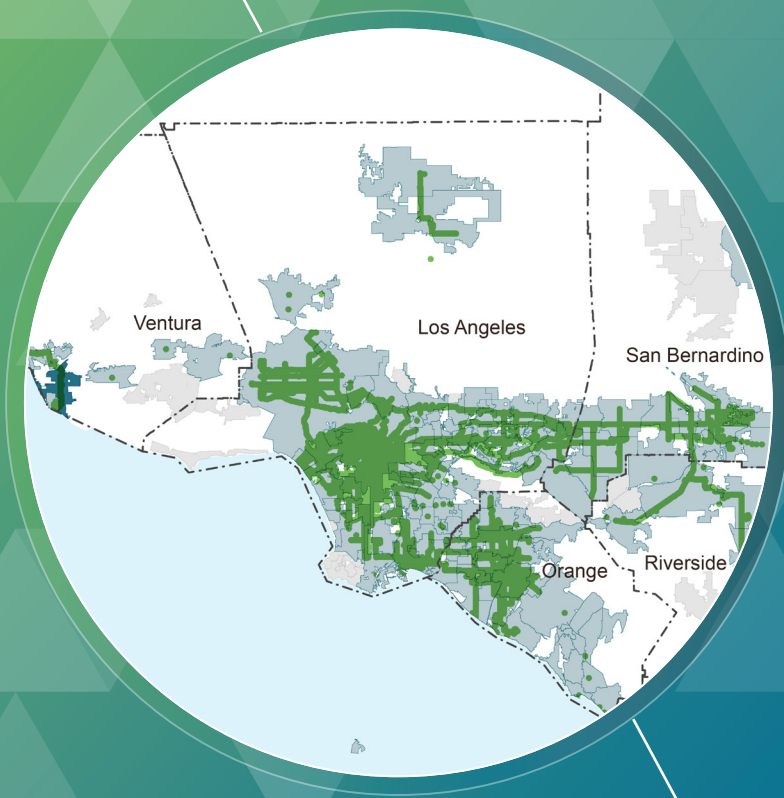


Part 5

Vision



A - Overview

- Vision Plan Goals
- Framework Plan
- Pilot Project Area - 2018
- Pilot Project Area - 2048 Potential Buildout
- Priority Projects

B - Land Use Strategy

- Opportunity Sites
- Regulating Concept Plan
- District Profiles

C - Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans



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Part 5

Vision

A - OVERVIEW



Vision Plan Goals

Framework Plan

Pilot Project Area - 2018

Pilot Project Area - 2048 Potential Buildout

Priority Projects

Vision Plan Goals

OVERVIEW

The Downtown Oxnard HQT Vision Plan brings a much needed, cohesive sense of place to the Downtown area that will make it an exciting place to live, work, shop, and recreate in Ventura County. The overall goal is to create a truly unique experience that is based on the excellent historic urban fabric, something not found in large shopping centers elsewhere in Ventura County. To ensure the appropriate balance of neighborhood preservation, environmental sustainability, and promote walking, biking, and the use of transit, the plan is founded on the five goals described below. These goals were developed through a synthesis of adopted City initiatives, stakeholder interviews, and the opportunities and constraints analysis outlined in Parts 2 through 4 of this document. Initiatives and next steps that will help to carry through the goals of the plan are presented in Part 6 (Implementation Plan).

Goal #1: Promote safety, collision reduction, and expanded economic vitality with pedestrian improvements to critical corridors

Pedestrian circulation through the downtown will be facilitated by the creation of pedestrian paseos and complete street enhancements to existing streets. Public realm amenities include enhancements such as enhanced street lighting, street trees and parkways, bioswales, and more. These corridors will also provide safer, attractive connections to future bus rapid transit stations and Oxnard Transit Center. Scramble crosswalks, signalized intersections, bike lanes, curb extensions, pedestrian refuge islands, and other traffic calming elements along Oxnard Boulevard and other major corridors will help to reduce vehicle/pedestrian and vehicle/cyclist collisions. A safer and more walkable Downtown will encourage more foot traffic about the retail-oriented streets, increasing economic activity over time.

Goal #2: Increase the housing stock to maintain an appropriate balance of commercial and non-commercial uses in the downtown

Increasing the housing supply within the downtown area will achieve the critical mass of residents necessary for a healthy downtown. Much of Downtown is visited by daytime workers and customers, but activity slows significantly during evenings and weekends. New residents will lead to more evening and weekend activity, which is necessary for an active, economically sustainable, and vibrant downtown atmosphere.

Goal #3: Create an integrated mobility that balances of vehicular movement, bicycles, and pedestrians

This vision takes advantage of publicly-owned land to build shared parking facilities at key sites throughout the Pilot Project Area. This will free up much of the land along Oxnard Boulevard and A Street that is currently occupied by under-used surface parking lots. In their place will be an array of new pedestrian paths and bicycle amenities that will allow visitors to travel about the Downtown without the aid of a vehicle. Utilizing the existing alleyways between buildings along A Street and Oxnard Boulevard, enhanced pedestrian paseos will allow for greater connectivity to the new developments around the Oxnard Transit Center.



Commercial plaza; Oxnard, CA

Goal #4: Develop a more robust transit system anchored by a reconfigured Oxnard Transit Center to promote greater transit efficiency and increase ridership

This plan builds upon the Ventura County Transit Commission (VCTC) and Gold Coast Transit's efforts to increase ridership on the Metrolink line and local routes primarily through improvements to the Oxnard Transit Center. A more centralized station building will alleviate train passengers' current issue with a long walking distance between the station and the platform, and will add additional administrative office space and break facilities for transit operators. New bicycle facilities will also make the center more attractive to cyclists. The reconfigured transit plaza will add more efficient arterial bus bays as well as facilities suitable for a bus rapid transit (BRT) line in the future. The improved Oxnard Transit Center will provide direct transit access to a revitalized, mixed-use core in the blocks surrounding the station.

Goal #5: Re-establish Downtown Oxnard's regional image as the "place to be" for shopping, culture, and entertainment

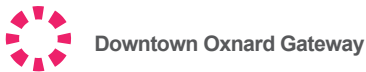
This plan capitalizes and expands upon many of Downtown Oxnard's key assets: walkable, retail-oriented streets, transit amenities, and historic resources such as the Carnegie Museum to create a unified sense of place. The Plan introduces unique treatments at each of the Pilot Project Area's "gateways," or critical entry points with enhancements to the 3rd Street Bridge, a greenway along the rail corridor, and more. The western portion of the Pilot Project Area has been re-imagined as a civic, festival, and cultural hotspot to provide unique, attractive programming. These enhancements will make Downtown Oxnard offer a vibrant, pedestrian-focused alternative to life-style centers and auto-oriented regional shopping destinations.





Framework Plan

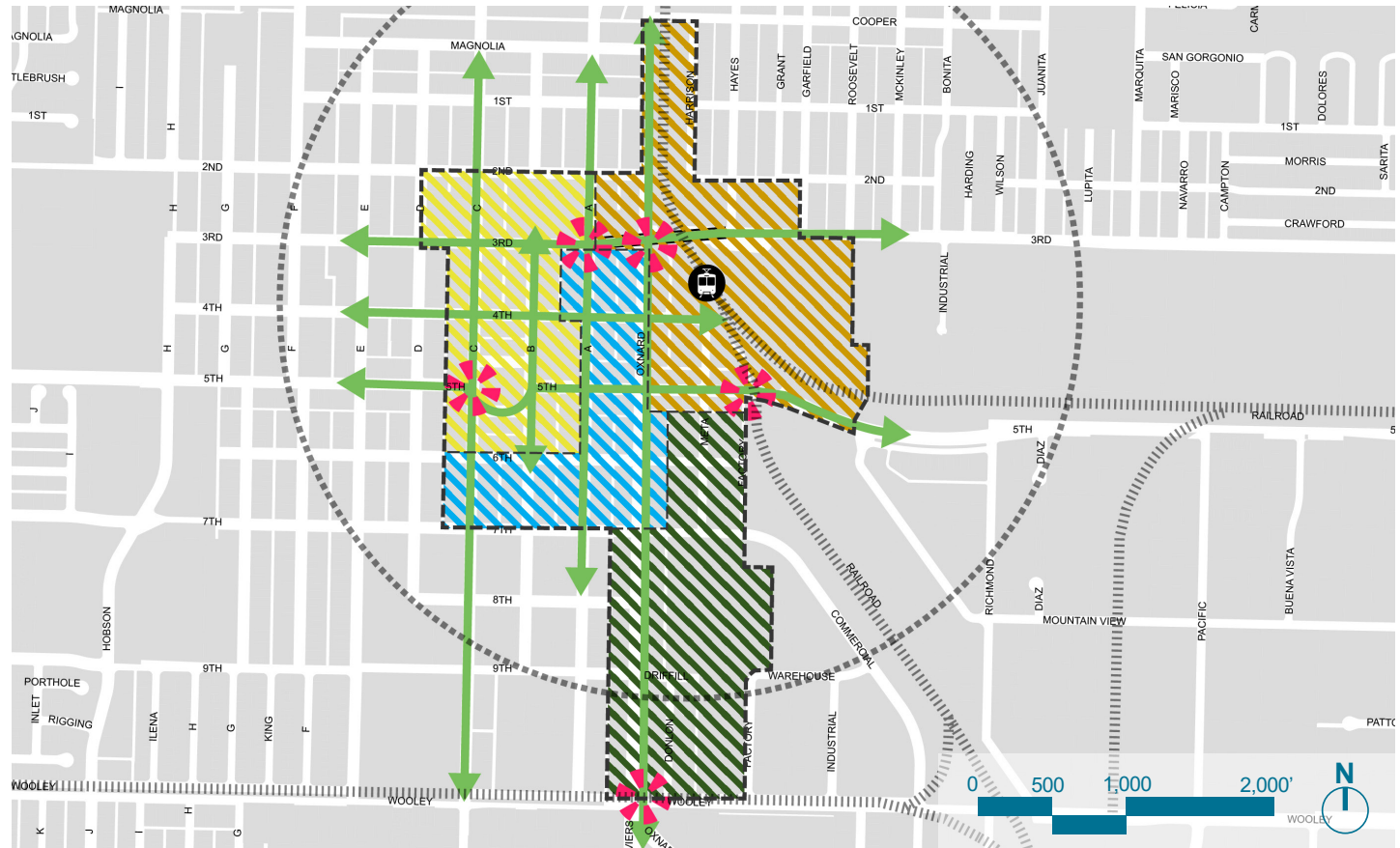
OVERVIEW








The Vision Plan enhances Downtown's sense of place through development, streetscape, and infrastructure improvements in four unique districts: Oxnard Transit District, Downtown Commercial District, Civic Arts District, and Meta Housing District. These investments aim to boost ridership, create livable, walkable neighborhoods, and reduce congestion and greenhouse gas emissions.

New developments and streetscape enhancements will be oriented toward the critical Downtown gateways identified at the following intersections: 5th Street / C Street, 5th Street / Railroad, 3rd Street / A Street, 3rd Street / Oxnard Boulevard, and Oxnard Boulevard / Wooley Road. These gateways could invite public art installations and signage to Downtown, and will serve as visual markers to reinforce the emerging Downtown Oxnard brand as a vibrant, walkable destination within Ventura County.



-  **Oxnard Transit District:** The immediate area around the Oxnard Transit Center will be anchored by high-density TOD projects and a reorganized Oxnard Transit Center. Public parks and shared district parking facilities will allow for an urban environment with a defined sense of place.
-  **Downtown Commercial District:** This district will be characterized by adaptive reuse of historic buildings that will share parking structures with new mixed-use buildings along Oxnard Boulevard, and supplemented by enhanced east-west north/south pedestrian paths.
-  **Civic Arts District:** Major enhancements include the redesign of B Street into a flexible civic and festival boulevard, the relocation of the Children's Museum to a more prominent corner fronting Plaza Park, and dense mixed-use development projects.
-  **Meta Housing District:** This medium density district will primarily consist of new housing to replace the existing mobile home park and a network of new streets that break up superblocks and reconnect the street grid.



-  **3rd Street:** Improvements include placemaking gateway elements at the Oxnard Boulevard intersection, a new sidewalk on the southern side of the 3rd Street bridge as well as a pedestrian elevator and stair case at the Oxnard Transit Center.
-  **4th Street:** 4th Street will be re-imagined as a multi-modal promenade and transit core.
-  **5th Street:** 5th Street will become the primary east-west bike corridor in Downtown.
-  **Oxnard Boulevard:** A reconfigured Oxnard Transit Center will make Oxnard Blvd. the primary north-south transit corridor while streetscape improvements will improve walkability.
-  **A Street:** A Street will see streetscape improvements and substantial facade preservation.
-  **B Street:** B Street will see a dramatic transformation into a civic and festival gathering space with bike facilities, streetscape greening, and defined programming.
-  **C Street:** C Street is a potential alternate north-south transit corridor in Downtown.

Pilot Project Area - 2018

OVERVIEW







Pilot Project Area - 2048 Potential Buildout

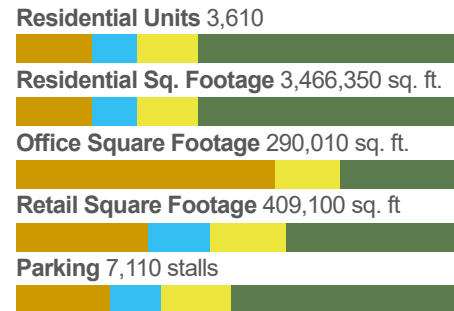
OVERVIEW

The Land Use Strategy details an illustrative development buildout scenario that takes into account adopted land use regulations and parking requirements, and modifies densities and typologies when necessary to achieve SCAG's TOD goals for HQTAs. This 30-year Vision Plan presents a buildout scenario that allows for flexibility and recognizes that a number of factors will affect type and location of future developments. The ultimate buildout will be determined through a specific plan update and further discussions with property owners and interested developers.

Cumulative Land Use Mix and Buildout Potential

Districts are areas within the Pilot Project Area that are envisioned in the buildout scenario to contain similar building densities and typologies. The districts for this Vision Plan are listed below; the buildout scenario land use totals are summarized at right.

-  **Oxnard Transit District**
-  **Downtown Commercial District**
-  **Civic Arts District**
-  **Meta Housing District**



* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Major Development Areas (MDA)

Major Development Areas contain clusters of complementary priority projects which may catalyze the development envisioned by the buildout scenario. An MDA phasing strategy is provided in Part 6 (Implementation).

- MD 1** Oxnard Transit Center Block
- MD 2** Carnegie Museum / Plaza Park Block
- MD 3** Royal Palms Mobile Home Park
- MD 4** Infill along Oxnard Boulevard



Priority Projects

OVERVIEW

Corridor Projects

- C 1** 3rd Street
- C 2** 4th Street
- C 3** 5th Street
- C 4** Oxnard Boulevard
- C 5** A Street
- C 6** B Street
- C 7** C Street

Bicycle Projects

- B 1** Bike Hub
- B 2** Rail Path Bicycle Trail
- B 3** B Street Bicycle Track
- B 4** North-South Bicycle Connection
- B 5** East-West Bicycle Connection

Pedestrian/Greening Projects

- PG 1** Transit Plaza
- PG 2** Green Alleyways
- PG 3** Festival Street
- PG 4** Street Grid at Mobile Home Park
- PG 5** Infill Public Parks
- PG 6** Rail Bicycle Path Greening
- PG 7** Tree Canopy Gap Closure
- PG 8** 3rd Street Bridge Vertical Transportation and Bridge Sidewalk Improvements
- PG 9** Oxnard Blvd / 4th St Scramble Crosswalk

Parking and Transit Projects

- PT 1** Reconfigured Bus Bays
- PT 2** Transit Priority Corridors
- PT 3** Arterial Bus Rapid Transit
- PT 4** New Public Parking Structures



Part 5

HQTA Vision

B - LAND USE STRATEGY



Development Opportunity Sites

Regulating Concept Plan

Major Development Areas

 Oxnard Transit District

 Downtown Commercial District

 Civic Arts District

 Meta Housing District

Development Opportunity Sites

LAND USE STRATEGY

This Vision Plan takes a holistic view of the Pilot Project Area by incorporating planned development projects and projects that are under construction with additional lots that would add substantial value to the Pilot Project Area if redeveloped.

Primary Opportunity Sites

Primary sites will see the majority of development in the near future. These lots are to be utilized for large-scale, catalytic projects. Sites are suitable for the demolition of existing structures and infill development, typically replacing surface parking lots or land owned by the City.

Secondary Opportunity Sites

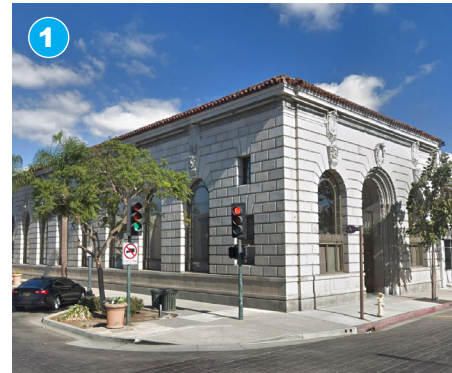
Secondary sites are excellent opportunities for smaller infill developments adjacent to primary opportunity sites, especially on corner properties at key intersections. Additionally, buildings with unique facades have been marked as secondary sites for their potential as adaptive reuse projects providing new retail, office, or residential.

Tertiary Opportunity Sites

Tertiary sites could add additional character to the downtown station area through redevelopment, but require negotiations with private property owners. Tertiary sites also include parcels that are small, irregularly shaped, or are otherwise difficult to redevelop in the short term.

Areas Not Considered Opportunity Sites

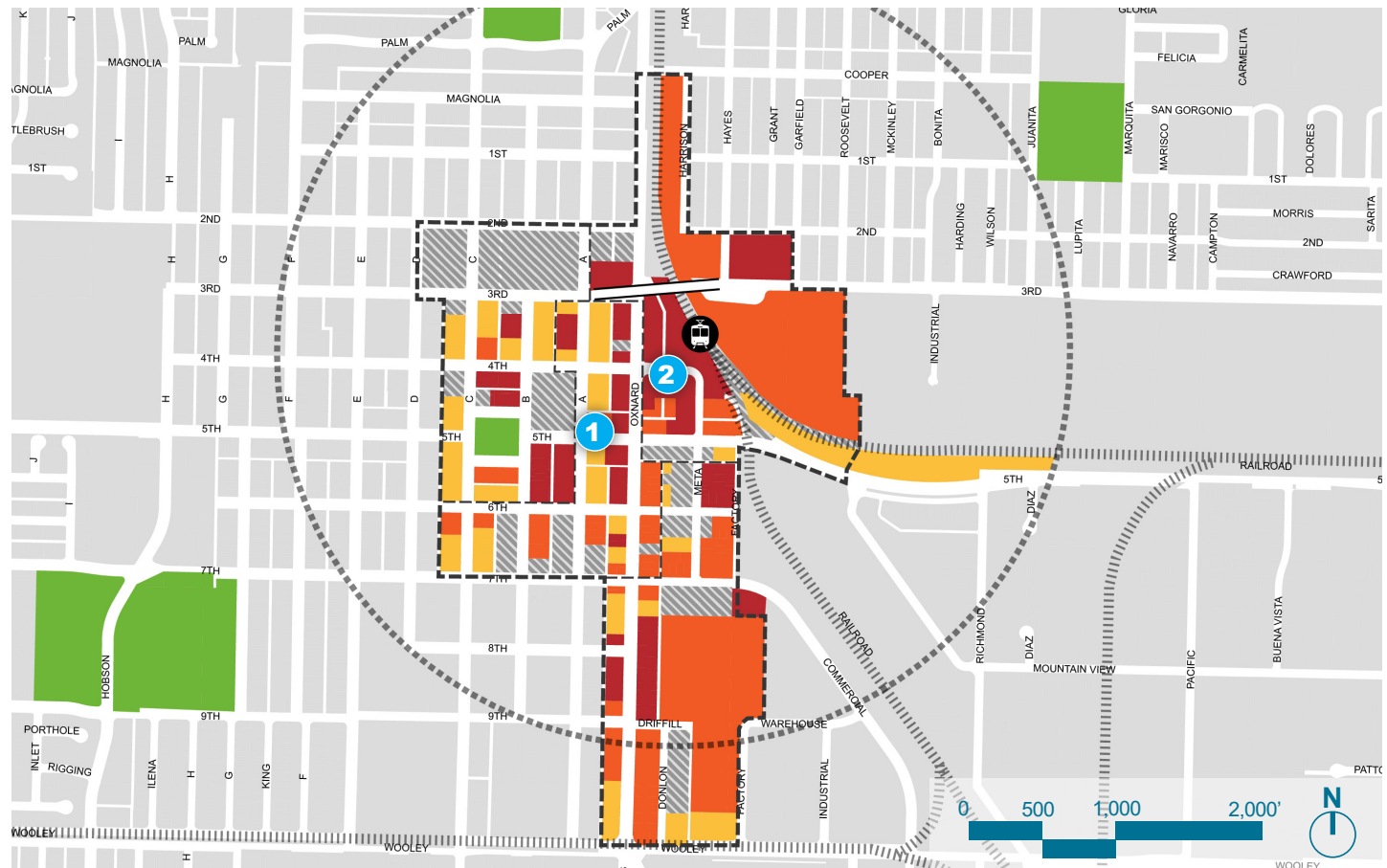
These sites would require drastic shifts in market or other conditions to support redevelopment, and as such are not considered suitable for redevelopment in the immediate future. These areas include existing residential housing stock and key community resources such as the Civic Center.



View of historic building at A Street and 5th Street with unique facades to be preserved for adaptive reuse projects. Source: Google Street View



View of the Oxnard Transit Center from 4th Street. Source: Google Street View



Regulating Concept Plan

LAND USE STRATEGY

The Regulating Concept Plan outlines the proposed height, density, intensity, and development guidelines for key redevelopment areas in the Pilot Project Area. Each of the building types below, keyed to the plan at right, has a more complete profile in the attached HQTa Toolkit that shows a target range of building mass and intensities. Additional building types or different configurations of the illustrative plan not listed below may be appropriate, as long as the massing, design, and density targets listed below are satisfied.



Multi-family housing centered around a central courtyard



Higher density mixed-use buildings oriented around a public park/green space

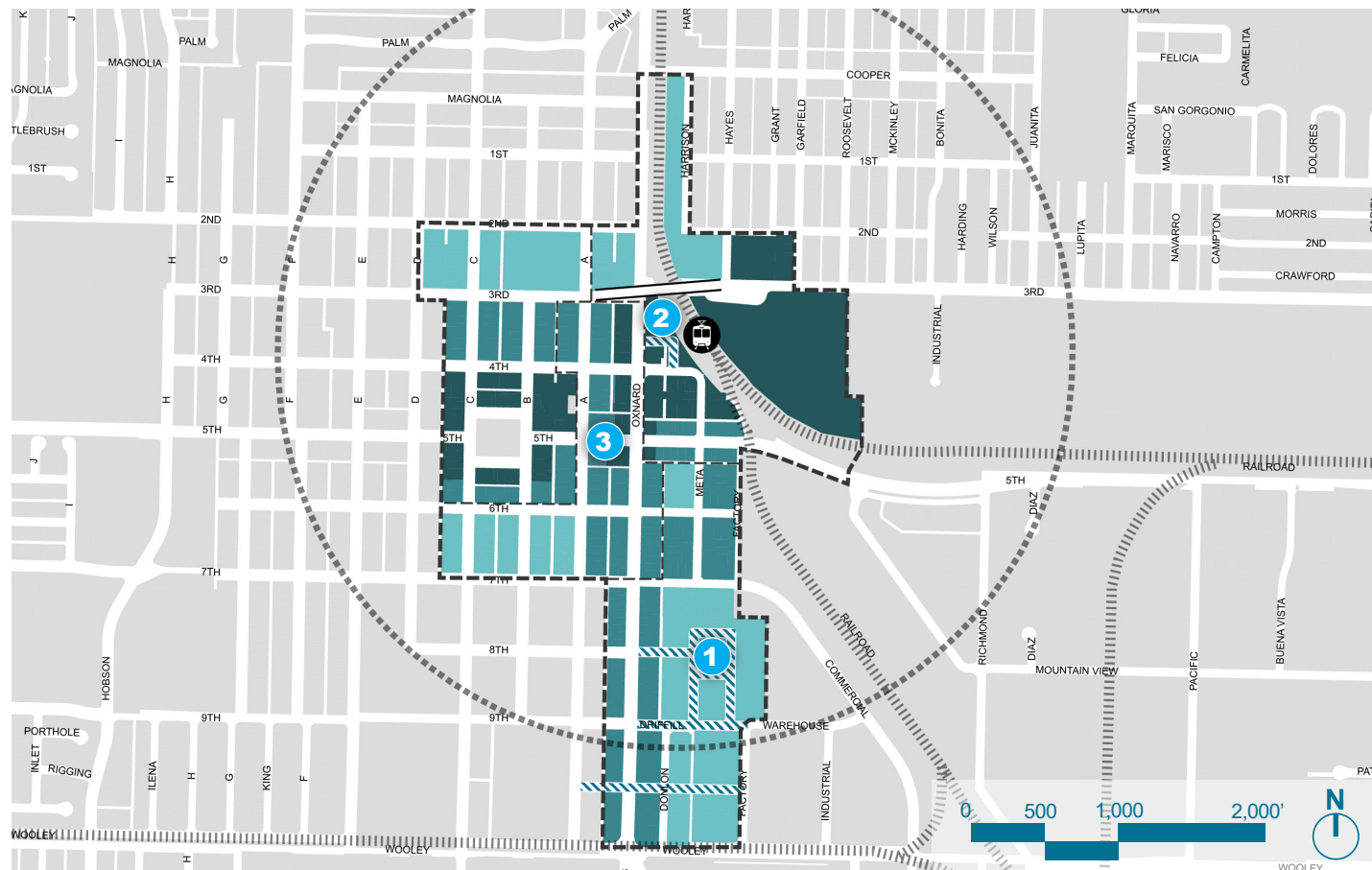


"Main Street" commercial on 5th Street in Downtown Oxnard. Source: Google Street View

The Regulating Concept Plan is illustrative, and is consistent with the development standards allowed by the December 2018 Draft Oxnard Downtown Code, which is expected to be adopted in 2019.

New Streets

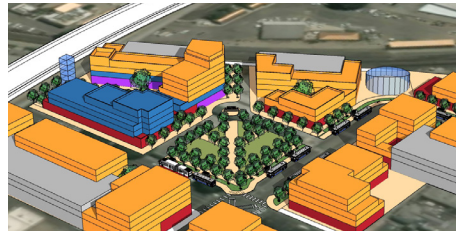
Appropriate Building Types	Bldg. Height (stories)	Toolkit Page
View the Toolkit to learn more about the following building types. PDF: click to navigate.		
Podium Mid-Rise	4-6	II-C-D-2
Flex/ Hybrid	4-6	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Townhouse/ Small Lot Subdivision	up to 3	II-C-B-2
Live/ Work	up to 3	II-C-B-3



Major Development Areas

MD 1 Oxnard Transit Center Block Redevelopment

This vision suggests that the transit offices be rehoused in a more centralized mixed-use building that fronts a new public plaza. New streets will divide the large block to make space for a public park and plaza, street-facing retail, and mixed-use buildings. Much of this land is owned by the City and could be offered as joint development projects to generate revenue for general operating costs.



New Oxnard Transit Center Building

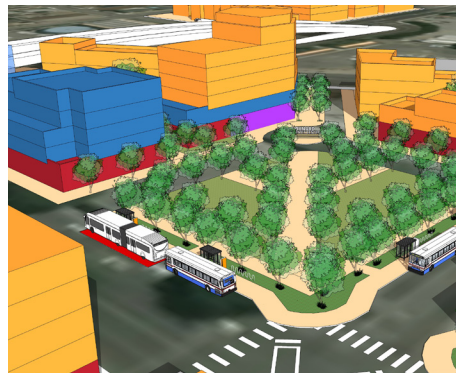


Mixed-use Transit Buildings as Destinations

Infill Residential Development



High-Density Housing Adjacent to Train Stations



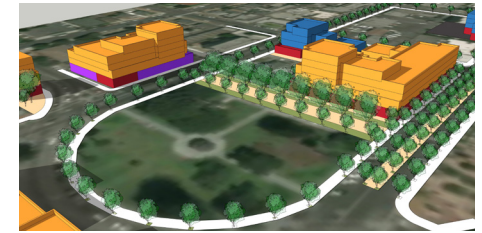
New Transit Plaza at Oxnard Boulevard with scramble crosswalk at 4th Street



New High-Density Mixed-use Residential along Meta

MD 2 Carnegie Museum / Plaza Park Block Redevelopment

The block bounded by Plaza Park and 4th Street is envisioned as substantially redeveloped to take advantage of prime land fronting the new festival B Street and an expanded Plaza Park. The Carnegie Art Museum will be preserved and complimented with a new proximate cultural center across from Plaza Park, creating a cultural hub for downtown Oxnard.



New Developments



Community Parks Activated by Diverse Programming



New High-Density Mixed-use Surrounding Plaza Park

Shared Parking Structure



Parking Structures Hidden Behind Mixed-use Buildings



Shared Parking Accessed via Existing Alleys

LAND USE STRATEGY

Major Development Areas

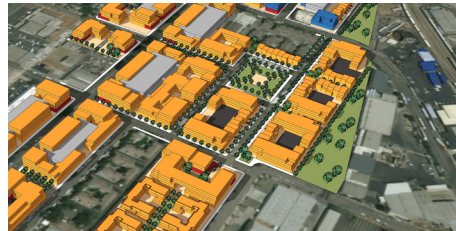
MD 3 Royal Palms Mobile Home Park Redevelopment

This vision plan recommends the Royal Palms Mobile Home Park located at the southeast corner of the Pilot Project Area be redeveloped into higher-density housing. The superblock on which the mobile home park sits should be divided with new streets and paths to improve vehicular and pedestrian circulation by reconnecting the street grid. A central town square where these new streets meet would provide recreational amenities for local residents.

New Housing



Residential promenades shared for public use



Diverse housing types integrated with open space

New Streets



Wider sidewalks improve the streetscape experience



New street from Oxnard Boulevard

Oxnard Vision Plan

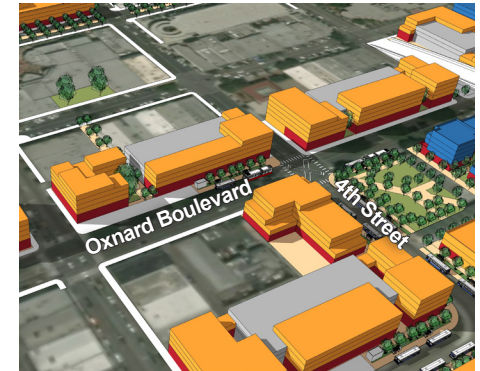
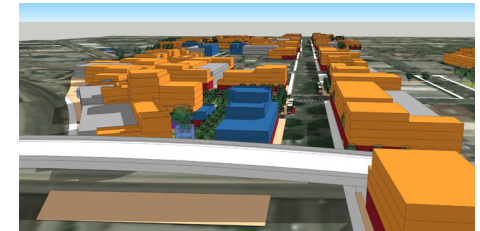
MD 4 Infill along Oxnard Boulevard

This vision anticipates the many lots owned by public and private entities in Downtown Oxnard, particularly near the Oxnard Transit Center, being gradually redeveloped into mixed-use buildings that suit the character of Downtown. Surface parking lots on Oxnard Boulevard will be redeveloped into mixed-use developments. A series of new shared parking structures should be added when necessary to form localized parking districts to accommodate this new development.

New Developments



Mixed-use infill enhances the pedestrian experience



New mixed-use infill along Oxnard Boulevard

Shared Parking Structure



Parking structures hidden behind mixed-use buildings



Shared Parking accessed via pedestrian paseos

LAND USE STRATEGY

Oxnard Transit District

LAND USE STRATEGY

Illustrative Plan

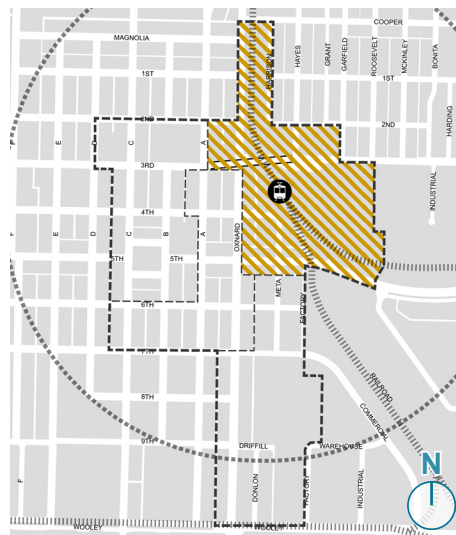
The 2048 vision for the Transit District is built upon key transit and infrastructure investments including a reconfigured Oxnard Transit Center, bicycle facilities, and enhancements to the 3rd Street Bridge. These investments, among others, could help to catalyze a significant amount of growth in the district while linking Downtown Oxnard to a significant transit asset. Properties neighboring the Metrolink Station should be marked for high density development as permitted by local market conditions, leading to an extension of Downtown Oxnard and locating a critical mass of residents and workers near a key transit asset. Parking would be provided in multi-story structures and would be shared by the uses on site.

Northeast of the station, new medium-density residential development will replace the existing Gold Coast Transit property as a better transition to the dense land uses proposed for Downtown.



Key Elements

- 1 Land banking for future high density/intensity development surrounding the Metrolink Station.
- 2 District-wide parking plan with shared parking and a parking monitoring and pricing scheme
- 3 Medium-density, 4-6 story development planned as part of earlier phases, wrapped around parking structures.
- 4 New station building integrated into mixed use development and shared commuter parking structure.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space



Transit courts as the heart of high-density TODs



Plazas/Civic greens provide a sense of place

Oxnard Transit District

LAND USE STRATEGY

The proposed new Oxnard Transit Center building is seven stories to add a landmark structure in the Downtown, effectively maximizing development and ridership generation potential next to the County's premier transportation hub.

The Oxnard Transit District includes two of the Downtown Gateways identified in this Vision Plan: at the 3rd Street Bridge and at the 5th Street / Railroad intersection. The Oxnard Transit Center tower along with the new bridge vertical transportation will help define the northern entry point at the 3rd Street bridge, while higher density developments and greenways parallel to Meta Street will define the eastern 5th Street gateway.



Multiple uses within walking distance of transit



The new transit plaza looking northeast towards rebuilt Oxnard Transit Center



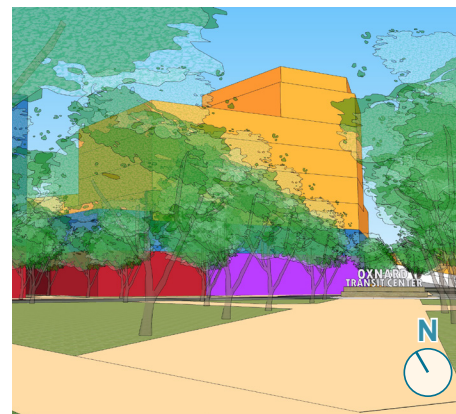
Transit plazas programmed to become community assets



4th Street bus bays/mobility hub, looking northeast



Bike Hubs and/or Transit Buildings as Civic Icons



New Transit Plaza Looking Northeast



Meta Street Bus Bays Looking Northeast

Oxnard Transit District

LAND USE STRATEGY

Land Use Mix and Targets

There are ample opportunities to create a vibrant transit village along Center Street. The 2048 vision builds upon many of the key parcels that are owned by the City of Oxnard to make select infrastructure investments that will catalyze a mix of transit-supportive uses.

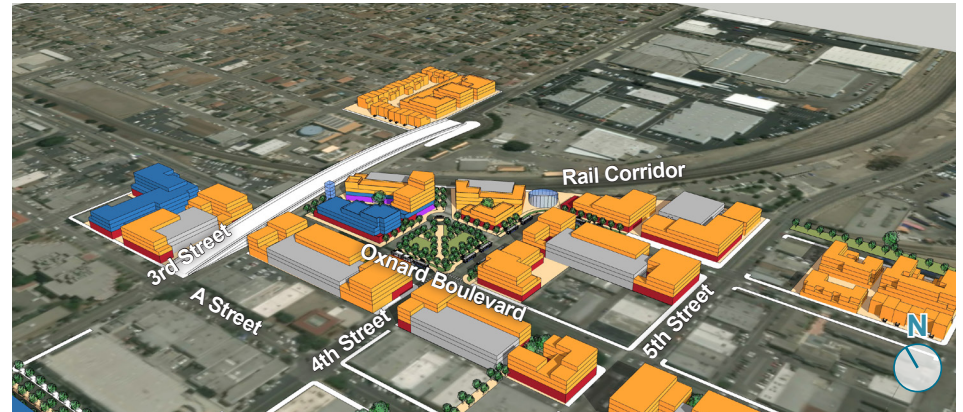
In the short-term, Type V or modified podium construction, up to five stories, will likely be supported by the market. Parking will be provided with four new parking structures. Most of the street frontage along Oxnard Boulevard should consist of active uses such as neighborhood-serving retail, cafés, and live/work units.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Residential Units 580
Residential Sq. Footage 583,380 sq. ft.
Office Square Footage 164,430 sq. ft.
Retail Square Footage 118,880 sq. ft.
Parking Capacity 1,480 stalls
Average Net Dwelling Units/Acre
80+ 51 - 80 30 - 50 < 30
Average Net FAR
4.0 + 3.0 - 3.9 2.0 - 2.9 < 1.9

- Multi-Family Residential
- Retail
- Office
- Oxnard Transit Center
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



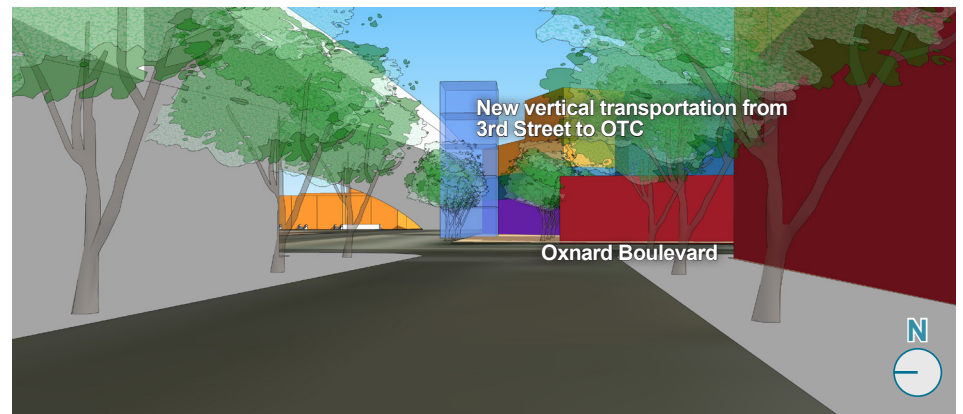
The Oxnard Transit District looking Northeast



The Oxnard Transit District looking Northwest



Enhancements to Bridge Underpass



Northern Connection into the Transit District at 3rd Street Bridge and Oxnard Boulevard

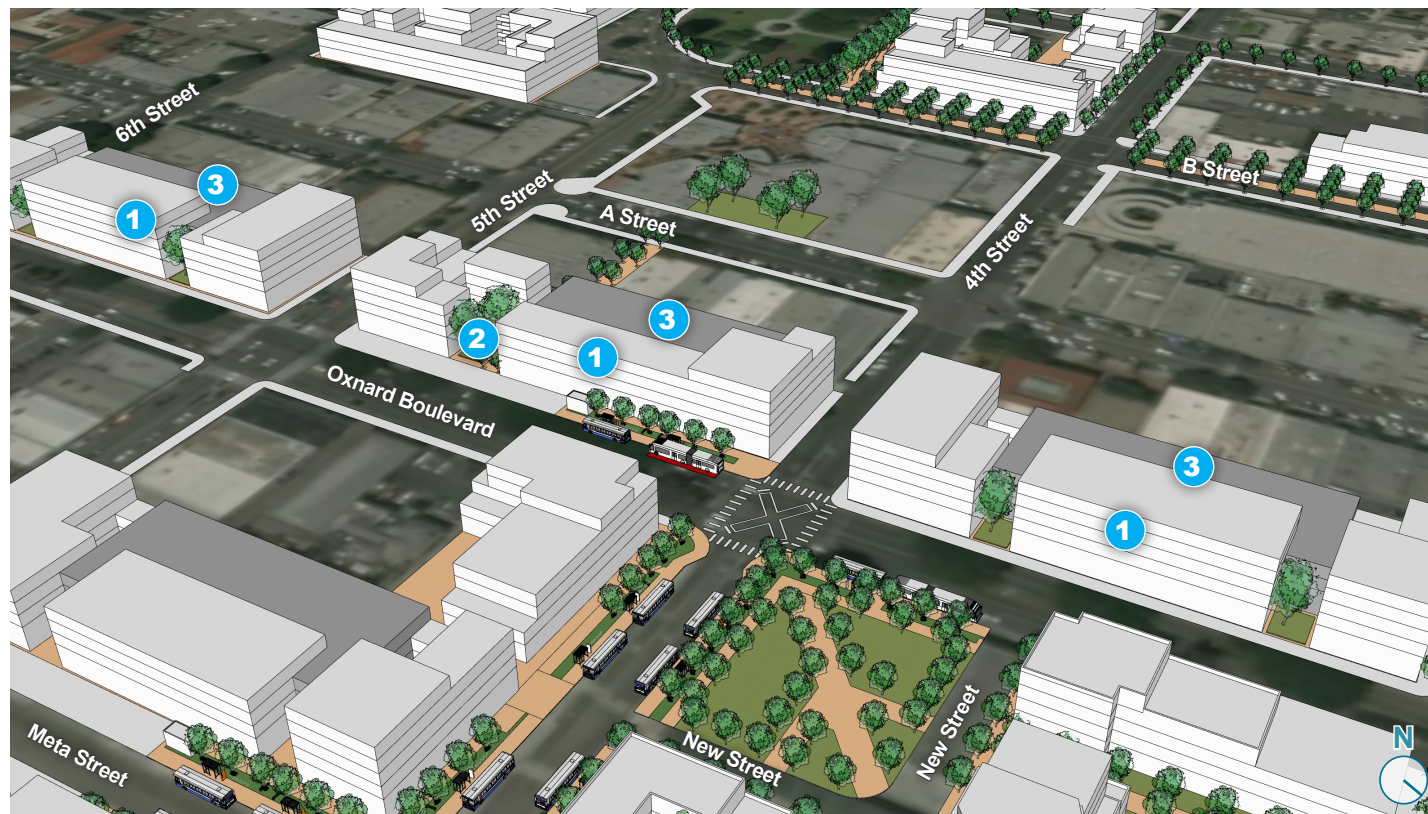
Downtown Commercial District

LAND USE STRATEGY

Illustrative Plan

This district capitalizes on the existing character of downtown commercial buildings located along A Street. Many of these buildings will be preserved, while new developments along Oxnard Boulevard will offer shared parking structures to serve new and existing office, retail, and residential uses.

This plan also takes advantage of the existing alley network near the core of Downtown Oxnard. Alleys running east-west will be enhanced to increase pedestrian traffic between A Street and Oxnard Boulevard, and to increase connectivity from the Oxnard Transit Center to shopping and entertainment opportunities.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space

Key Elements

- 1** New mixed-use infill development along Oxnard Boulevard.
- 2** Improved pedestrian paseos.
- 3** Medium-density, 4-5 story development planned as part of earlier phases, wrapped around parking structures.



Variation in Building Form and Heights Enrich Walkability



Green Roofs Further Improves Pedestrian Environments

Downtown Commercial District

LAND USE STRATEGY

Improvements to the Downtown Commercial District will be centered around enhancing the existing “Main Street” character. A more robust street canopy and additional street furniture and dining facilities will enliven the street. Additionally, existing pedestrian paths between A Street and B Street or Oxnard Boulevard will see enhanced lighting, furniture, and landscaping to encourage pedestrian mid-block traffic.



Enhancing the Public Realm with Outdoor Dining Areas



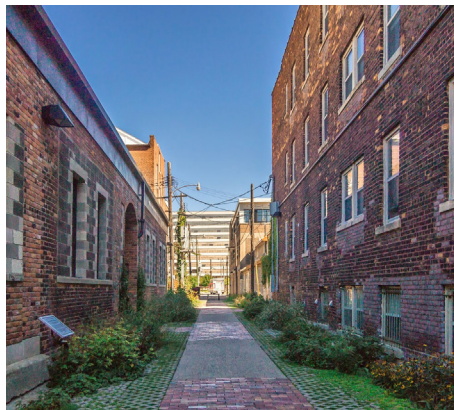
Existing Downtown Retail Along A Street



Mixed-use Building with a Deck Activates the Street



Vacant Parcel at Terminus of Pedestrian Paseo Between Oxnard Boulevard (Transit District) and A Street



Pedestrian Paseos Provide Connections



Existing Pedestrian Connection Between B Street (Downtown and Civic District) and A Street

Downtown Commercial District

LAND USE STRATEGY

Land Use Mix and Targets

As the name of the district implies, the ground-floor uses of new developments within the Downtown Commercial District will be retail-oriented. These buildings will have residential apartment units above.

The district makes up a relatively small proportion of the total proposed development. This is because this Vision Plan has marked the majority of the buildings along A Street for preservation due to their massing and character, which is appropriate for a "Main Street" downtown of this size. As such, the majority of proposed development for this district is along the west side of Oxnard Boulevard. These developments will have neighborhood-serving retail on the ground floor and residential apartments above. No additional office space is proposed for this district.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Residential Units 370

Residential Sq. Footage 333,280 sq. ft.

Office Square Footage 0 sq. ft.

Retail Square Footage 54,940 sq. ft.

Parking Capacity 800 stalls

Average Net Dwelling Units/Acre

80+	51 - 80	30 - 50	< 30
4.0 +	3.0 - 3.9	2.0 - 2.9	< 1.9

- Multi-Family Residential
- Retail
- Office
- Oxnard Transit Center
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



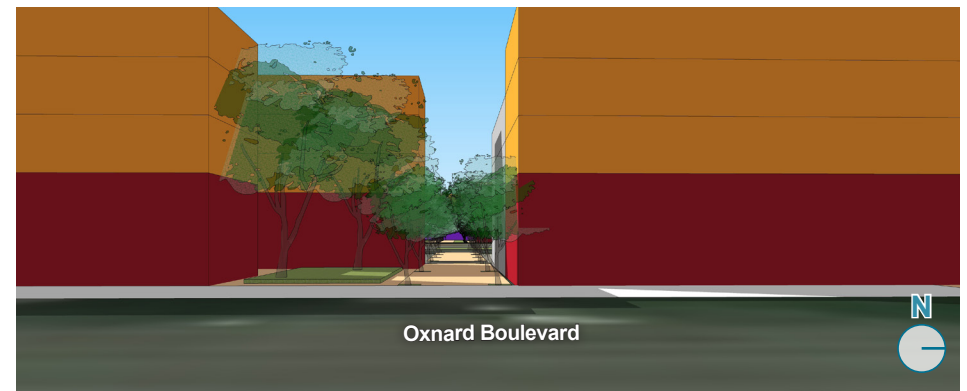
High-Density Mixed-use along Oxnard Boulevard



Shared Parking Opportunities for the Downtown Commercial District Accessed via Existing Alleys



Paseos Integrate the Pedestrian Network with Buildings



Enhancement of Existing Pedestrian Connections Connecting the Downtown and Civic Districts with the Transit District

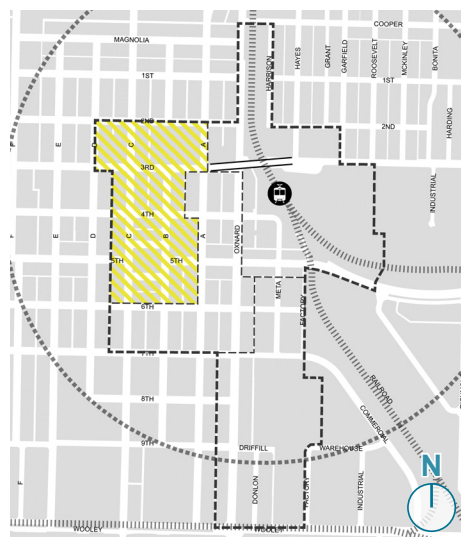
Civic Arts District





LAND USE STRATEGY

Illustrative Plan

Development around Plaza Park will be the tallest proposed in this Vision Plan in accordance with the draft Downtown Development Code. Five and six story buildings will frame the park to give it a more defined presence in the downtown.

The centerpiece for the Civic Arts District will be a redesigned B Street. A center rambla will connect the civic center to Plaza Park and will allow for public events to take place in the street. In addition, the existing Carnegie Art Museum and new museums and cultural centers will provide additional cultural anchors near the park.



-  New Buildings
-  Parking Structure
-  Public Open Space (Hardscape and/or Softscape)
-  Private/Semi-Public Open Space

Key Elements

- 1** B Street festival/civic rambla.
- 2** Expanded Plaza Park.
- 3** Medium-density, 5-6 story development planned as part of earlier phases.



Parking "Rambla" in Lancaster, CA



Parking "Rambla" is Pedestrianized in Lancaster, CA

Civic Arts District

Buildings in this district are arranged with streetside or park-adjacent dining and seating areas to activate public spaces.



Sidewalks as community rooms for Multiple Uses



Tuck-Under Parking Court as a shared amenity

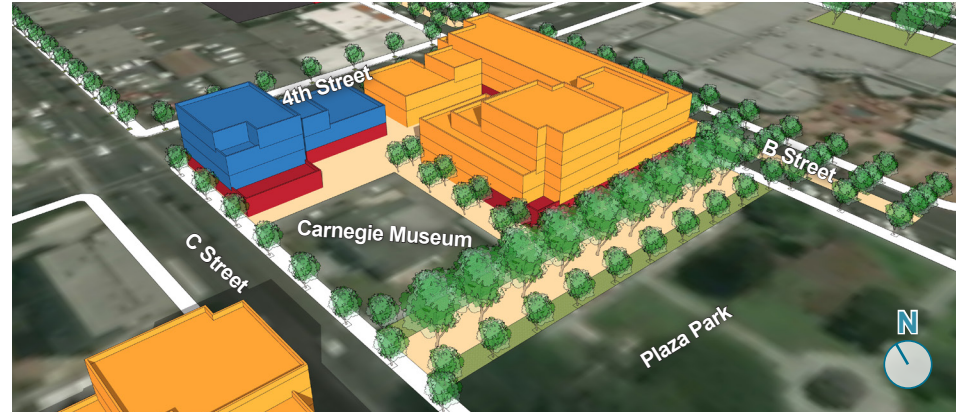


Development around a circular plaza Square Park in Old Town Orange, CA

LAND USE STRATEGY



A new alley lining the northern edge of Plaza



Carnegie Museum / Plaza Park Block development looking northeast



Carnegie Museum/Plaza Park block development looking west down a new retail corridor next to Plaza Park

Civic Arts District

Land Use Mix and Targets

This district will be a mix of civic, office, and retail. The building west of Plaza Park at the intersection of 5th Street and C Street are envisioned as the location for a new museum or cultural center. This will expand the area's presence as a museum and civic destination. Unique signage throughout the district will encourage pedestrian traffic about the area and between these new and existing uses to further strengthen the theme.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Residential Units 520

Residential Sq. Footage 464,260 sq. ft.

Office Square Footage 42,100 sq. ft.

Retail Square Footage 69,400 sq. ft.

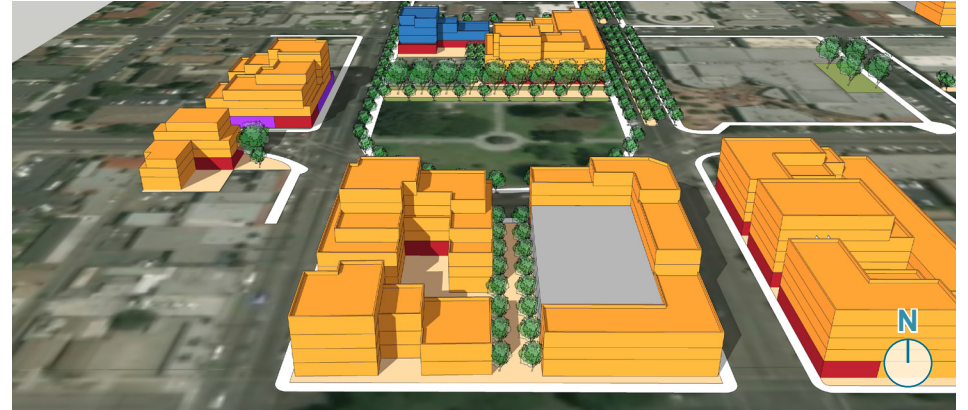
Parking Capacity 840 stalls

Average Net Dwelling Units/Acre

80+	51 - 80	30 - 50	< 30
4.0 +	3.0 - 3.9	2.0 - 2.9	< 1.9

- Multi-Family Residential
- Retail
- Office
- Museum/Cultural Center
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space

LAND USE STRATEGY



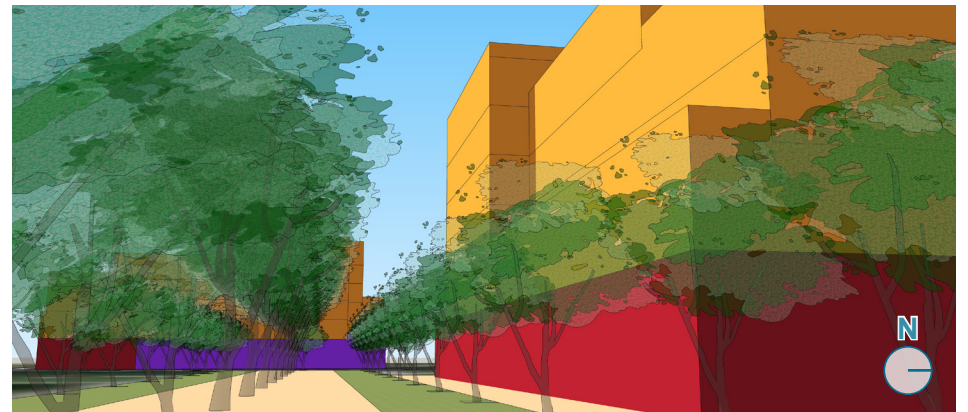
Civic Arts District Looking North via a Pedestrian Paseo Connecting with Plaza Park



Carnegie Museum / Plaza Park Block Development Looking Northwest



A Hardscape Promenade with Landscape Amenities



Carnegie Museum / Plaza Park Block Development Looking West down an New Alley along Plaza Park

Meta Housing District

Illustrative Plan

The Meta Housing District re-imagines the Royal Palms Mobile Home community into an open neighborhood. New courtyard apartments and townhomes will line a public plaza in the center of the existing superblock. This plaza will be framed by a network of new streets that reconnect the street grid from 9th Street to 7th Street in the north-south direction and from Oxnard Boulevard to Meta Street in the east-west direction. New streets will divide the area to improve circulation and reconnect the existing street grid.

This Vision Plan adds new pedestrian access points to better divide the blocks fronting Oxnard Boulevard between 9th Street and Wooley Road as an alternative to providing vehicular access. These pedestrian ways will provide critical connections to Oxnard Boulevard, which may someday feature an arterial bus rapid transit line with frequent service to the Oxnard Transit Center and beyond.



Key Elements

- 1** Parks and plazas between low scale buildings to break up building facades and establish a visual connection to the paseos.
- 2** New streets to re-establish the existing grid to promote enhanced circulation.
- 3** Medium-density, 3-4 story development planned as part of earlier phases.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space



Mixed-use contributes to pedestrian friendly streets



Neighborhood Square as a Communal Gathering Space

Meta Housing District

LAND USE STRATEGY

The new developments replacing the mobile home park will be varied in typology and scale. Both apartments and for-ownership residences are envisioned. Rowhouses and multi-story apartment buildings will line public parks and new streets.



Prominent Mixed-use Residential along Primary Corridors



The Meta Housing District as an Integrated Pattern of Diverse Housing, Commercial Activity and Open Space



Higher-Density Housing at the Single-Family Scale



A New Street Connects Oxnard Boulevard to a New Square



Diverse Residential Types Accessed/Parked via Alleys



New Pedestrian Paseos Connect the New Square, an Edge Park and Housing

Meta Housing District

Land Use Mix and Targets

The Meta Housing District will provide retail and office spaces along Oxnard Boulevard to replace existing vacant or underutilized parcels, such as the multiple car dealerships. Additionally, new community organization space will transition the northern end of the district nicely from the Transit District.

The vast majority of the uses will be residential, anchored by an open plaza at the site of the Royal Palms Mobile Home Community. The new residential will be a mix of townhomes or rowhouses and courtyard-style apartments.

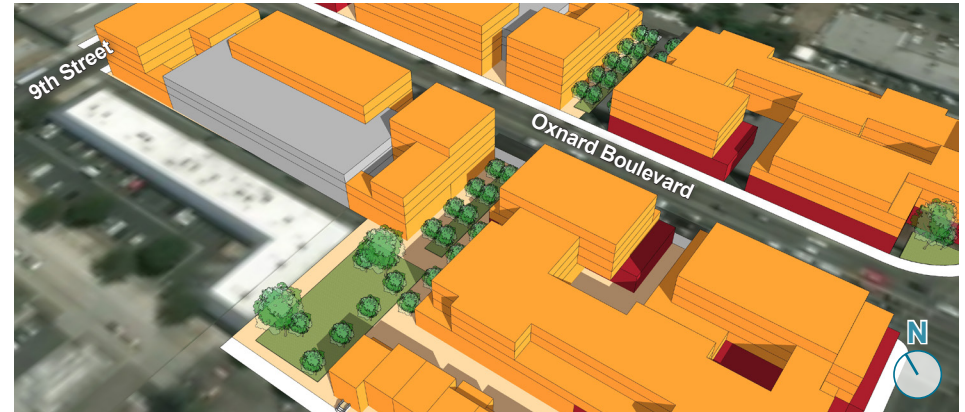
Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

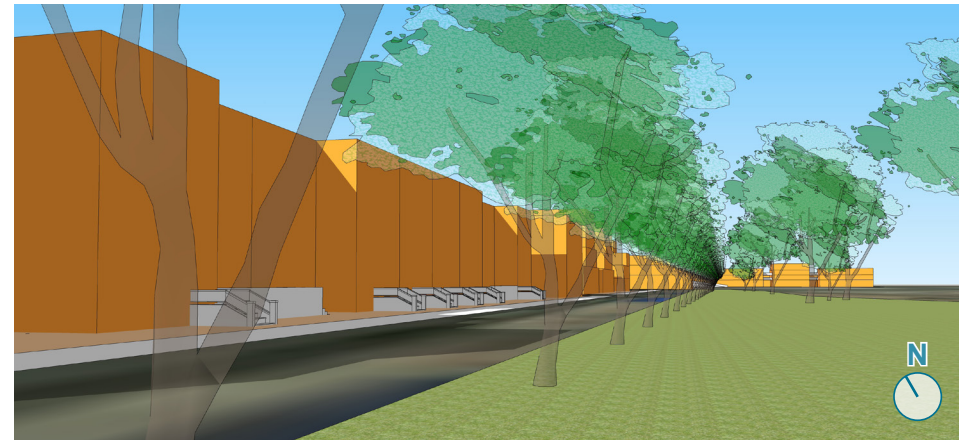
Residential Units	2,140		
Residential Sq. Footage	2,085,430 sq. ft.		
Office Square Footage	83,480 sq. ft.		
Retail Square Footage	165,880 sq. ft.		
Parking Capacity	3,740 stalls		
Average Net Dwelling Units/Acre			
80+	51 - 80	30 - 50	< 30
Average Net FAR			
4.0 +	3.0 - 3.9	2.0 - 2.9	< 1.9

- Multi-Family Residential
- Retail
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space

LAND USE STRATEGY



New East-West Pedestrian Connections Across Oxnard Boulevard



Townhomes Lining the Edge of a New Park



Neighborhood Pocket Park



Mixed-Use Connected via Public Courtyards and Parks



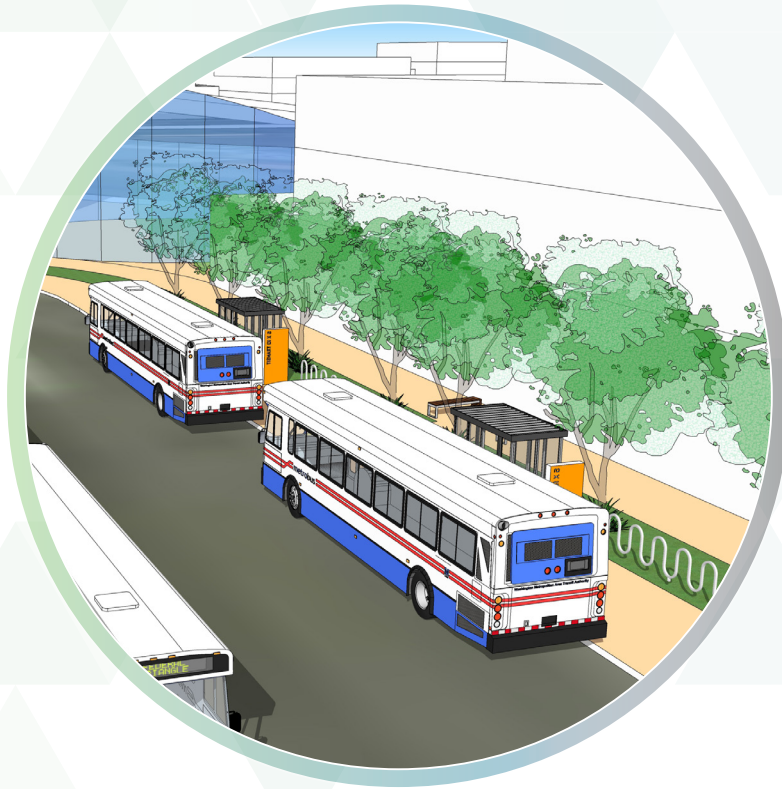
New Square between Oxnard Boulevard and a New Park

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Part 5

HQTA Vision

C - INFRASTRUCTURE AND PUBLIC REALM STRATEGY



Priority Projects

Bicycle Network

Pedestrian/Greening Network

Parking and Transportation Network

Key Improvements

◀ C1 ▶ 3rd Street

◀ C2 ▶ 4th Street

◀ C3 ▶ 5th Street

◀ C4 ▶ Oxnard Boulevard

◀ C5 ▶ A Street

◀ C6 ▶ B Street

◀ C7 ▶ C Street

Priority Projects

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Corridor Projects

- C 1** 3rd Street
- C 2** 4th Street
- C 3** 5th Street
- C 4** Oxnard Boulevard
- C 5** A Street
- C 6** B Street
- C 7** C Street

Bicycle Projects

- B 1** Bike Hub
- B 2** Rail Path Bicycle Trail
- B 3** B Street Bicycle Track
- B 4** North-South Bicycle Connection
- B 5** East-West Bicycle Connection

Pedestrian/Greening Projects

- PG 1** Transit Plaza
- PG 2** Green Alleyways
- PG 3** Festival Street
- PG 4** Street Grid at Mobile Home Park
- PG 5** Infill Public Parks
- PG 6** Rail Bicycle Path Greening
- PG 7** Tree Canopy Gap Closure
- PG 8** 3rd Street Bridge Vertical Transportation and Bridge Sidewalk Improvements
- PG 9** Oxnard Blvd / 4th St Scramble Crosswalk

Parking and Transit Projects

- PT 1** Reconfigured Bus Bays
- PT 2** Transit Priority Corridors
- PT 3** Arterial Bus Rapid Transit
- PT 4** New Public Parking Structures



Bicycle Network

INFRASTRUCTURE AND PUBLIC REALM STRATEGY



Bicycle improvements as part of the Vision Plan are proposed in order to create a connected network of protected bicycle facilities that serve many destinations and multiple neighborhoods surrounding the Pilot Project Area. A connected network of bicycle facilities will provide more benefits such as higher bicycle ridership and improved safety than a few (potentially unconnected) individual projects while creating a district that is easier, and more enjoyable to bike and walk than drive.

This plan generally follows the proposed routes and lanes identified in the Oxnard Bicycle and Pedestrian Master Plan (OBPMP), as the recommendations are suitable for the width and projected traffic conditions. However, the OBPMP proposes Class III bicycle facilities on C Street, while this plan recommends Class II bike lanes. Additionally, the HQTA Vision Plan deviates from the OBPMP with the addition of Class II bicycle lanes on a segment of 5th Street from C Street to Meta Street and a Class IV cycle track on the segment of B Street from 3rd Street to 5th Street. These deviations will provide smoother transitions between existing facilities, and can be accomplished with the street improvements proposed in the following pages of this plan.




Priority Projects

- B 1 Bike Hub**
A bike hub with storage, repair, and showering facilities, is proposed near the Oxnard Transit Center.
- B 2 Rail Path Bicycle Trail**
The new rail-adjacent Class I trail will provide cyclists with a safe path of travel in the north-south direction through the Pilot Project Area as it is separated from vehicle traffic.
- B 3 B Street Cycle Track**
B Street will be redesigned to accommodate a center cycle track to provide cyclists with a regional shaded trail in the heart of downtown.
- B 4 North-South Bicycle Connection**
C Street has been identified as the primary north-south bicycle corridor as it connects to existing Class II lanes outside of the Pilot Project Area.
- B 5 East-West Bicycle Connection**
5th Street has been identified as the primary east-west bicycle corridor as it connects to existing Class II lanes outside of the Pilot Project Area.



Existing

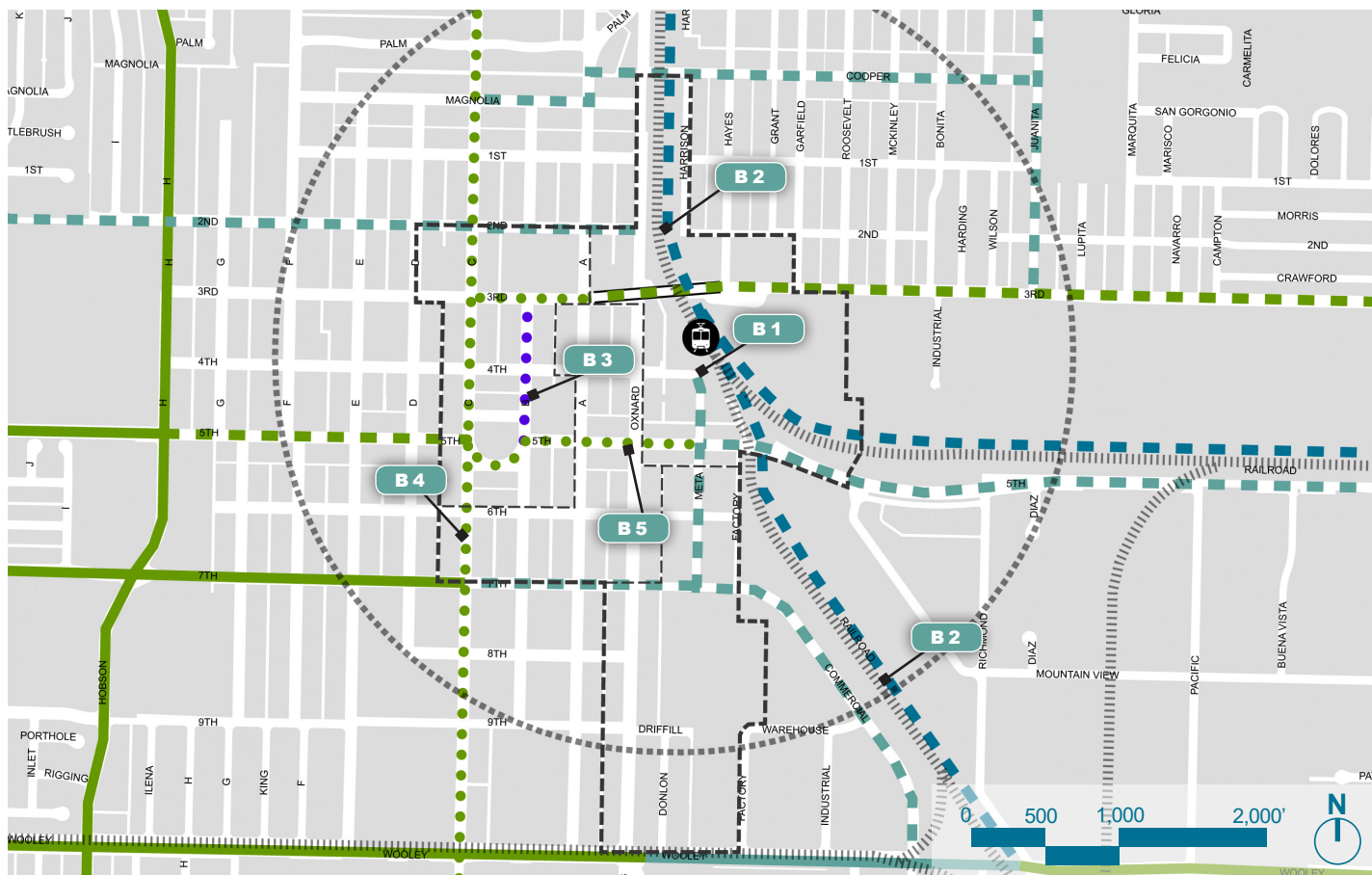
-  Class II (Bike Lane)
-  Class III with sharrow (shared lane)

Proposed (Oxnard BMP)

-  Class I (Bike Path)
-  Class II (Bike Lane)
-  Class III with sharrow (shared lane)

Proposed (HQTA)

-  Class II (Bike Lane)
-  Class IV (Cycle Track)



Pedestrian / Greening Network

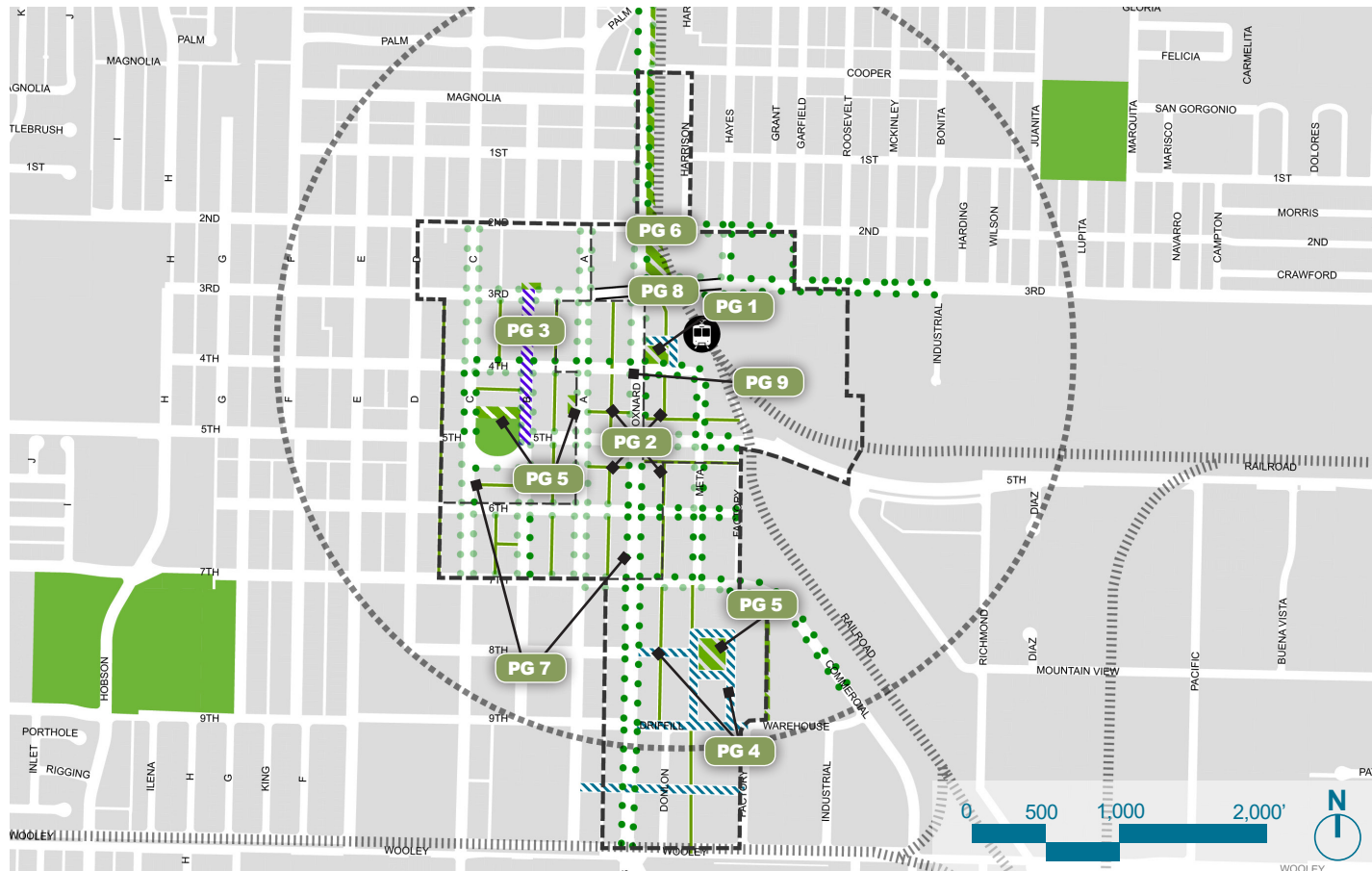
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Landscape, open space, and pedestrian improvements of the Vision Plan not only complement, but should be associated with envisioned bicycle improvements. A Street is the Pilot Project Area’s “Main Street” and already has many walkable characteristics, such as wide sidewalks and consistent street trees. The pedestrian vision for the Pilot Project Area extends these characteristics to other major north-south and east-west corridors to maximize the impact of improvements for increasing walkability and boosting transit ridership. Existing tree canopies should be evaluated for consistency with the Downtown Street Tree Master Plan, while new projects should enforce conformity with the Plan.

To create a more walkable downtown and increase pedestrian circulation about the Oxnard Transit Center in the Pilot Project Area, this Vision Plan proposes a network of improved alleyways as well as new streets to divide the superblocks between 7th Street and Wooley Road. Street trees and a number of public and private parks are proposed along these streets.

Priority Projects

- PG 1** Transit Plaza
- PG 2** Green Alleyways
- PG 3** Festival Street
- PG 4** Re-established Street Grid at Mobile Home Park
- PG 5** Infill Public Parks
- PG 6** Rail Bicycle Path Greening
- PG 7** Downtown Tree Canopy Gap Closure
- PG 8** Vertical Transportation at Oxnard Transit Center to 3rd Street Bridge and Bridge Sidewalk Improvements
- PG 9** Scramble Crosswalk at Oxnard Blvd / 4th Street Intersection



Parking and Transportation Network

Transit connectivity and circulation are critical for the HQTA. Downtown Oxnard has several critical bus stops within the HQTA, concentrated primarily along C Street and 4th Street. Oxnard Boulevard has the potential to become a bus rapid transit (BRT) corridor, which would enhance bus service throughout the City of Oxnard with a centralized north-south rapid bus service. Since 4th Street leads to the Oxnard Transit Center, it also has potential for enhanced bus service amenities.

Several new public and private shared parking structures are proposed to support the envisioned development density for the Pilot Project Area. The table at right details the parking capacity at the four new public structures. Parking demand was calculated using the standards given in the June 2018 Draft Oxnard Downtown Zones & Design Guidelines, which is expected to be completed by Winter 2018.

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Parking Structure	Floors	Parking Capacity
4.1	3	179 stalls
4.2	3	139 stalls
4.3	3	283 stalls
4.4	3	226 stalls

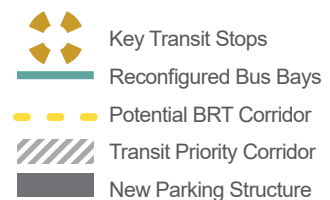
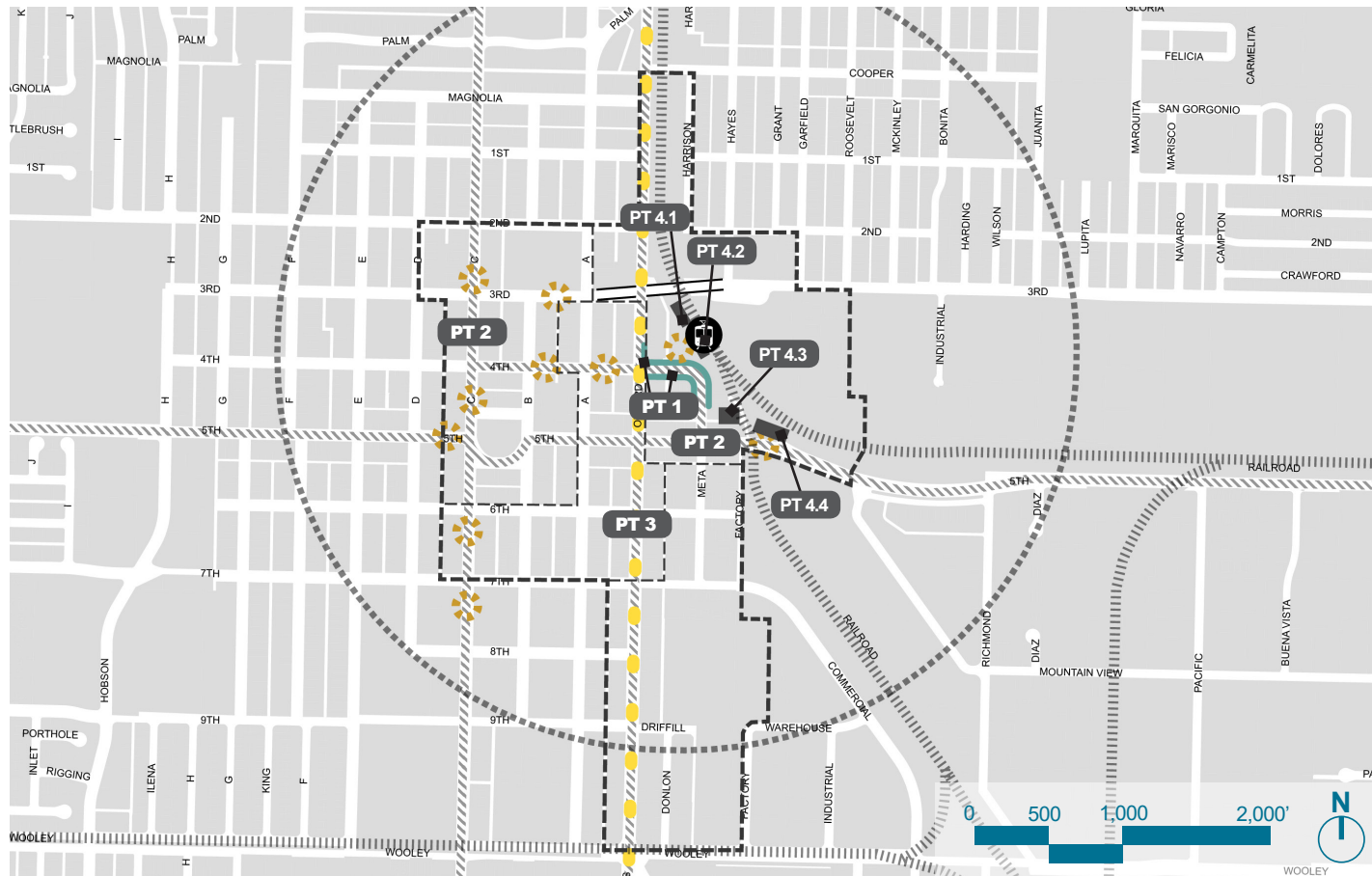
Priority Projects

PT 1 Reconfigured Bus Bays
This plan proposes to reorient the bus bays at the Oxnard Transit Center to be street-side along Oxnard Boulevard, the portion of 4th Street east of Oxnard Boulevard, and on Meta Street north of 5th Street. This will provide administrative office space for transit providers, break facilities for bus operators, and more convenient boarding for bus routes.

PT 2 Transit Priority Corridors
C Street and/or Oxnard Boulevard will be the primary north-south transit corridors, 5th Street will be the primary east-west transit corridor, and 4th Street will provide critical transit connections from the Oxnard Transit Center to C Street.

PT 3 Arterial Bus Rapid Transit
The restructuring of Oxnard Boulevard, as well as the reoriented Oxnard Transit Center, will provide facilities for a bus rapid transit (BRT) stop at or around the Oxnard / 4th Street Intersection, as well as key TOD hubs along Oxnard Boulevard.

PT 4 New Public Parking Structures
There are four proposed public parking structures, detailed in the table above.

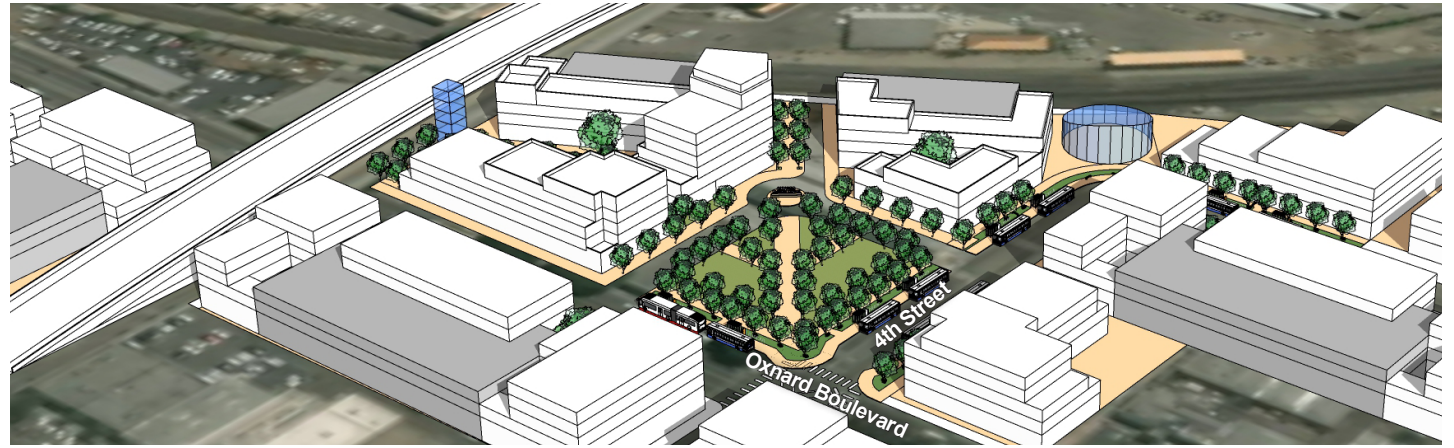


Key Improvements

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Oxnard Transit Center

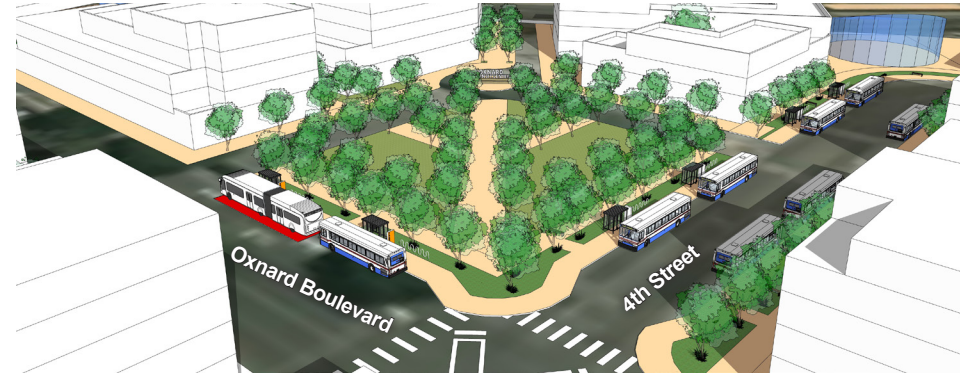
The Oxnard Transit Center and land directly adjacent to the center will see a major transformation into a mixed-use hub. The bus bays will be realigned to run street-side along 4th Street and Meta Street to free up space for a plaza or park as well as new development. The block will be anchored by a new Oxnard Transit Center and mobility hub building centered along the platform.



PG 1 Transit Plaza



Centennial Plaza Oxnard Transit Center; Sparks, NV



Proposed Oxnard Transit Center Plaza with arterial bus bays on and a scramble crosswalk.

PT 1 Reconfigured Bus Bays

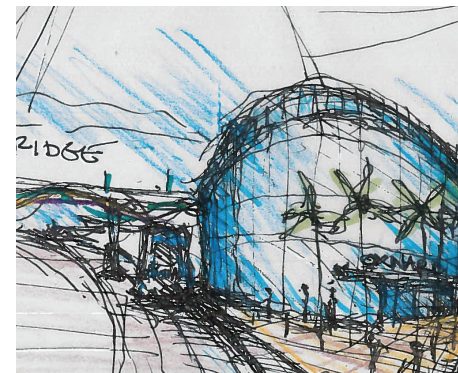


Long Beach Transit Mall; Long Beach, CA



Proposed: Arterial bus bays and Bike Hub

B 1 New Bike Hub Building



Sketch of proposed bike hub building concept



Rendering of proposed bike hub building concept

Key Improvements

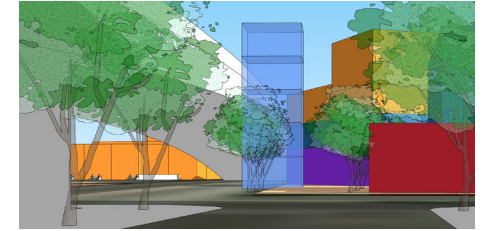
PG 8 3rd Street Bridge

The 3rd Street Bridge will receive placemaking treatments to make it a focal point and gateway marker for Downtown. The bridge will gain a sidewalk on the southern side and a new elevator from the transit station to better facilitate pedestrian circulation from the Oxnard Transit Center and the residential neighborhoods northeast of the station.



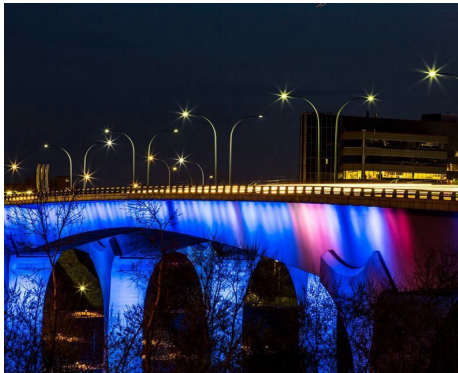
PG 8 Vertical Transportation

The 3rd Street Bridge will receive placemaking treatments to make it a focal point and gateway marker for Downtown. The bridge will gain a sidewalk on the southern side and a new elevator from the transit station to better facilitate pedestrian circulation from the Oxnard Transit Center and the residential neighborhoods northeast of the station.



INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Bridge Lighting



35-W Bridge; Minneapolis, MN



Meydan Bridge in Dubai

New Sidewalk



Existing 3rd Street Bridge with Missing Sidewalk on South Side

Pedestrian Elevator and Stairwell



Elevator at Lafayette Pedestrian Bridge; Portland, OR



Elevator at Gibbs St Pedestrian Bridge; Portland, OR

Oxnard Vision Plan

Key Improvements

PG 5 Plaza Park

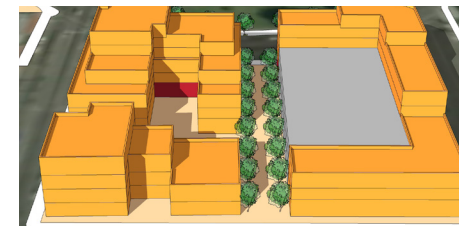
The parking lot adjacent to Plaza Park will become an extension of the park. Replacement parking stalls will be incorporated into the parking provided by new adjacent development to provide a larger public gathering space for the community. In addition, the redesigned B Street will provide the location for regular farmers markets.



INFRASTRUCTURE AND PUBLIC REALM STRATEGY

PG 2 Green Alleyways

The existing alleyway network in the Downtown will be enhanced with placemaking and pedestrian amenities to facilitate increased pedestrian traffic. General improvements include lighting, signage, landscaping, and unique paving patterns to define the alleys as a connected network.

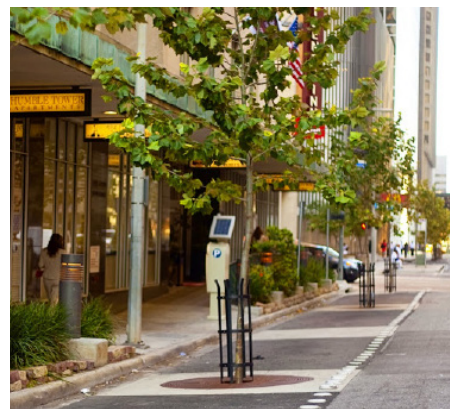


Park Expansion

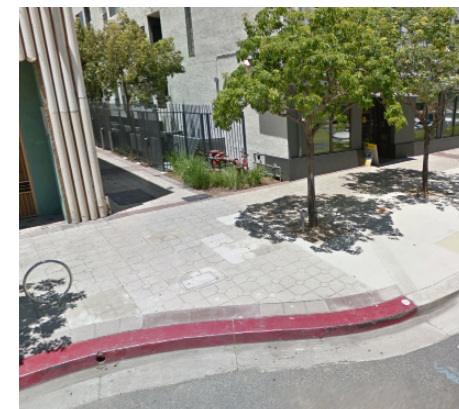


Proposed Plaza Park extension

Landscaping



Double row of trees along a pedestrian path/sidewalk



Pine Avenue Green Alley, Long Beach, CA









Proposed alleyway improvements near Plaza Park



Proposed alleyway improvements near Oxnard Blvd.

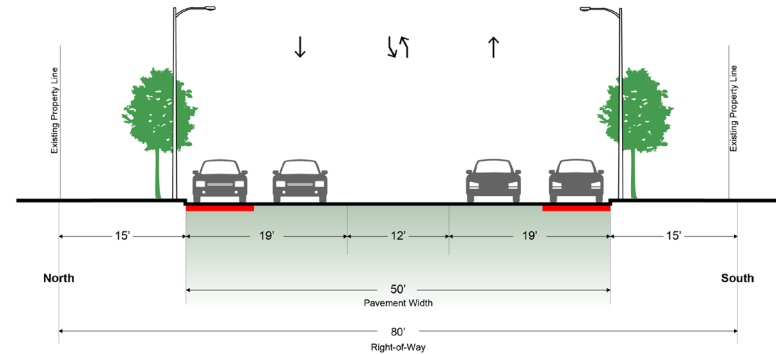
C1 3rd Street

3rd is a primary east-west corridor in Downtown with a bridge that connects the core of downtown to the residential neighborhoods to the northeast. This Vision capitalizes on 3rd Street's connections to surrounding neighborhoods and the Civic Center which fronts 3rd Street by add gateway features to distinguish the entrance to Downtown Oxnard. On street parking is replaced to accommodate bike lanes and the center turn lane will have a landscaped median with gateway signage..

-  **Lane Width Reduction:** Existing travel lane widths can be reduced to 12' wide. The center turn lane will be reconfigured to accommodate a 10' wide left turn lane and a 4' wide raised median at the intersection..
-  **Gateway Element / Wayfinding Signage:** Addition of monument signage at key locations such as the terminus of the B Street Festival and along the 3rd Street Bridge.
-  **Unique Paving:** Addition of a unique paving pattern or painted feature on the pavement at the 3rd Street and B Street intersection to mark the front of the Civic Center and the terminus of the B Street festival shared way.
-  **Bicycle Lanes:** Addition of a bicycle lanes along 3rd Street in place of on-street parking. These parking stalls will be accommodated in district parking lots formed by new developments.
-  **Protected Bicycle Intersection:** Addition of a protected intersection at the C Street intersection.
-  **Pedestrian Push Button:** Addition of a pedestrian push button at the existing crosswalks at the 3rd Street / B Street intersection to facilitate safer and more convenient crossings for pedestrians.

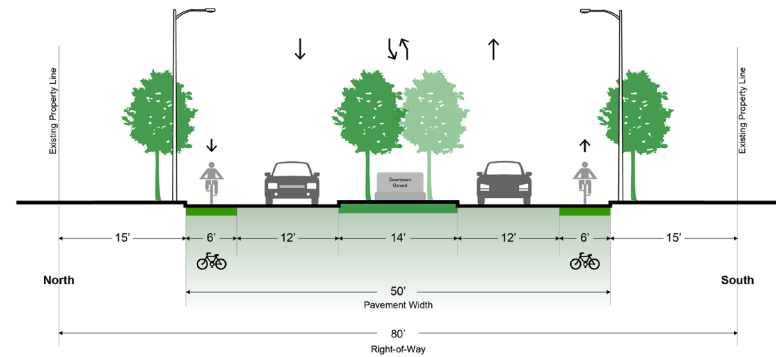
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Section*

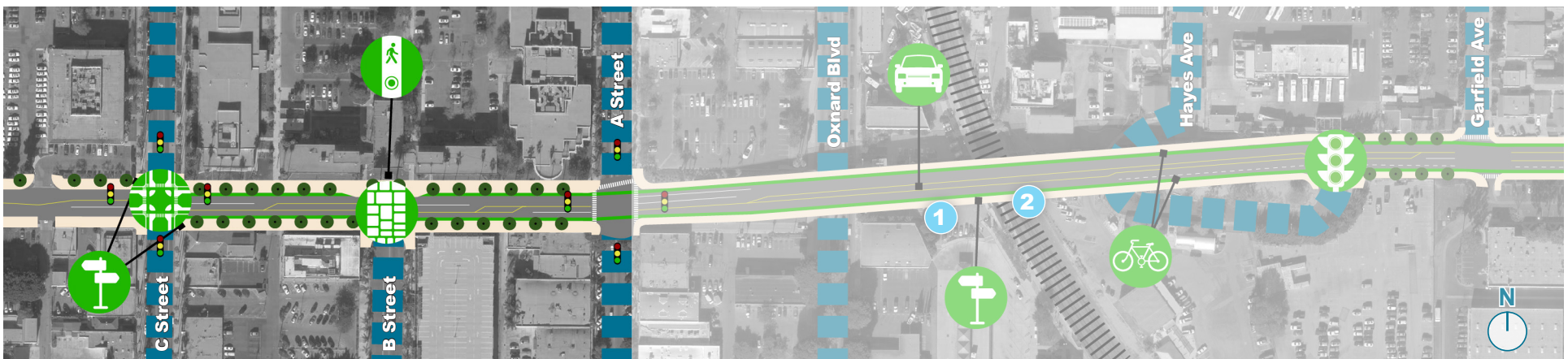


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input. Right turn lane from westbound 3rd Street to northbound A Street will be retained.

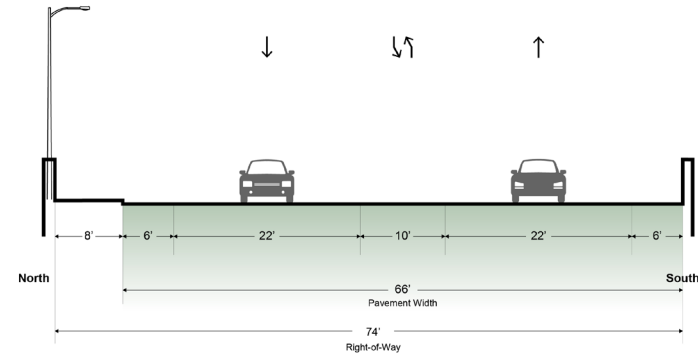


C1 3rd Street (Bridge)

The 3rd Street bridge connects the core of downtown to the residential neighborhoods to the northeast. Proposed improvements to the bridge include the addition of gateway signage near the Oxnard Transit, a new sidewalk on the south side of the bridge, and bicycle lanes. These improvements will help make the 3rd Street bridge a defining feature of Downtown Oxnard.

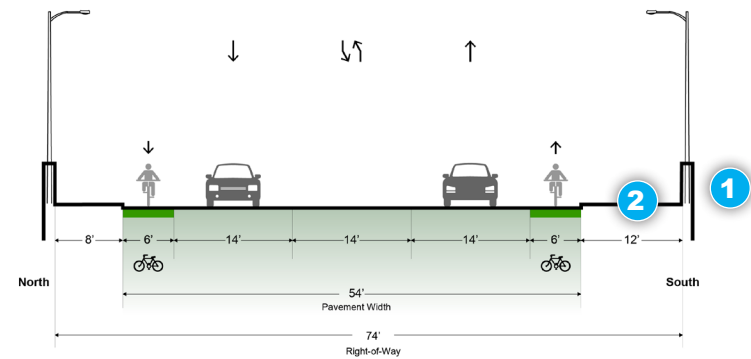
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Bridge Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Bridge Section**



** All cross sections to be refined through public/city input.

1 Vertical Transportation to OTC: A new staircase and elevator leading from the Oxnard Transit Center to the 3rd Street bridge will shorten the distance cyclists and pedestrians will need to travel from the residential neighborhoods northeast of Downtown. See Project **PG 8** for more detail.

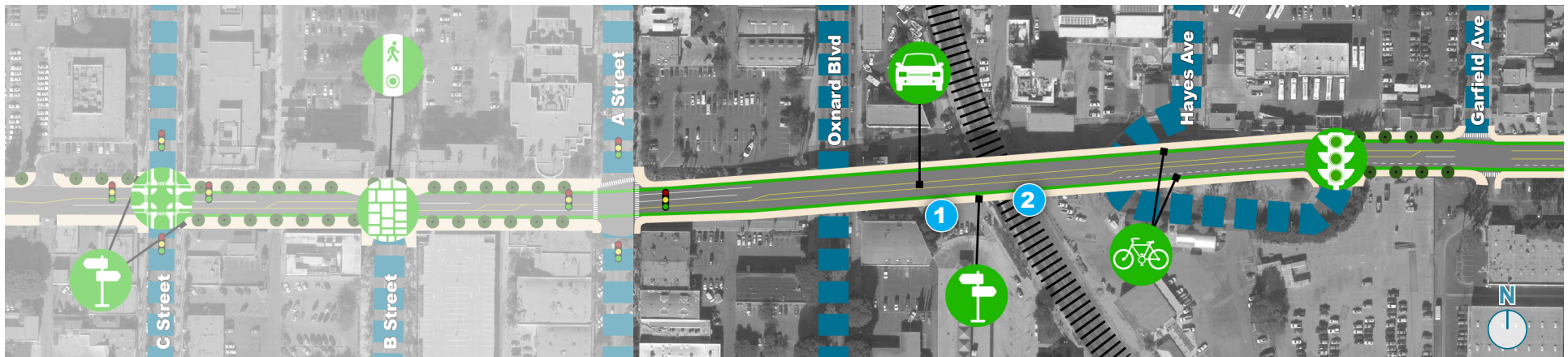
2 Sidewalk and Lighting: A sidewalk on the south side of the bridge will permit access to the vertical transportation to the OTC. New lighting will help distinguish the bridge as a landmark feature. See Project **PG 8** for more detail.

Lane Width Reduction: Existing travel lane widths can be reduced to accommodate bike lanes and a new sidewalk on the south side of the bridge.

Gateway Element / Wayfinding Signage: Addition of monument signage at key locations such as the terminus of the B Street Festival and along the 3rd Street Bridge.

Bicycle Lanes: Addition of bicycle lanes on the 3rd Street bridge.

Signalized Intersection: Addition of a three-way traffic signal and crosswalks at the intersection of 3rd Street and Hayes Avenue.



C2 4th Street

4th Street will become a promenade and major transit interchange. As indicated by stakeholder interviews with Gold Coast Transit, the B Street / 4th Street intersection is amongst the busiest in the downtown due to overlapping alignments of multiple transit routes. This Vision implements several improvements to make transit accessibility along 4th Street more convenient for both bus operators and riders, as well as adds critical improvements for pedestrian connectivity to the newly enhanced B Street.



(Option) Bus-only Lanes: Addition of bus-only lanes on 4th Street replacing existing on-street parking to facilitate bus traffic from major north-south corridors C Street and Oxnard Boulevard. Alternatively, enhanced bus service may operate in a shared vehicular travel lane to retain on-street parking.



Enhanced Bus Stop: Improved street furniture and signage at key bus stops at the 4th Street / Oxnard Boulevard intersection and new arterial bus bays east of Oxnard Boulevard. These enhanced stops may be converted to BRT stops if necessary.



Wayfinding Signage: Addition of a wayfinding signage near the OTC at the 4th Street / Oxnard Boulevard intersection and at the 4th Street / B Street intersection.



Scramble Crosswalk: Addition of a scramble crosswalk at the intersection of 4th Street and Oxnard Boulevard.



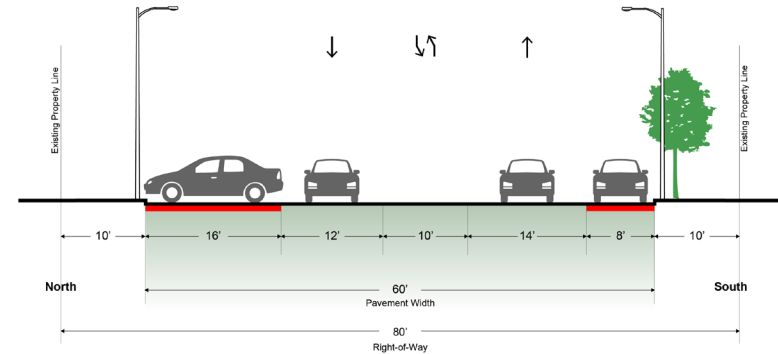
Unique Paving: Addition of unique pavers along the sidewalk to match the B Street festival pavement treatments to continue activity and character from the core of Downtown Oxnard to the OTC.



Greenway / Street Trees: Introduce shade trees and parkways in canopy gaps along 4th Street.

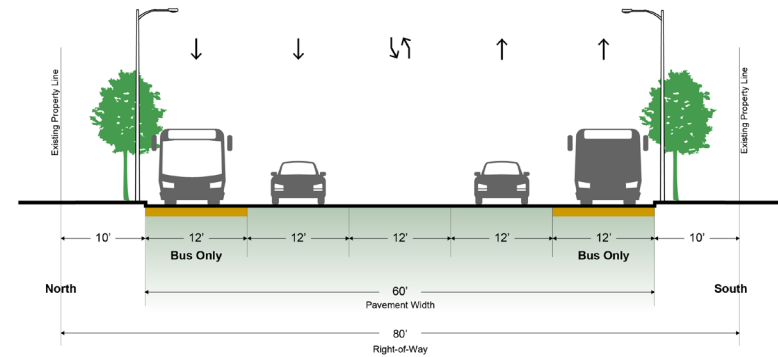
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Section*

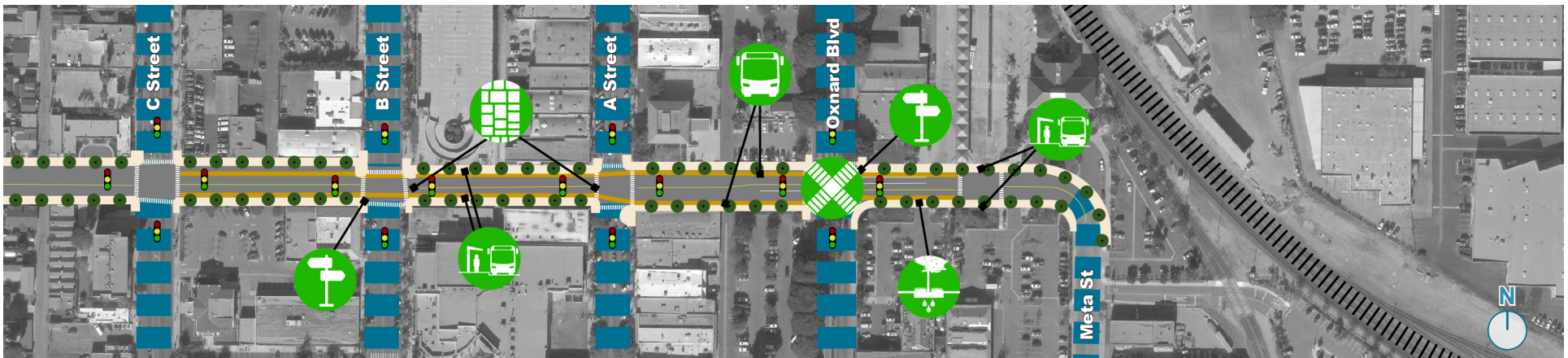


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.



C3 5th Street

5th Street will become a major transit and bicycle corridor. 5th Street has the option of replacing on-street parking on the westbound side with a bus-only lane to better facilitate transit routes turning from Oxnard Boulevard and Meta Street to return to C Street, the primary north-south transit corridor in the downtown. Alternatively, the northern parking lane may be replaced with a cycle track as illustrated below and at right to similarly facilitate transfers between bicycle routes.



Lane Width Reduction: Existing travel lane widths can be reduced to 12' wide on outer lanes and 11' wide on the center turn lane.



Bicycle Lane: Addition of a 6' wide bike lanes on either side of 5th Street in place of on-street parking won the north side of the street. These parking stalls will be accommodated in district parking lots formed by new developments. **OPTION:** Add a bus-only lane in place of on-street parking on the north side to ease bus travel from the Oxnard Transit Center to Oxnard Boulevard or C Street.



Scramble Crosswalk: Addition of scramble crosswalks at the B Street and C Street intersections.



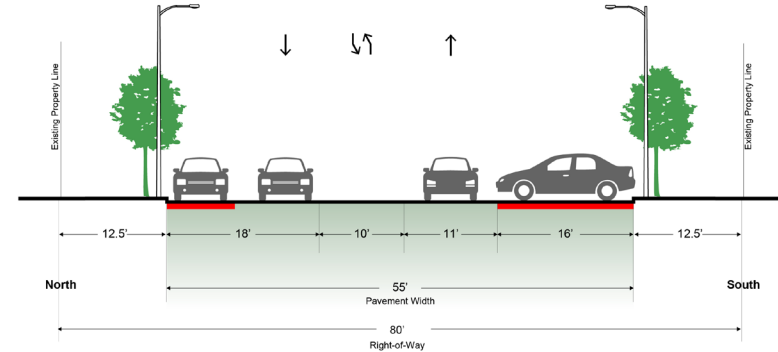
Protected Intersection: Reconfiguration of existing curb extensions to create protected intersections at intersecting Class II and IV bicycle facilities on C Street and B Street.



Greenway / Street Trees: Introduce shade trees and parkways in canopy gaps along 5th Street.

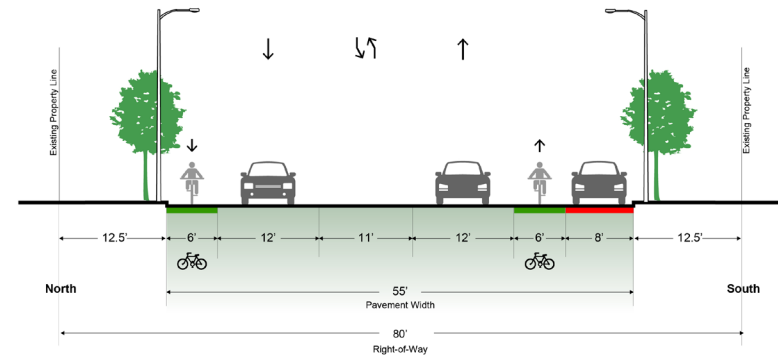
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Section (A Street – Meta Street)*

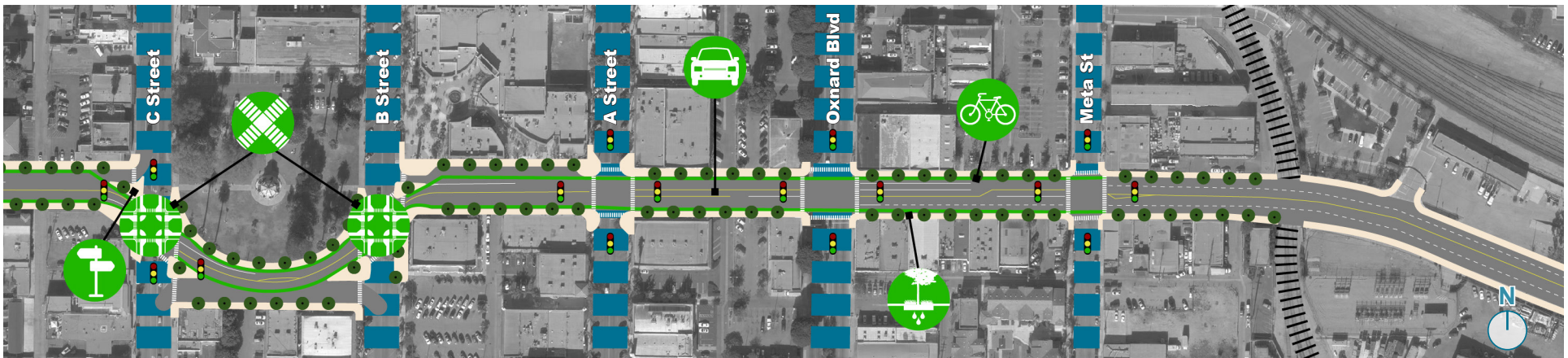


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Section (A Street – Meta Street)**



** All cross sections to be refined through public/city input.

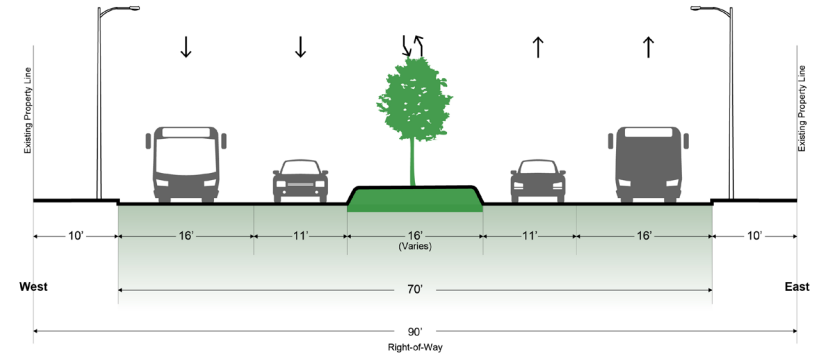


C4 Oxnard Boulevard (North)

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

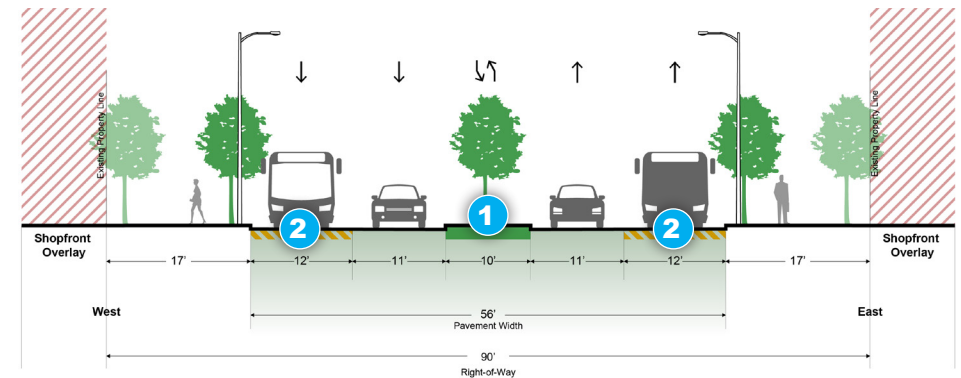
Oxnard Boulevard is an auto-oriented street, but lacks facilities for efficient bus routes despite being a major cross street for the Oxnard Transit Center. The proposed enhancements will make the street more comfortable for pedestrians and transit users, including arterial bus stops near the Oxnard Transit Center and a scramble crosswalk at the 4th Street / Oxnard Boulevard intersection. A reconstructed median will include landscaping and pedestrian refuges at mid-block points to facilitate safer pedestrian crossings.

Existing - Typical Section*



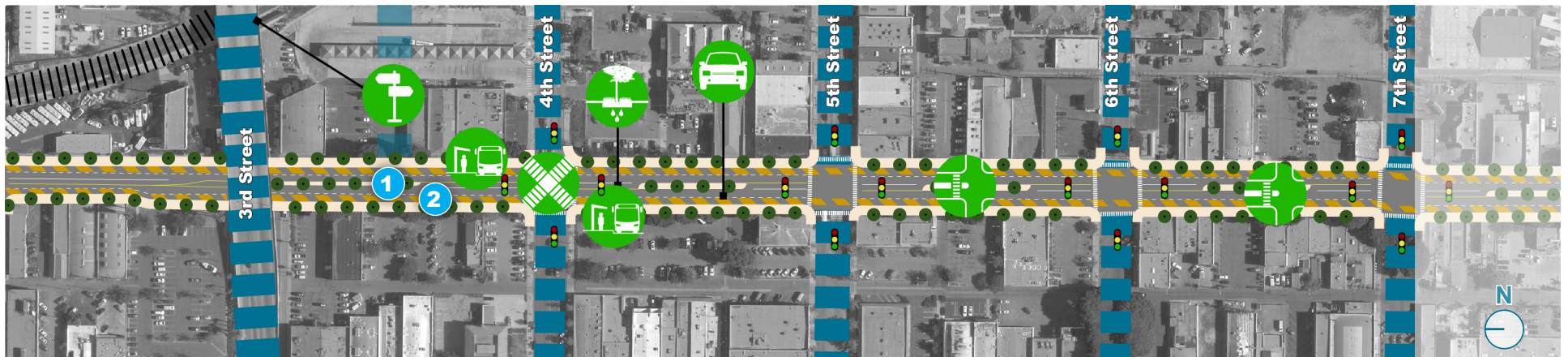
* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.


- 1 Reconstructed Median:** Reduced width, new refuges, and new landscaping.
- 2 Arterial Bus Rapid Transit (BRT):** Re-striped outer travel lanes to accommodate potential arterial BRT (lane would be shared with vehicular traffic).
- Shopfront Overlay:** Refer to private frontage guidelines in Oxnard Downtown Code (DRAFT, December 2018).
- Lane Width Reduction:** Existing outer travel lane widths can be reduced to 12' wide and the center turn lane can be reduced to 10' wide to accommodate wider sidewalks for pedestrian and transit user amenities.
- Enhanced Bus Stop / Shelter for BRT:** Improved street furniture and signage at key bus stops at the 4th Street / Oxnard Boulevard intersection. These enhanced stops may be converted to BRT stops if necessary.
- Gateway Element / Wayfinding Signage:** Addition of a monument signage at key Downtown entry point on 3rd Street Bridge overlooking Oxnard Boulevard.
- Scramble Crosswalk:** Addition of a scramble crosswalk at the intersection of 4th Street and Oxnard Boulevard.
- Refuge Islands:** Addition of mid-block pedestrian refuge islands at the reconstructed median.




C4 Oxnard Boulevard (South)


Improvements to the southern portion of Oxnard Boulevard within the Pilot Project Area include a potential new intersection at 8th Street to facilitate circulation to a revitalized Royal Palms Mobile Home Park. Center aisle landscaped median improvements continue south until Wooley Road.


- 1 **8th Street Extension:** A potential street extension to access Royal Palms.
- 2 **Potential "10th Street":** A potential new street and intersection at the superblocks between 9th Street and Wooley Road.
- 3 **Wooley Road / Oxnard Boulevard Intersection:** This complex intersection will need to be revisited in future studies for intersection improvements.

 **Shopfront Overlay:** Refer to private frontage guidelines in Oxnard Downtown Code (DRAFT, December 2018).

 **Gateway Element / Wayfinding Signage:** Addition of a monument signage at key Downtown entry point at Oxnard Boulevard / Wooley Road intersection.

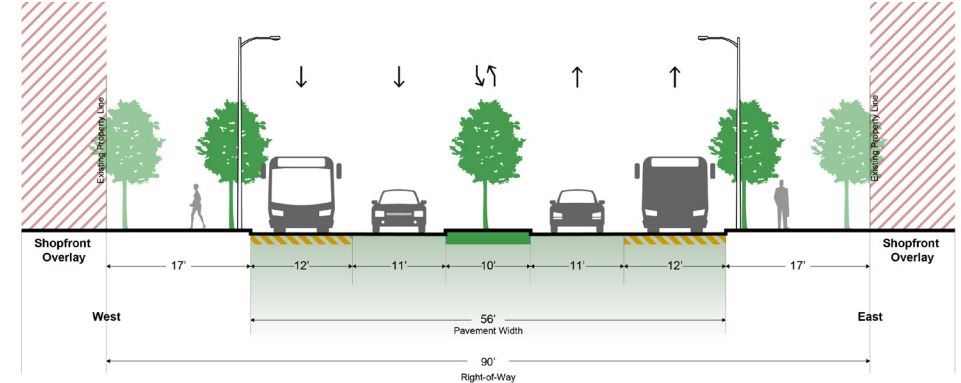
 **Lane Width Reduction:** Existing outer travel lane widths can be reduced to 12' wide and the center turn lane can be reduced to 10' wide to accommodate wider sidewalks for pedestrian and transit user amenities.

 **Signalized Intersection:** Addition of a traffic signal and crosswalks at the intersection of Oxnard Boulevard and 8th Street, if warranted.

 **Refuge Islands:** Addition of mid-block crossings and pedestrian refuge islands at the reconstructed median.

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Proposed - Typical Section**



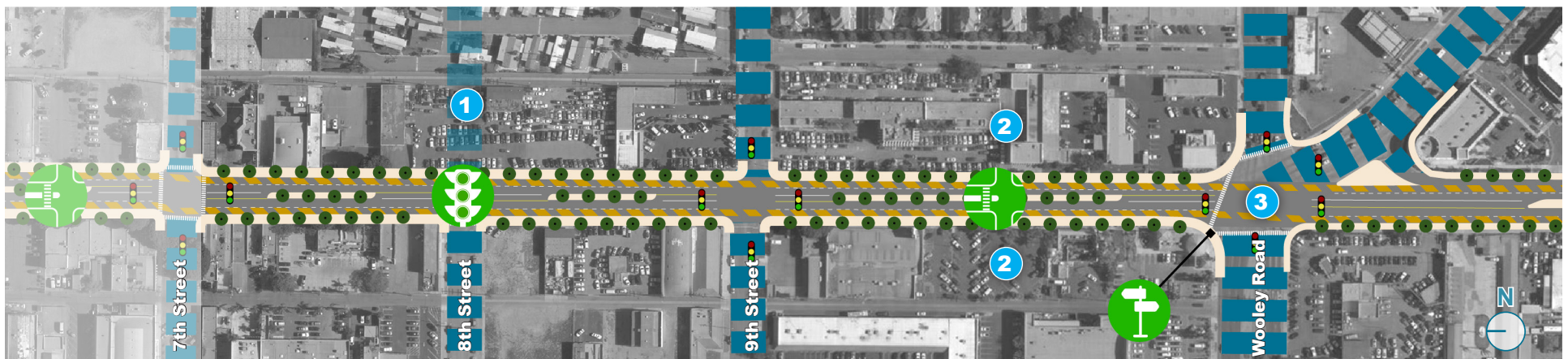
** All cross sections to be refined through public/city input.



Arterial Bus Rapid Transit Station, St. Paul, MN



SbX Bus Rapid Transit, San Bernardino, CA



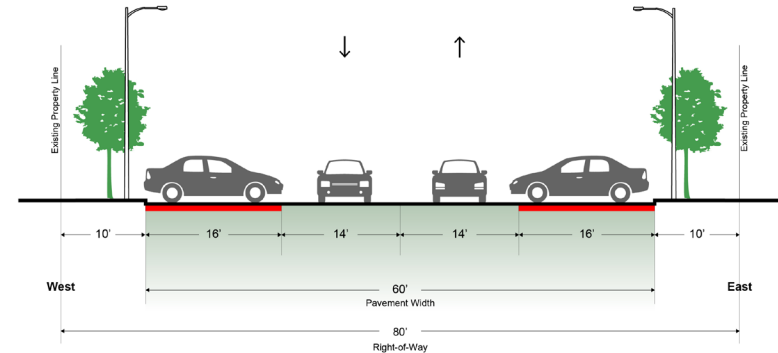
C5 A Street

A Street is the primary commercial corridor for Downtown Oxnard with a unique main street feel. The existing character is preserved in this Vision Plan, and enhanced with right-of-way greening and pedestrian amenities. Similar to the CNU Downtown Oxnard Vision Plan (2016), this Vision proposes parklets and replanted mid-block planters to enhance connections to the east-west pedestrian paseos that connect A Street to Oxnard Boulevard and B Street.

- 1 Green Alley Pedestrian Connections:** Enhanced mid-block crossings along A Street will provide more clear connections to the enhanced pedestrian alleys between Oxnard Boulevard and B Street.
 - 2 District Parking:** On-street parking replaced by parklets may be accommodated in nearby parking lots and structures.
 - 3 Infill Semi-Public Park:** This Vision recommends the unused parcel behind the Plaza Stadium theater become a park to take advantage of the existing mid-block crossing which connects to an A Street-Oxnard Boulevard pedestrian paseo.
 - 4 Reverse Angle Parking:** Reverse angle on-street parking was proposed for A Street by the CNU Downtown Oxnard Vision Plan (2016); Mission Avenue in Oceanside, CA is a successful precedent for this type of parking arrangement.
- Curb Extensions:** Addition of curb extensions at the 2nd Street / A Street intersection.
 - Pedestrian Push Button:** Addition of a pedestrian push button at the existing mid-block crosswalks along A Street between 3rd Street and 6th Street to facilitate safer and more convenient crossings for pedestrians.
 - Mid-Block Parklets:** New landscaping, bicycle racks, and pedestrian lighting fixtures at existing mid-block curb extensions along with new adjacent parklets in existing diagonal parking stalls.

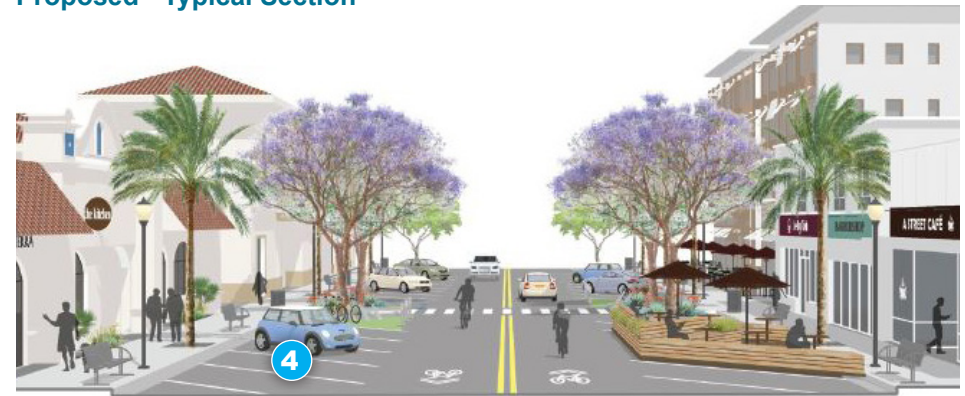
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Section*

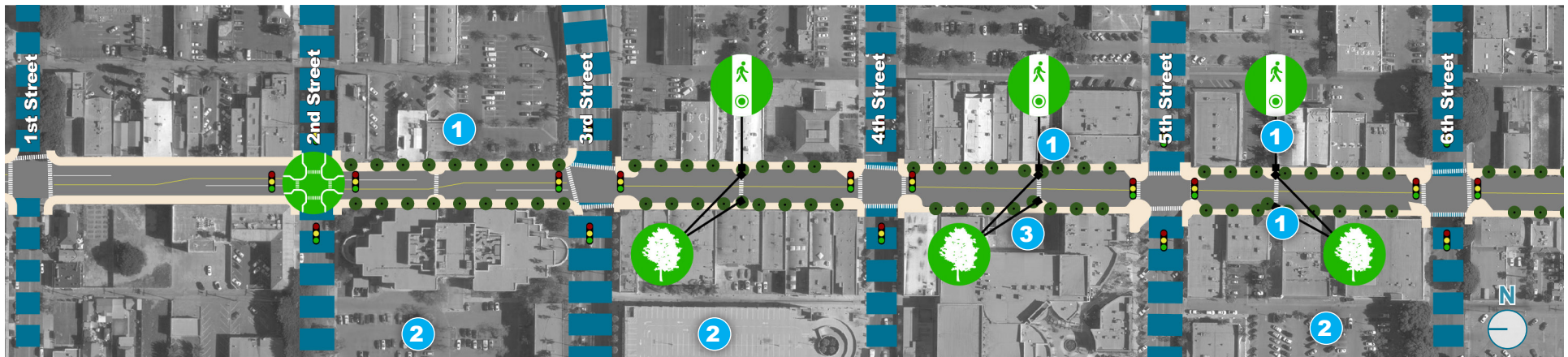


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section



Source: CNU Downtown Oxnard Vision Plan (2016)

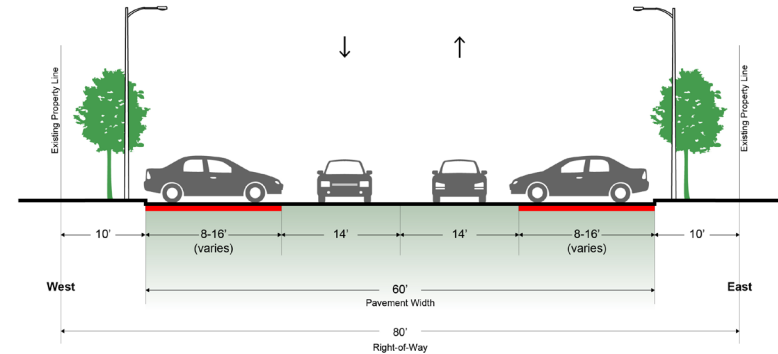


C6 B Street

INFRASTRUCTURE AND PUBLIC REALM STRATEGY

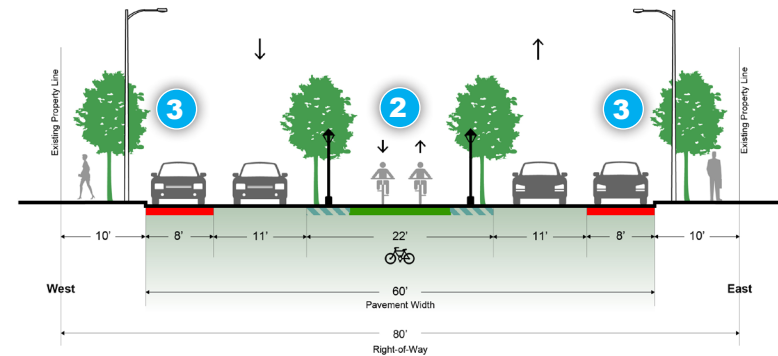
B Street has been completely re-imagined as multi-modal, festival and civic street with a center aisle rambla to provide a pedestrian and cyclist-friendly connection from Plaza Park to the Civic Center. The rambla will be flexible enough to serve as the new site for the Downtown Oxnard Farmers Market, which currently operates on Thursdays in the Plaza Park parking lot.

Existing - Typical Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



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- 1 Removable Bollards:** The bollards will prevent through-traffic during farmers markets and other street festivals.
- 2 Relocated Farmers Market:** On-street parking will be reserved for vendor trucks during events while the center rambla will act as a promenade with event seating.
- 3 District Parking:** On-street parking stalls lost in the conversion of existing angled stalls to parallel stalls will be accommodated in parking lots and structures provided by new adjacent developments.



Unique Paving: Addition of a unique paving pattern or painted feature on the pavement at the 3rd Street / B Street intersection to mark the front of the Civic Center and the terminus of the B Street festival shared way.



Scramble Crosswalk: Addition of a scramble crosswalk at the 5th Street / B Street intersection.



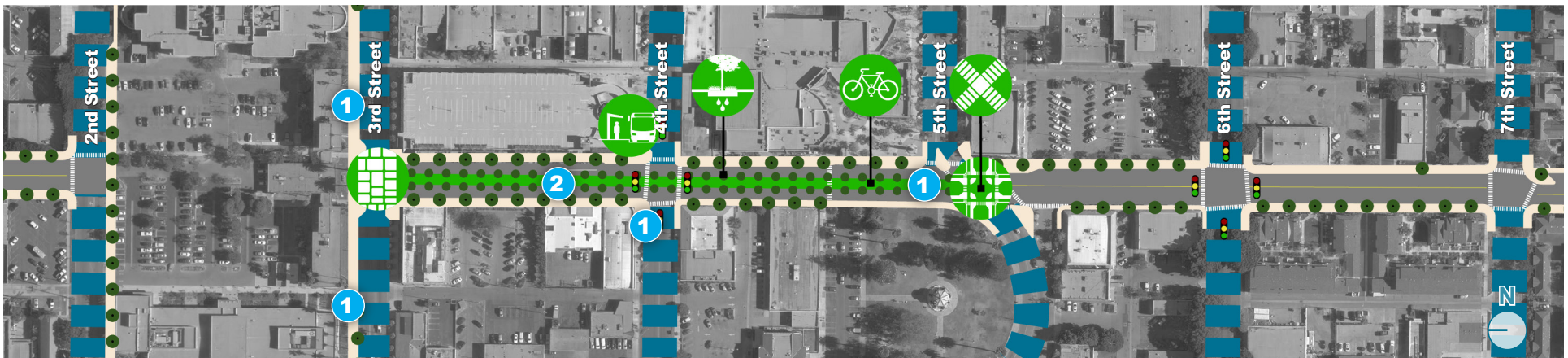
Cycle Track: Addition of a bi-directional cycle track on the center aisle of B Street between 3rd Street and 5th Street. As an alternative, with further study, the center aisle may become a multi-use path to allow both pedestrian and cyclist traffic.



Enhanced Bus Stop / Shelter: Improved street furniture and signage at key transit stop at the intersection of 4th Street and B Street.



Greenway / Street Trees: Introduce additional shade trees along the center aisle rambla/cycle track.



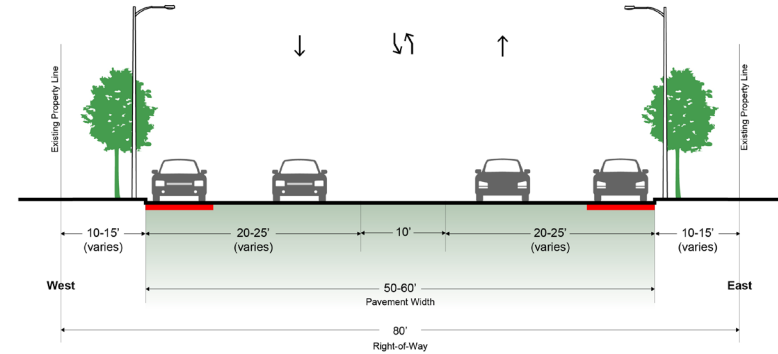
C7 C Street

C Street is both a major travel north-south corridor for both buses and cyclists. Improvements to existing transit shelters will make bus travel along C Street more pleasant for commuters. With the addition of bicycle lanes, cyclists will have a relatively unobstructed north-south bicycle corridor to connect to other existing bicycle facilities outside the Pilot Project Area. This Vision proposes BRT facilities along Oxnard Boulevard, and recommends C Street as the alternate BRT corridor if more viable.

-  **Lane Width Reduction:** Existing travel lane widths can be reduced to 12' wide to accommodate bike lanes.
-  **Enhanced Bus Stop / Shelter:** Improved street furniture and signage at key transit stops along C Street. These enhanced stops may be converted to BRT stops if necessary.
-  **Bicycle Lane:** Addition of bicycle lanes along C Street.
-  **(Option) Bus Rapid Transit:** If BRT is more feasible along C Street than along Oxnard Boulevard, replace C Street on-street parking with bus rapid transit or bus-only or -priority lanes instead of adding bicycle lanes.

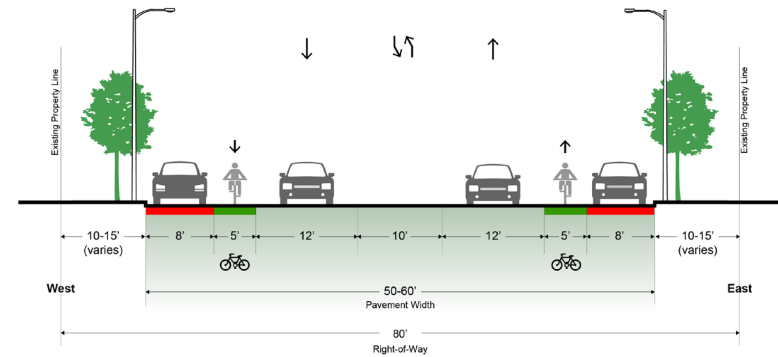
INFRASTRUCTURE AND PUBLIC REALM STRATEGY

Existing - Typical Section*

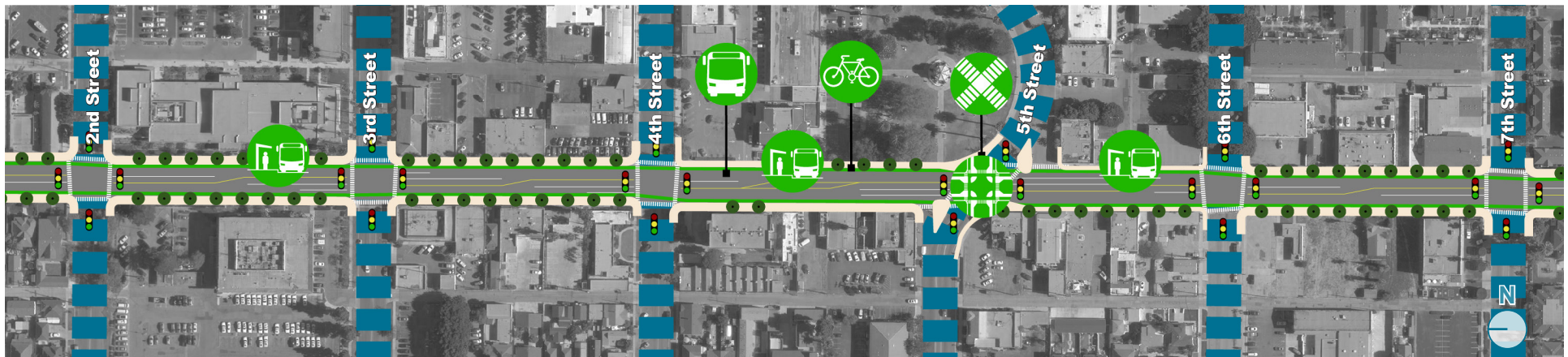


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



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