Bicycle Facilities Master Plan.

To encourage bicycle use, the following shall occur in the specific plan area:

- o Install bike racks in all neighborhood parks.
- o Provide conventional bike racks and/or secure locking facilities at key activity centers.
- o Encourage employers to provide adequate parking and rest facilities for bicycle commuters.

#### 9. IMPLEMENTATION

To implement the plan, four principal types of activities will be required to finance the cost of public improvements. Three of these will involve provision of capital items--construction of infrastructure, dedications of land and contributions for public amenities, and pro rata payments on the golf course improvements. The fourth item is the ongoing maintenance of landscaped areas.

##### 9.1 Infrastructure Improvements

To provide the necessary facilities for streets, utilities, landscaped pedestrian and bicycle paths, and related offsite improvements, developers shall be required to dedicate public rights-of-way and provide the improvements at no cost to the City, based on the design guidelines outlined previously.

The improvements funded by developers will be offset against any impact fees that they might otherwise have paid (e.g., for traffic impacts).

## 9.2 Dedications for Public Amenities

In consideration of the increased number of dwelling units permitted by the Northwest Community Specific Plan, developers of the residentially designated properties should provide the following public use areas as provided for in the Specific Plan and as required by the General Plan:

- |                        |   |
|------------------------|---|
| <u>Sub-area 4</u>      | Dedicate six-acre park site; full offsite improvements.             |
| <u>Sub-area 5</u>      | Reserve five acres of a ten-acre school site.                       |
| <u>Sub-area 6</u>      | Reserve five acres of a ten-acre school site.                       |
| <u>Commercial area</u> | Construct and dedicate a 5,000 square foot public community center. |

In addition, each developer shall be responsible for offsite drainage, waste water, and circulation facilities as required by the corresponding City master plan. Each development shall be responsible for improvements of the view and landscape corridors as provided for in the specific plan and for providing an additional five percent private open space over that required by the City Code.

As a result of contribution toward the required amenities, the respective developments shall not be required to contribute toward the otherwise required Quimby and Park tax fees, subject to the following condition. If the fees that would have been collected exceed the value of the park site and improvements, then the developer shall pay to the City the difference in an amount not to exceed the fees that would have been required by Quimby and park tax fees. Each amenity shall be dedicated upon approval of the respective final map and improved at the time of the construction of abutting developments.

## 9.3 Retirement of Golf Course Construction Bonds

All developers within the specific plan area may be required to make pro rata payments on a per unit basis, based on distance and location relative to the golf course, of the capital costs of the golf course improvement. These pro rata payments (to be determined by the City of Oxnard) would be used to service the debt on the bond issue that financed the golf course. A schedule of payments may be established by development agreement between the City of Oxnard and individual property owners.

## 9.4 Operation and Maintenance of Improvements

Ongoing maintenance of landscaped areas, such as pedestrian and bicycle paths adjacent to public roadways, shall be financed privately through appropriately structured maintenance districts, associations, or other similar self-sustaining arrangements.

For example, public areas such as landscape medians, bikeways, parkways, and lighting would be maintained through specific maintenance districts. Private areas (i.e., landscaping) would be maintained by a homeowner organization.

#### 9.5 Maintenance Districts

Maintenance districts may be formed for the management of open space, lighting, and landscape areas. These districts are permitted in accordance with the Streets and Highway Act of 1911 and the Landscape and Lighting Act of 1972 and would operate on a fee basis.

The purpose of the district would be to fund the maintenance of open space, parks, and landscaped areas. These districts would be useful also for the maintenance of bikepaths and pedestrian walkways.

All new developments within the plan area shall be required to form or join a service district. A program would need to be developed to ensure that new homeowners are aware of the district's existence. The City shall be responsible for the administration of the district, which would include the collection of fees and perhaps the hiring of a private firm--on a competitive bid basis--to maintain the open space areas. The City staff would provide maintenance for that portion of the park development that is equivalent to that found in other City neighborhoods.

Charges for the maintenance costs shall be collected by the City through the appropriate billing process. The service district approach allows for uniform upkeep throughout the area with the cost charged to those who benefit.

As an alternative to maintenance districts, a homeowners association could be formed. If maintained by the homeowners association, the property would remain under its ownership. However, the restrictions on the formation and operation of a homeowners association severely limit the flexibility on level of improvements and time of installation, unless such improvements are provided by the developer during the construction of the project.

Maintenance districts are recommended as an equitable way of funding the care of landscaped and open space areas. Without such districts, situations occur in which a small development adjacent to a greenway would have major expenses for the maintenance of the many improvements (i.e., landscaping on the greenway and access to the greenway), while a neighboring development would have all the use advantages, but none of the costs. With the formation of these districts, the costs of maintenance for these areas could be shared among those benefiting.

#### 10. REFERENCED DOCUMENTS

This specific plan incorporates by reference the documents listed below, which become part of this specific plan. These documents are available at the City of Oxnard offices and public library. The purpose of incorporating these documents is to reduce the volume and repetition in

this specific plan, provide continuity and consistency with other adopted City plans, and assure full disclosure of the city's intent for development in the area of the specific plan.

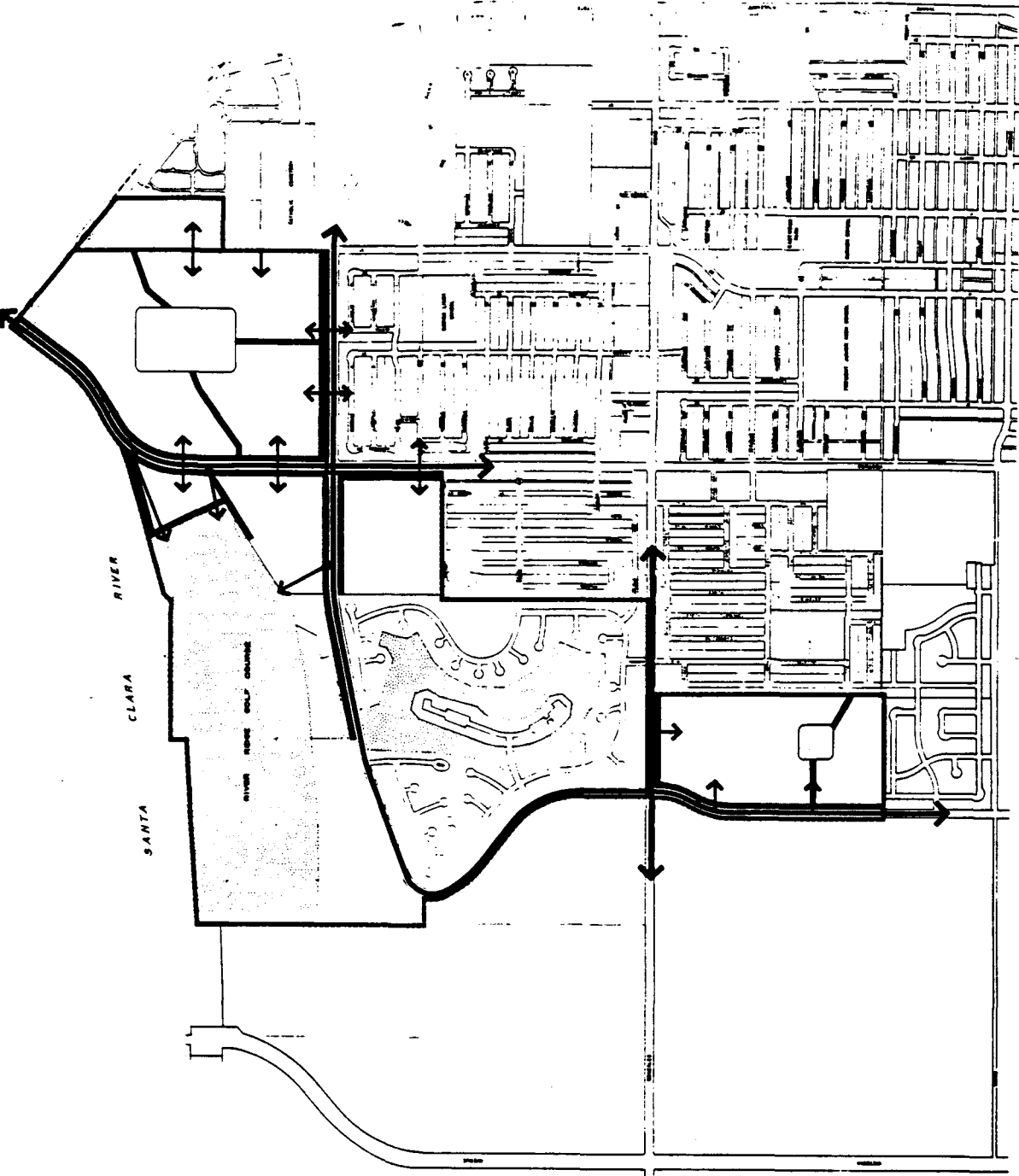
Incorporated by reference:

- a. Circulation Element portion of the 1990 Land Use and Circulation Element of the General Plan
- b. The following elements to the Oxnard General Plan:
  - Housing Element
  - Seismic and Safety Element
  - Noise Element
  - Scenic Highways Element
  - Parks and Recreation Element
- c. Adopted master plans for drainage, water, and sewers for the City of Oxnard
- d. Final Environmental Impact Report for the Northwest Community (SCH #84072505) prepared by EIP Associates, April 1986
- e. Bicycle Facilities Master Plan prepared by Barton et. al., August 1983

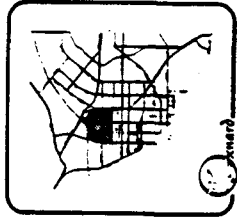




# NORTHWEST COMMUNITY PLAN



- LEGEND**
- GREENBELT: INCLUDES BIKWAYS, STREETSCAPE SETBACKS, MOBS & USE BUFFERS
  - THOROUGHFARE
  - COLLECTOR INTERSECTION (LOCATION APPROXIMATE)
  - NEW CORRIDORS



CIRCULATION AND GREENBELT PLAN

**EXHIBIT C**  
**Summary of Residential Standards by Sub-area**

	<u>Sub-area 1</u>	<u>Sub-area 4</u>	<u>Sub-area 5</u>	<u>Sub-area 6</u>
<u>Lot Size</u> <sup>1</sup> :	7,000/10,000 <sup>6</sup>	8,000/10,000 <sup>6</sup> /12,000	7,000/10,000 <sup>6</sup>	7,000/10,000 <sup>6</sup>
Min. Avg	8,000	9,000	8,000	8,000
<u>Density</u> <sup>2</sup> :	4.1 detached	3.6	3.9 detached	4.1
du/ac	7.0 PUD		7.0 PUD	
<u>Height</u> :	25 feet	25 feet	25 feet	25 feet
<u>Acreage</u> <sup>3</sup> :				
detached	32	64	28	44.3
PUD	10 minimum	0	12 minimum	0
<u>No. Units</u> <sup>4</sup> :				
detached	130	230	109 <sup>5</sup>	181
PUD	70		84 <sup>5</sup>	

Setbacks--measurements for detached units not in a PUD:

Street Setback 20 feet, except along thoroughfares; 50 feet minimum along thoroughfares  
Side 10 feet for +10,000 sq. ft. lots, 5 and 10 feet for less than 10,000 sq. ft. lots  
Rear 25 feet, 100 foot minimum adjacent to railroad tracks (Sub-area 6), 50 foot minimum adjacent to thoroughfares<sup>7</sup>

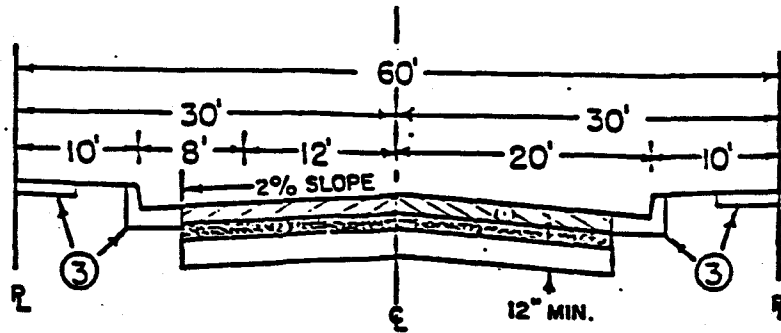
Measurements for PUD's (detached or attached units):

Street Setback 50 feet minimum along thoroughfares.  
Side 10 feet minimum  
Rear 30 feet minimum

Public Area  
acres 0 6 10 (shared with Sub-area 6)

TOTALS 804 Units<sup>4</sup>  
190.3 Acres<sup>3</sup>  
4.2 Average Density (dwellings per acre)<sup>2</sup>

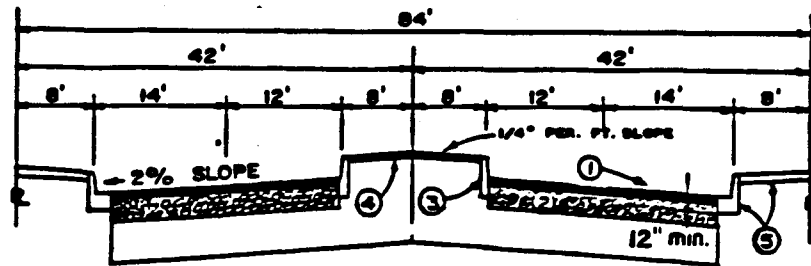
- 
1. Measured in square feet
  2. Gross density includes streets, but does not include school or park sites.
  3. Approximate acreage for residential development including local streets. Does not include school or park sites.
  4. Numbers are approximate depending on subdivision layout, could vary plus/minus 5%.
  5. A maximum of 193 dwelling units are permitted in Sub-area 5; a maximum of 84 dwelling units are allowed in the PUD.
  6. Lot size may be reduced to 8,900 square feet provided a 25-foot side yard between adjoining units is included for all lots abutting the thoroughfare.
  7. Rear yard for single-story structures may be reduced to 40 feet provided a 25-foot side yard between adjoining units is included for all lots abutting the thoroughfare in Sub-area 6 only.



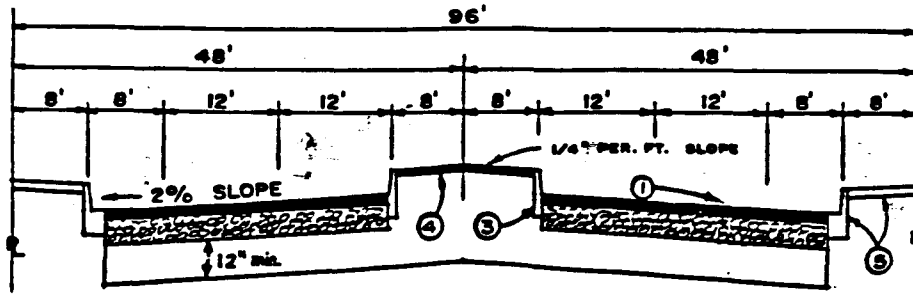
T.I. = 5.0  
LOCAL STREET

1. ASPHALT CONCRETE PAVEMENT (LOCAL = 3" MIN., COLLECTOR = 4" MIN.)
2. UNTREATED BASE MATERIALS (LOCAL = 4" MIN., COLLECTOR = 6" MIN.)
3. CURB, GUTTER & SIDEWALK - SEE PLATE 5A
4. CURB, GUTTER & SIDEWALK ON ONE SIDE, SIDEWALK OR DEDICATED, LANDSCAPED AREA PLUS CURB & GUTTER ON OTHER SIDE. BOTH SIDEWALKS MAY BE REPLACED WITH DEDICATED LANDSCAPED AREAS IF BOTH THE PUBLIC WORKS AND PLANNING DIRECTORS APPROVE BASED ON A SAFE AND ACCEPTABLE INTERNAL PEDESTRIAN CIRCULATION SYSTEM.
5. SIDEWALK OR DEDICATED LANDSCAPED AREA PLUS CURB & GUTTER.
6. SOILS REPORTS, "R" VALUE, AND COMPACTION TESTS WILL BE REQUIRED ON ALL STREETS. ACTUAL STRUCTURAL SECTIONS SHALL BE DETERMINED USING STATE HIGHWAY PROCEDURE WITH THE TRAFFIC INDEX SPECIFIED HERE IN.

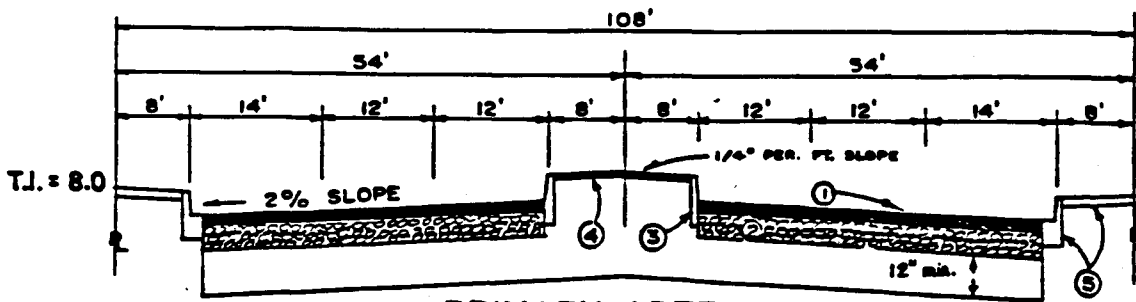
CITY OF OXNARD, CALIFORNIA	
STANDARD	
R/W & ROADWAY	
DESIGN & WIDTHS	
DATE	8/29/84
BY	E.G.M.
SHEET	1 of 1



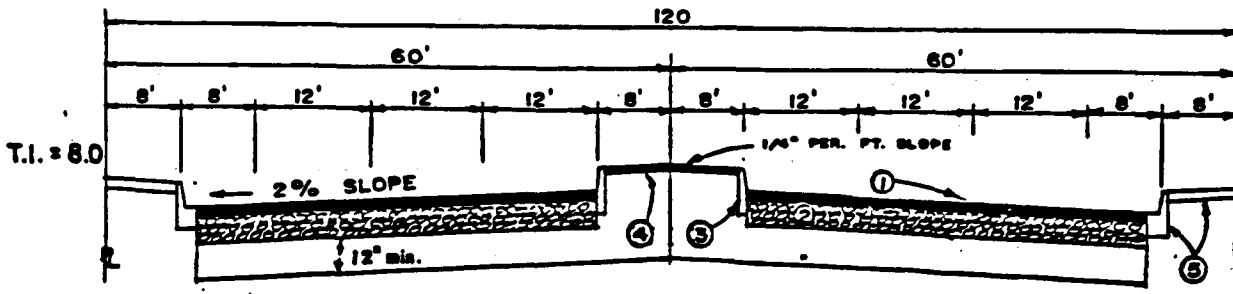
T.I. = 8.0 LOCAL ARTERIAL



T.I. = 8.0 SECONDARY ARTERIAL



T.I. = 8.0 PRIMARY ARTERIAL



T.I. = 8.0 PRIMARY ARTERIAL

1. ASPHALT CONC. PAVEMENT (4" MIN)  $\triangle$
2. UNTREATED BASE MATERIAL (6" MIN)  $\triangle$
3. MEDIAN CURB - SEE PLATE 8A
4. MEDIAN - COLORED - STAMPED CONC. PER PLATE 17A & LANDSCAPE  $\triangle$
5. CURB GUTTER AND SIDEWALK - SEE PLATE 8A
6. SOILS REPORTS, "N" VALUE AND COMPACTION TESTS WILL BE REQUIRED ON ALL STREETS. ACTUAL STRUCTURAL SECTIONS SHALL BE DETERMINED USING STATE HIGHWAY PROCEDURE WITH THE TRAFFIC INDEX SPECIFIED HERE IN.
7. APPLY PRIME COAT (MC-70)  $\triangle$   
APPLY FOG SEAL (SS-1H)  $\triangle$

$\triangle$ REVISED 3-31-83 <i>By W</i>	DWG. NO. ..
$\triangle$ REVISED 6-8-83 <i>By W</i>	
$\triangle$ ADD NOTES 10-28-83 <i>By W</i>	
CITY OF OXNARD, CALIFORNIA	
STANDARD	
ARTERIAL R/W & ROADWAY DESIGN & WIDTHS	
APPROVED <i>[Signature]</i> BY CITY ENGINEER H&H	
11-6-72	

RESOLUTION NO. 9330

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD ADOPTING A SPECIFIC PLAN FOR THE NORTHWEST COMMUNITY (MISCELLANEOUS FILE NO. 205), IN ACCORDANCE WITH THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA, ON THAT PROPERTY CONTAINING APPROXIMATELY 255 ACRES, BEING LOCATED AS SHOWN ON EXHIBIT "A".

WHEREAS, the Planning Commission of the City of Oxnard has adopted a Specific Plan for the Northwest Community, in accordance with the Government Code of the State of California and Chapter 2 of the Oxnard City Code; and

WHEREAS, the City Council finds that after due study, deliberation and public hearing, the following circumstances do exist:

1. That the proposed specific plan is in conformance with the General Plan.
2. That the proposed specific plan 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 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.

WHEREAS, the City Council has considered the certified Final Environmental Impact Report No. SCH#84072505 - Northwest Community Specific Plan EIR prepared for the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oxnard hereby adopts said specific plan, as shown on Exhibit "A", on file in the Community Development Department.


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

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

NOES: Council Members: None.

ABSENT: Council Members: Lopez.

  
\_\_\_\_\_  
Nao Takasugi, Mayor

ATTEST:   
\_\_\_\_\_  
Mabi Plisky, City Clerk

Standard Form approved by the City Attorney.