

Part 4

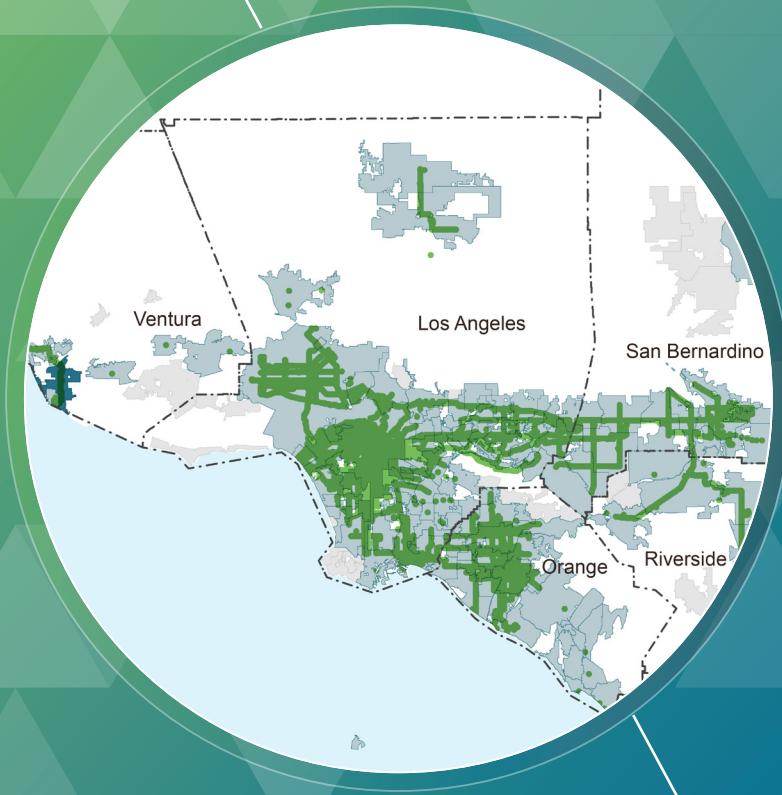
Opportunities and Constraints Analysis

The opportunities and constraints are viewed through the lens of High Quality Transit Areas and the principles of transit-oriented communities.

Mobility

Land Use

Urban Design



Constraints

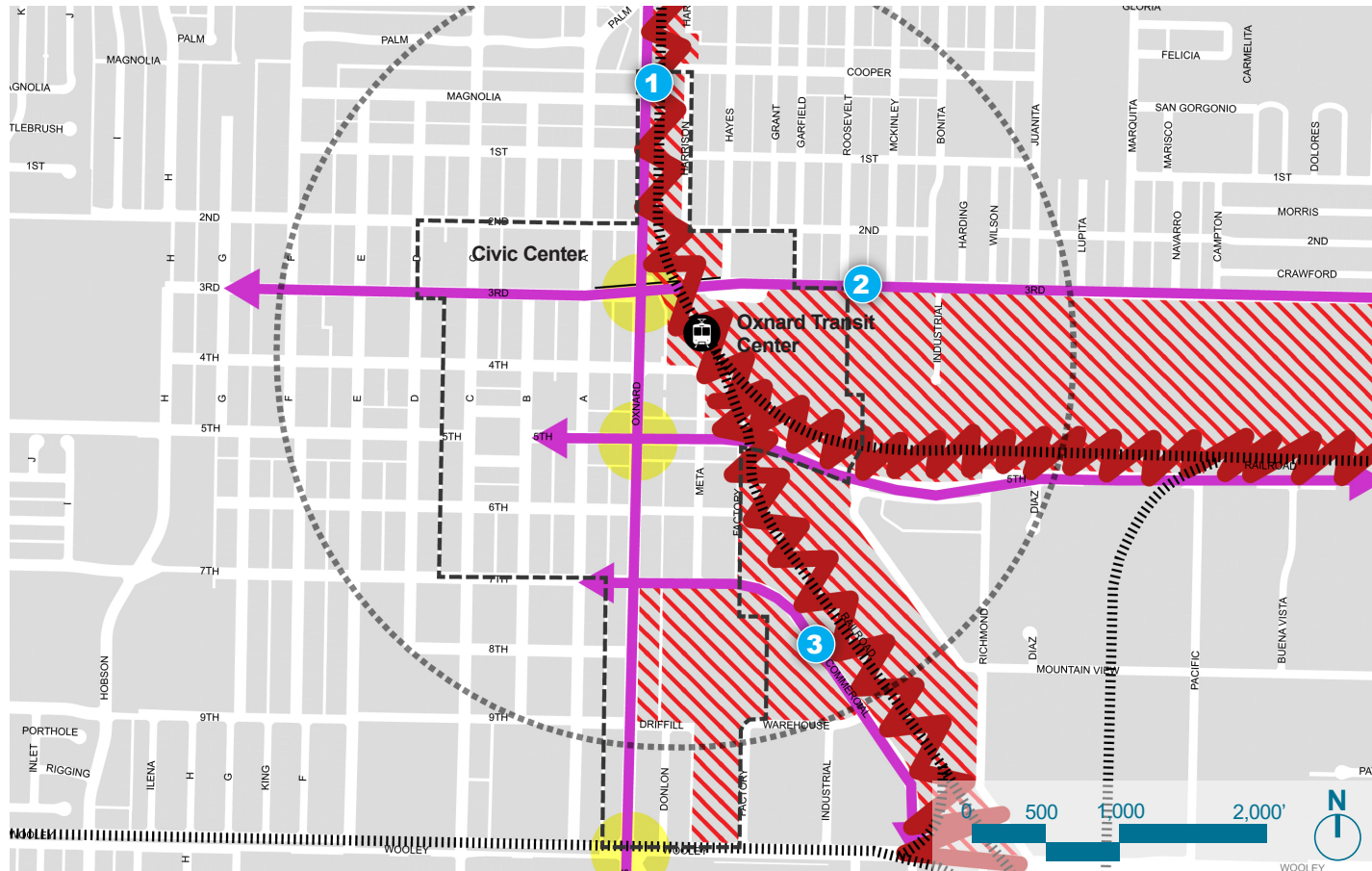
MOBILITY

Physical Barriers: The major physical barriers in the Pilot Project Area are the Metrolink rail spurs. There are few access points across the rail corridor and this separation limits the ease of station accessibility with adjacent residential neighborhoods to the northeast of Downtown.

Pedestrian and Bicycle Safety: Oxnard Boulevard's intersections at 3rd Street, 5th Street, and Wooley Road have a high incidence rate of vehicle-pedestrian and -cyclist collisions.

Superblock: Blocks that are over 300 feet long in at least one dimension are not pedestrian friendly, as it often takes much longer for pedestrians to reach their destination on-foot.

High Traffic Volume Corridors: These corridors have heavy traffic volumes, fast vehicle speed limits, and a high incidence rate of vehicle-pedestrian/cyclist collisions. Oxnard Boulevard operated as State Highway 1 (Pacific Coast Highway) until only recently, and as such the corridor heavily prioritizes vehicular traffic over active modes of transportation. Additional care should be taken at these corridors to ensure adequate level of service is maintained and while safety and traffic calming measures are implemented.



Rail line acting as an unsightly physical barrier



Superblock along 3rd Street



Auto-oriented road along Commercial Avenue

Opportunities

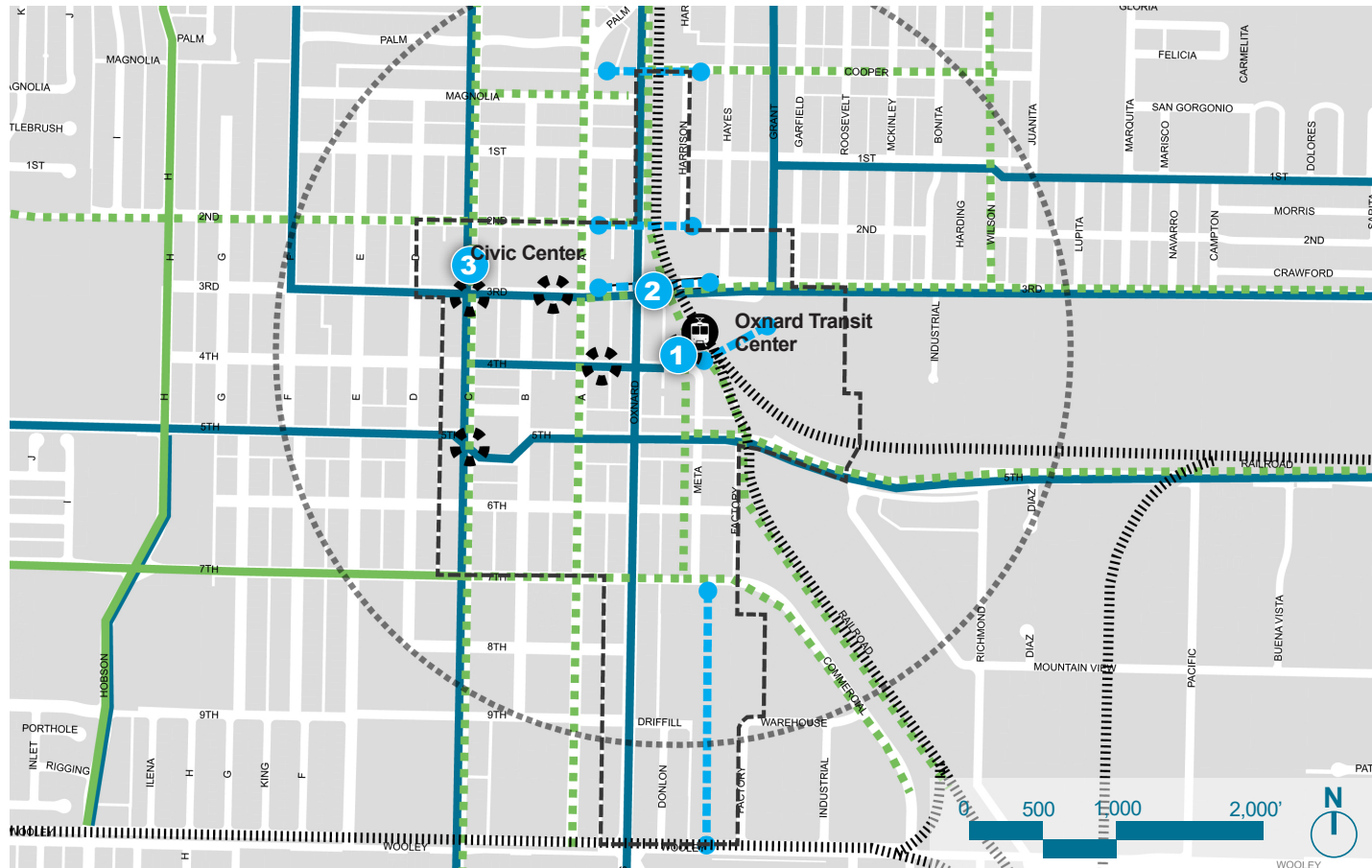
Street Grid: The core of Downtown has a consistent, walkable street grid, and many blocks have north-south alleyways that present an opportunity to create multi-modal pedestrian and bicycle paths through the Pilot Project Area.

Connected Bicycle Network: A relatively consistent street grid and wide streets presents the opportunity to connect existing bike lanes and routes to improve bicycle connectivity in the Pilot Project Area. Additional possibility of a bike corridor along the rail tracks and additional bike-friendly bridges over the rail.

Pedestrian Connections: Multiple locations for pedestrian connections across barriers within the Pilot Project Area, including an improved 3rd Street Bridge.

Transit Priority Corridors: Many of the major streets in Downtown Oxnard have the potential for transit amenities (bus shelter) and bus-only lanes that raise the convenience and appeal of public transit over personal vehicle travel modes.

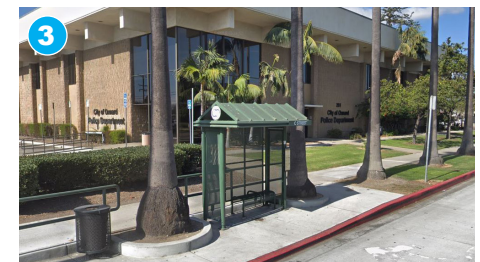
High Priority Transit Stops: Improvements to the facilities at these transit stops will make the overall HQTA a more pleasant transit destination for commuters.



Oxnard Transit Center bus bays



3rd Street Bridge



Bus shelters near the Civic Center

Constraints

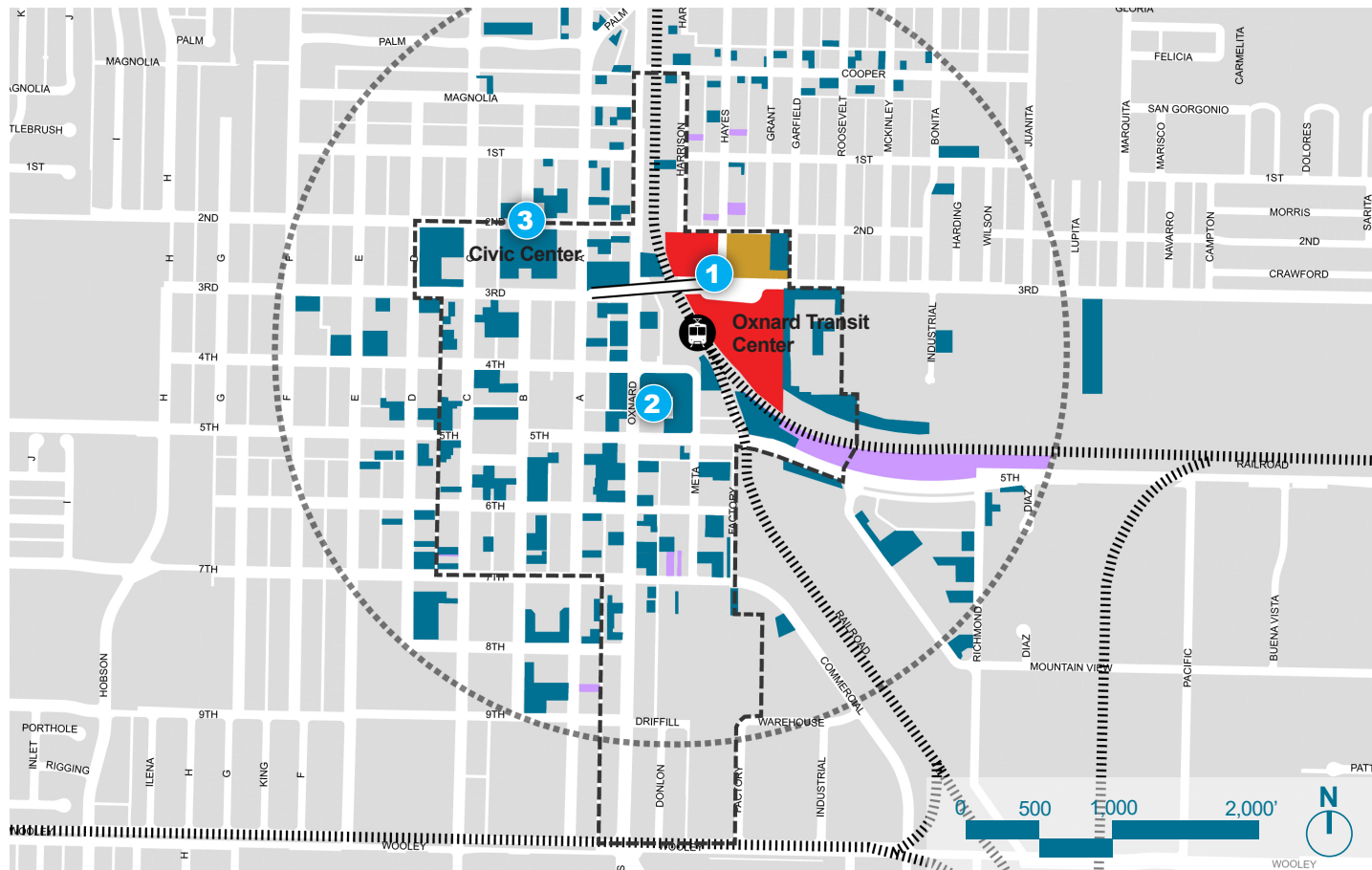
LAND USE

Underutilized Surface Parking Lots: The overabundance of surface parking lots leaves many lots under-filled, even during peak hours. These lots are often located along major corridors like Oxnard Boulevard and A Street, and take up prime space best suited for mixed-use developments.

Utilities: These fixed utility sites located north and east of the Oxnard Transit Center would be prime locations for new development due to their proximity to Downtown Oxnard, however the Department of Public Works has no plans for relocating the facilities.

Vacant Land: Vacant parcels reduce economic value of surrounding properties. These are a mixture of larger parcels suitable for redevelopment and smaller parcels suitable for infill residential development.

Non-complementary Uses: This parcel is the Gold Coast Transit administrative office site. GCT will be relocating to another site in the future, but at present takes up valuable real estate near Downtown and adjacent residential neighborhoods.



Oxnard City Water Services Plant



Parking lot occupying valuable street frontage



Under-filled parking lot at the Civic Center

Opportunities

LAND USE

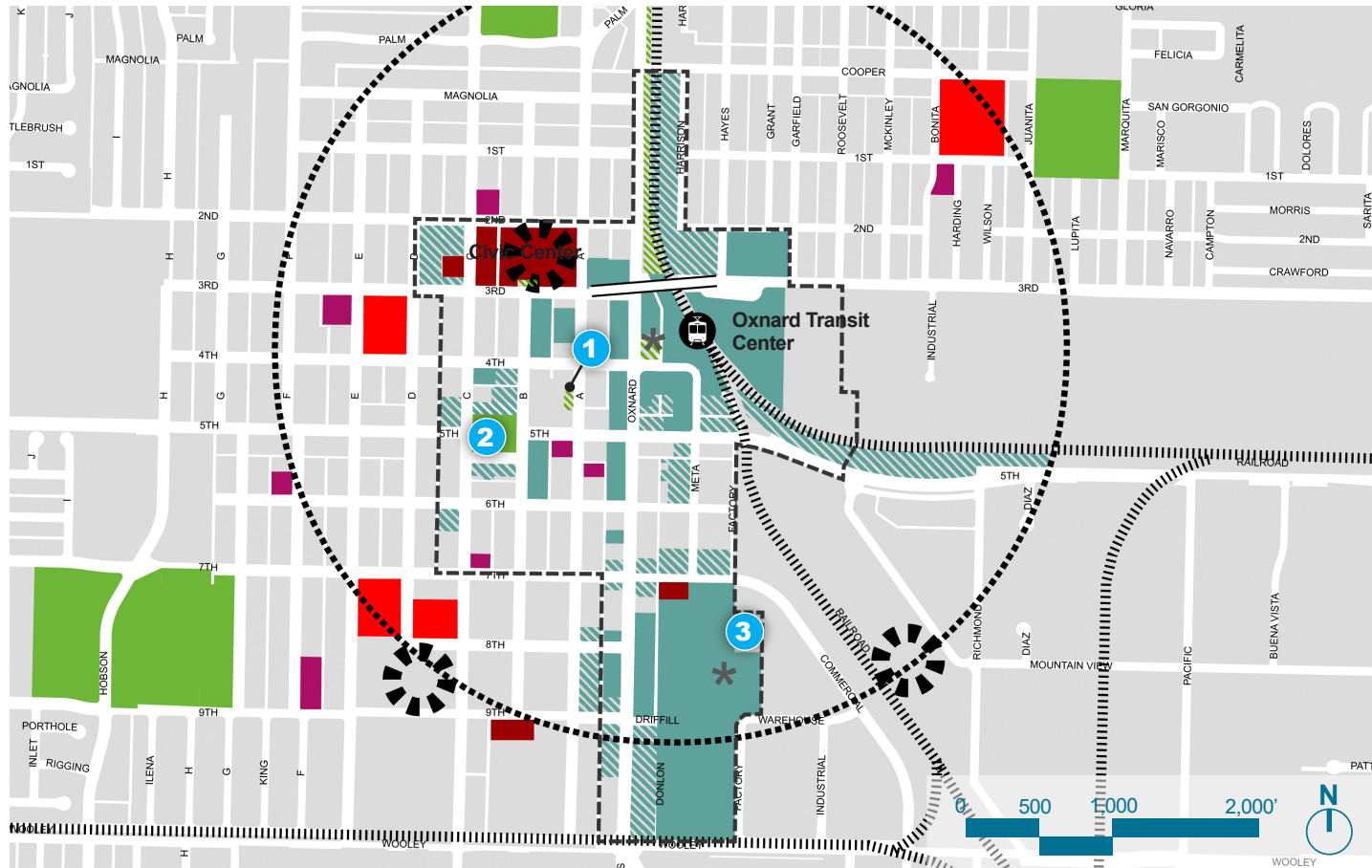
*** Major Redevelopment Opportunities (asterisk indicates Catalytic Projects):**
 The majority of these sites are publicly owned lots concentrated along major corridors like Oxnard Boulevard and 5th Street. These sites are suitable for the highest relative density in the Pilot Project Area.

Secondary Redevelopment Opportunities: Secondary sites include opportunities for smaller-scale infill development and privately-owned lots adjacent to major redevelopment opportunities that could become complimentary uses if redeveloped.

Park / Open Space: Existing and potential new parks provide neighborhood anchors and could be elevated in importance and use.

(1) Community Institutions: (1) Civic institutions and community centers; (2) schools; and (3) religious organizations. These existing neighborhood-serving uses increase the social capital of the neighborhood and should be preserved.

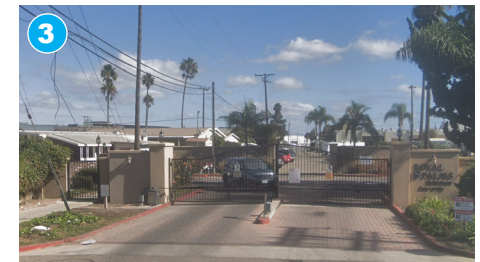
Major Employment Centers: The Civic Center and the existing industrial uses adjacent to Downtown are major employers for the City of Oxnard. Additionally, the Oxnard Center for Employee Training is a critical resource for vocational training programs.



Unused parcel behind the Plaza Stadium Theater



Plaza Park



Royal Palms Mobile Home Park

Opportunities

LAND USE

Residential

- Single-family
- Rowhouses
- Multi-family



Commercial:

- Main Street Commercial
- Redevelopment Opportunities
- Adaptive Reuse



Community Institutions:

- Civic Center
- Oxnard Transit Center
- Plaza Park



Constraints

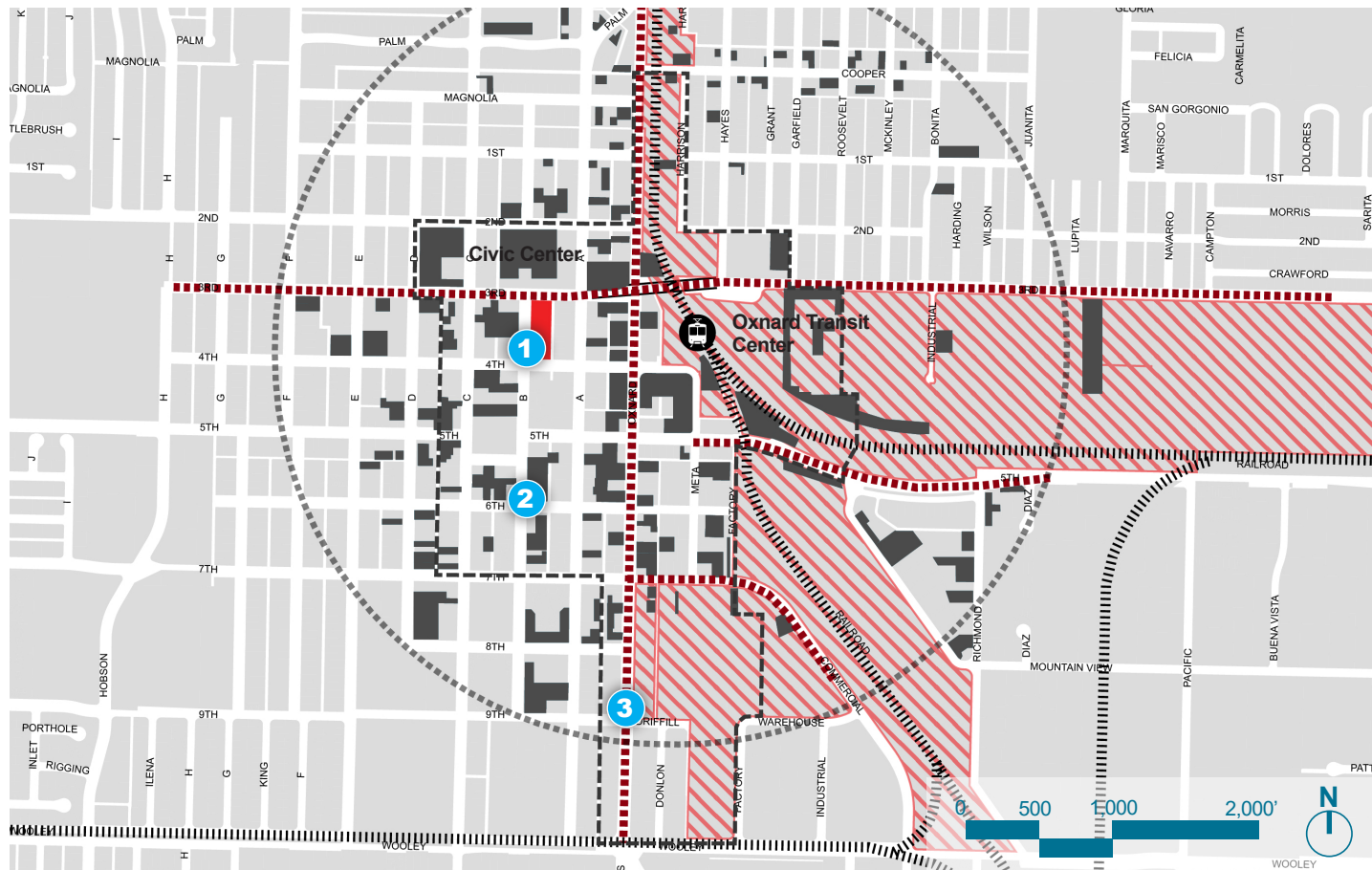
URBAN DESIGN

Surface Parking: Many lots along major corridors are occupied by surface parking, which discourage pedestrian movement. These lots pose barriers to walkability Downtown, but may also offer opportunities for redevelopment. There is a significant concentration of parking lots along Oxnard Boulevard due to the presence of auto-oriented uses.

Structured Parking: The lone structured parking building occupies prime real estate by the Civic Center but limits the curb appeal and street activity in the area.

Corridor Constraint: These are corridors identified as barriers to adjacent walkable environments of Downtown Oxnard due to high traffic volumes and limited pedestrian crossings, street landscaping, and traffic-calming measures.

Superblock: Blocks that are over 300 feet long in at least one dimension are not pedestrian friendly, as it often takes much longer for pedestrians to reach their destination on-foot. Shorter blocks with a regular, predictable grid system provide direct connections to transit and major destinations.



1 Downtown's only parking structure is owned by the City; Source: Google Street View



2 A surface parking lot ; Source: Google Street View



3 Auto-oriented superblock along Oxnard Boulevard ; Source: Google Street View

Opportunities

URBAN DESIGN

Historic Resources: Many buildings in Downtown Oxnard are designated as historic. Preserving these buildings in future redevelopment proposals will help form the base for Downtown Oxnard's sense of place.

Existing Alleys: The consistent pattern of alleys bisecting the blocks in the downtown presents the opportunity for multi-modal pathways that can add character to the area with landscaping, public art, and outdoor dining.

Greening / Environmental Benefits: Street trees should be implemented along major corridors wherever possible to fulfill the Downtown Street Tree Master Plan.

Open Space / Parks: Open space can be a catalyst for creating neighborhood centers, especially in front of the Civic Center at B Street and along the rail spurs.



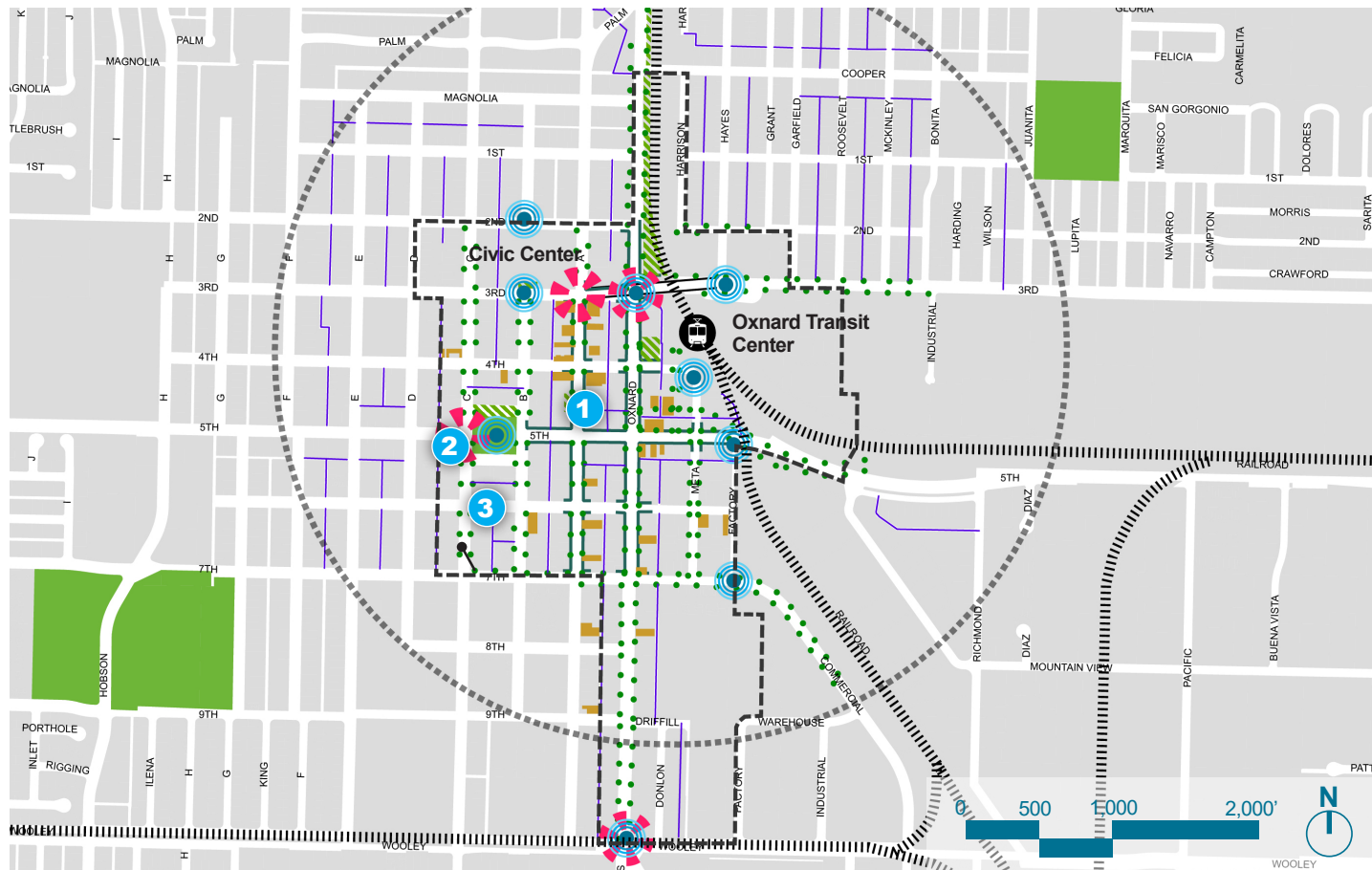
Vista Terminus: Points where streets end and shifts in the street grid provide opportunities for visual nodes such as architecturally significant / taller buildings, landmarks and/or open space. These vista terminus can indicate edges of or entrances into the Pilot Project Area to foster a more defined sense of place.



Streetscape and Facade Improvements: These are critical street frontages along major corridors that would benefit from streetscape and facade improvements. New beautification elements such as attractive signage and lighting along sidewalks could enhance the character of Downtown. In addition, new pedestrian-friendly facades could increase pedestrian traffic in the Pilot Project Area.



Gateways: Key entry points into Downtown that, if enhanced, can distinguish the Downtown area from surrounding neighborhoods with a greater sense of place.



Existing alley between A Street and Oxnard Boulevard



Consistent signage identifying Downtown landmarks



Historic/unique facade in Downtown