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Memorandum

To: All Parties and Persons Interested in the
Puente Power Project Proceedings (15-AFC-01)

Date : February 3, 2017

From : **Eric Knight, Environmental Office Manager**
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Subject: Staff is filing the following three documents because they may assist for illustrative purposes in the discussions at the Puente Power Project evidentiary hearing regarding Alternatives, Environmental Justice, and Land use. The documents are as follows:

1. Google Earth image, from October 2016, showing existing Ormond Beach Area Off-site Alternative
2. Environmental Justice - Figure 1 (Revised) - with CalEnviroScreen 3.0 data
3. City of Oxnard 2030 General Plan pages referenced in the Land Use section of the Final Staff Assessment



CITY OF

OXNARD

CALIFORNIA

2030 GENERAL PLAN

GOALS & POLICIES



October, 2011

**City of Oxnard
California**

2030 General Plan

Goals and Policies

*Development Services
Department
Planning Division*

*Adopted
October 2011*



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- **Oxnard City Limits.** As of 2009, the City of Oxnard incorporates and has land use jurisdiction of 26 square miles. Annexations and/or de-annexations are possible as part of the 2030 General Plan, subject to review by the Ventura County Local Agency Formation Commission (LAFCO).
- **Oxnard Coastal Zone.** Established by the 1976 Coastal Act, the boundary of the Oxnard Coastal Zone generally extends 1,000 yards inland from the Pacific Ocean and includes the Channel Islands Harbor and the Edison Canal. Land uses in the Oxnard Coastal Zone are governed by the Coastal Land Use Plan (CLUP) and its zoning regulations adopted pursuant to the California Coastal Act and certified by the California Coastal Commission. Selected General Plan land use designations and related policies will not be effective in the Coastal Zone until certified by the California Coastal Commission and are included to indicate the City's intent and direction leading to future CLUP amendments.
- **Oxnard Airport Sphere of Influence.** The Oxnard Airport Sphere of Influence is a designated area for the coordination and review of land use proposals which may affect or be affected by the operations of the Oxnard Airport.

1.3 General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). A city may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the city must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The choice of the planning horizon is up to each city, but is usually at least 20 years. Oxnard's planning horizon is the year 2030, 10 years beyond 2020 that was used by the previous general plan adopted in 1990.

The 2030 General Plan includes the seven State-required elements (land use, circulation, housing, open-space, conservation, safety, and noise (Government Code Section 65302)) within five chapters, each divided into two parts: 1) Background and 2) Goals and Policies. The 2006-2014 Housing Element, and subsequent housing elements as directed by State Law, are incorporated by reference into the 2030 General Plan document as Chapter 8. This plan also includes a separate chapter on sustainable community development that addresses recently emerging topics of climate change, alternative energy, and the implementation of Senate Bill (SB) 375. General plans may also include other topics that reflect the city's concerns (Government Code Section 65303). This plan is formatted differently than the 2020 General Plan (adopted in 1990) and readers

should read the corresponding chapters of the Background Report (2006) and Goals and Policies (2011) in tandem, as shown in Table 1-1.

The land use element (within Chapter 3) designates the general distribution and intensity of land uses within the planning area. The circulation element (within Chapter 4) identifies the general location and extent of existing and proposed transportation facilities. The housing element (Chapter 8) is a comprehensive assessment of current and future housing needs for all segments of the city population, as well as a program for meeting those needs. The open-space element (within Chapter 5) describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for recreation and public health and safety. The conservation element (within Chapter 5) addresses the conservation, development, and use of natural resources. The safety element (within Chapter 6) establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildfire hazards, and air pollution. The noise element (within Chapter 6) identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive general plan provides a city with a consistent framework for land use and other decision-making. The general plan has been called the “constitution” for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for city zoning, subdivision, and public works actions. Under California law, most local government development, public works, and related decisions are required to be consistent with the adopted general plan.

1.4 2030 General Plan Documents

OPERATIVE DOCUMENTS

The *City of Oxnard 2030 General Plan* includes two Operative documents:

1. **Background Report (2006).** This report provides a detailed description of the conditions and trends that existed within the Planning Area during the development of the 2030 General Plan, generally as of 2005. It also serves as the existing conditions for California Environmental Quality Act (CEQA) review.
2. **Goals and Policies (2011).** This document contains goals and policies that will guide future decisions within the City and the land use and circulation diagrams. Many goals and policies are continued from the 2020 General Plan. Goals and policies are assigned to City departments and/or divisions for implementation.

- **Agricultural Greenbelts.** The Oxnard-Camarillo Greenbelt and the Oxnard-Ventura Greenbelt largely define the City’s north, east, and western boundaries. These areas are intended for long-term agricultural use and generally cannot convert to urban development without voter approval.
- **Beaches and Coastline.** Oxnard’s beaches and coastline are recognized as the City’s primary natural scenic resource, with two State beaches located within the Planning Area: McGrath State Beach and Mandalay Beach State Park. City, County, and State beaches provide views of the Pacific Ocean and the offshore Channel Islands on clear days. Other visual resources in the Coastal Zone include tall sand dunes near Mandalay Beach and the wetlands in the Ormond Beach area. In order to preserve the aesthetic quality of the Planning Area’s coastline, the City’s Coastal Land Use Plan guides development along the Coastal Zone.

Cultural Resources. Two historic districts have been designated in the City in order to honor significant historic periods and persons of significance. These are:

- The Henry T. Oxnard National Historic District is a residential neighborhood located west of the central business and commercial center of Oxnard. The neighborhood is comprised of mainly Bungalow and Craftsman style homes along with Mediterranean/Spanish Revival styles.
- The Leonard Ranch Historic District consists of 3.45 acres of what remains of the original ranch building: the Ranch House, the Main Residence, and a Cook’s Cabin.



Agriculture. The City of Oxnard lies in the Oxnard Plain, which contains some of the most fertile land in California. Agricultural areas are found in the northeastern and eastern edges of the City, and the northwestern portion of the Planning Area. About half of the Oxnard Planning Area is designated for agricultural use.

Farming in Ventura County has always been a major contributor to the nation’s food supply, as well as an important part of the rural lifestyle, which exists throughout much of the County. Agriculture also generates a substantial number of jobs ranging from crop production to processing, shipping and other related industries. Ventura County is recognized as one of the principal agricultural counties in the State, with gross revenues from the sales of agricultural commodities in the billions of dollars.

Mineral Resources. Important mineral / sand / gravel deposits are primarily located along the Santa Clara River channel, along Route 101 (Ventura Freeway) corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in several areas.



COMMUNITY DEVELOPMENT

3.1 Vision

The Oxnard 2030 General Plan sets out a vision to guide future development in the City. The 2002 visioning program includes community development concerns and direction that are incorporated in this chapter, taking into account the 2006 Background Report which presents a detailed description of community development topics (land use, design, growth management, and economic development). Implementation and determination of internal consistency with the remainder of the general plan is presented in Chapter 9.

Oxnard's existing land use patterns reflect the City's unique coastal location and agricultural history. With the exception of several high rise buildings in north Oxnard, the City is characterized by one or two story buildings, low and medium density residential, and several industrial areas surrounded by agricultural land, the Pacific Ocean, and the Santa Clara River. Most of the City's higher intensity development lies along Highway 101 and primary arterials.

Beginning in 1995, residents within Ventura County began enacting initiatives that generally require voter approval for expansive outward growth with the goal of preserving agricultural and open space resources. Oxnard adopted the Save Open Space and Agricultural Resources (SOAR) Ordinance on November 3, 1998 that created a City Urban Restriction Boundary (CURB) around the City until December 31, 2020.

3.2 Key Terms

The following are key terms used in this chapter:

Downtown East Transit Oriented District (DETOD). An approximately 100-acre area generally bordered by Oxnard Boulevard, the Oxnard Transit Center and Fifth Street, Richmond Avenue, and Wooley Road.

Floor Area Ratio (FAR). A floor area ratio is often used to describe the intensity of commercial, office, and industrial land usage. The FAR is a ratio created by dividing the total gross square footage of the building by the net square footage of the lot. FAR is a macro-level tool used to estimate traffic generation and municipal service demand and is not intended to be used as a strict development standard.

Gross Acreage. The total area of a development site expressed in acres, usually including the area to be devoted to streets.

Net Acreage. The gross area less the area required for roadway or other dedication to public use.

Height Overlay District. A designation in addition to other land use classifications with supplemental regulations that may modify the underlying designation and/ or introduce additional height regulations.

Live/Work. A residential unit, part of which may be used as an accessory commercial use by the occupant.

Local Coastal Program (LCP). Two documents, Coastal Land Use Plan and Coastal Zoning (Chapter 17 of the City Code), apply in selected regulatory areas in the Coastal Zone and are subject to the Coastal Act and certification and review by the Coastal Commission.

Mixed Use. Mixed-use development incorporates a range and variety of uses within a single development site, for example, retail, residential and business.

SOAR. Save Open Space and Agricultural Resources (SOAR). An uncodified ordinance adopted November 3, 1998 that created a City Urban Restriction Boundary (CURB) around the City until December 31, 2020.

Urban Village. A mix of transit and pedestrian oriented residential, commercial, and/or other uses, with a sense of place and identity.

Work/Live. A commercial or industrial use that includes a small apartment for optional residential use by the business owner or employee.

Zoning. Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed and development standards are defined. Zoning is the principal tool for implementing the goals and policies of the general plan by translating land use categories and standards into regulations.

3.3 Land Use Map

The 2030 Land Use Map (Figure 3-1) classifies and displays envisioned community land uses and intensity. The 2030 Land Use Map depicts the CURB line established by the 1998 SOAR ordinance. Proposed land use changes within the Coastal Zone are not effective until an updated LCP is certified by the California Coastal Commission.

3.4 City Urban Restriction Boundary

In 1998, the voters of the City of Oxnard adopted the SOAR (Save Open Space and Agricultural Resources) initiative establishing the City Urban Restriction Boundary (CURB) and re-designating as “Agriculture (AG)” all land previously designated “Agricultural Planning Reserve (AG/PR).” The CURB defines the urban development boundary for the City of Oxnard until December 31, 2020. The SOAR initiative also established a City Buffer Boundary (CBB) which lies outside of the CURB line and is coterminous with the Oxnard Area of Interest. Change to the CURB line or an agricultural land use designation within the CBB generally requires majority approval of Oxnard voters, with certain exceptions, including but not limited to an exception to allow up to 20 acres per year to be brought into the CURB for affordable housing needed to meet the City’s Regional Housing Needs Assessment (RHNA) target production.

This Oxnard 2030 General Plan expressly preserves these SOAR requirements and incorporates the 1998 SOAR ordinance as shown in Table 3-1 below.

Table 3-1: SOAR 2020 to 2030 General Plan Correspondence

1998 SOAR Ordinance	2020 General Plan	2030 General Plan
1 Title	Uncodified (Not included)	Remains Uncodified
2 Purpose and Findings	Uncodified (Not included)	Remains Uncodified
3 General Plan Amendment	Chapter IV, Growth Management Element	Included
4 Conforming Amendments	Various sections, to conform the Oxnard 2020 General Plan to SOAR	Incorporated into the 2030 General Plan
5 City Buffer Boundary	Uncodified (Not included)	Included
6 Exemptions	Uncodified (Not included)	Included
7 Insertion Date	Uncodified (Not included)	Not applicable
8 Severability	Uncodified (Not included)	Remains Uncodified
9 Amendment or Repeal	Uncodified (see No. 3)	Uncodified (see No. 3)
10 Competing Measures	Uncodified (Not included)	Remains Uncodified

3.5 Land Use Designations and Standards

Land Use Designations

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

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

The following 2020 General Plan land use designations are discontinued:

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

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

Residential

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

Commercial

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

Industrial

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

Open Space/Other

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

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

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

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

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

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

Land Use Designation Standards

RESIDENTIAL

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

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

INDUSTRIAL

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

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

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

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

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

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

OPEN SPACE

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

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

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

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

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

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

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

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

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

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

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

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

GENERAL PLAN / ZONING CONSISTENCY

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

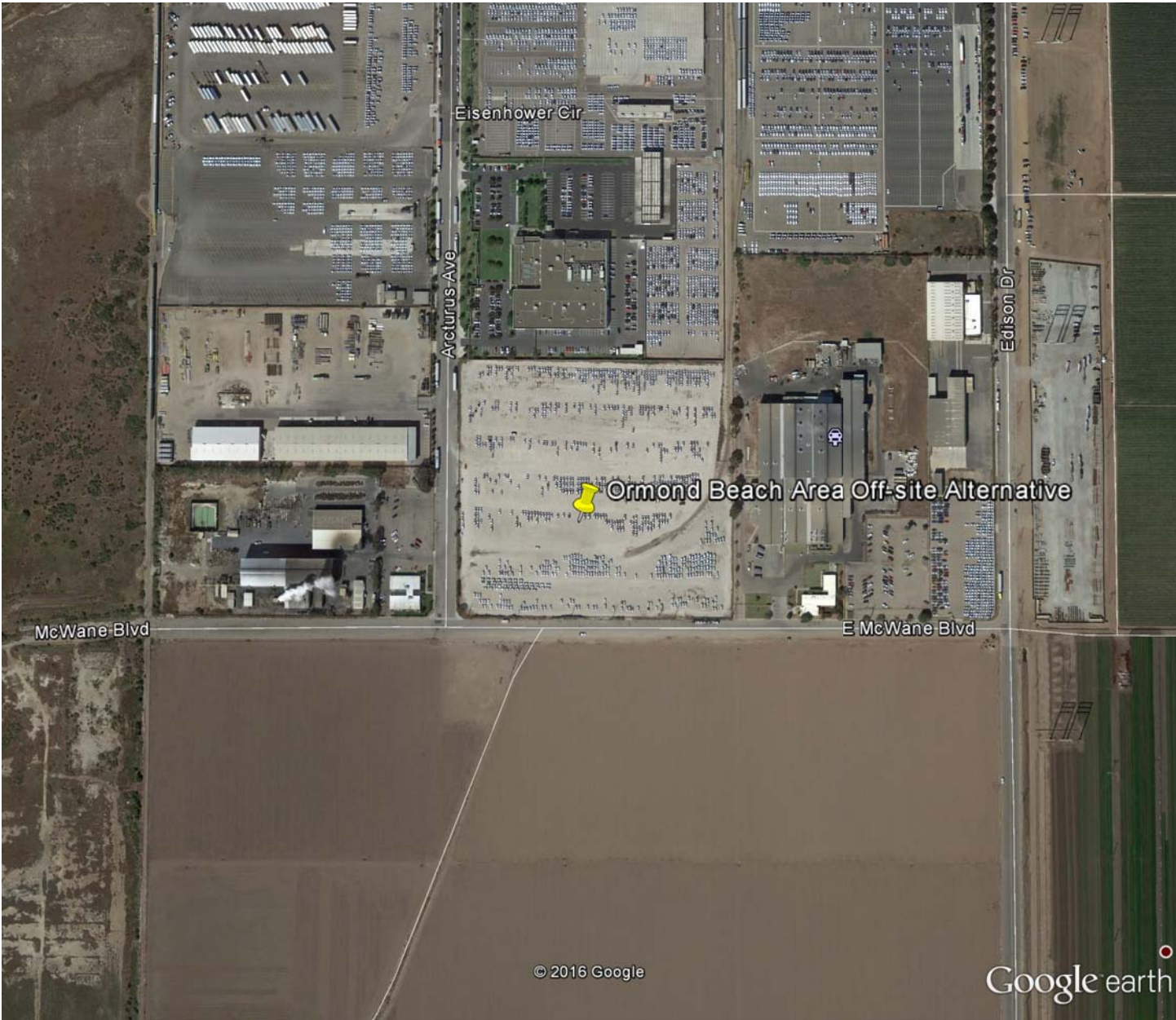
Table 3.2: General Plan/Zoning Consistency

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

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

COMMUNITIES AND NEIGHBORHOODS

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



Google Earth Pro

