City of Oxnard 2030 General Plan

Draft program Environmental Impact Report Appendices

Volume II of II

SCH 2007041024

214 S. C Street, Oxnard CA 93030

February 2009

City of Oxnard

2030
General Plan Draft Program Environmental Impact Report

SCH# 2007041024

Appendices
Volume II

City of Oxnard
214 S C Street
Oxnard CA 93030

prepared by

Matrix Design Group

in association with

ESA
UCSB
URS

February 2009

Appendix A
Notice of Preparation

APPENDIX A
Notice of Preparation

Notice of Preparation

In accordance with Section 15082(a) of the CEQA Guidelines, the City prepared and circulated a Notice of Preparation (NOP) of a Draft EIR for the Proposed Project. The NOP was originally circulated for a 30-day comment period, which began on April 5, 2007, and was to have ended on May 4, 2007. However, at the direction of the City Council, the scoping/comment period was extended an additional 30 days to June 5, 2007. This appendix includes the following information:

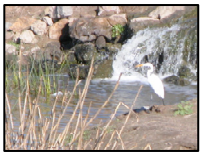
- Notice of Preparation (dated April 5, 2007); and
- Copies of comment letters received during the NOP comment period.

City of Oxnard General Plan

NOTICE OF PREPARATION

April 5, 2007







(California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375)

To: State Agencies
Responsible Agencies
Local and Public Agencies
Trustee Agencies
Interested Parties

From: City of Oxnard Development Services Department,
Planning Division, Second Floor
305 W. Third Street
Oxnard, CA 93030

Subject: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

The City of Oxnard (City) will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the City's 2020 General Plan Update project (Proposed Project). We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the Proposed Project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the Proposed Project.

The project description, location, and the probable/potential environmental effects of the Proposed Project are contained in the attached materials. An initial study was not prepared for this NOP; however, a summary of the environmental issues to be analyzed in the EIR is provided as part of the attached information.

Due to the time limits mandated by State Law, your response must be sent at the earliest possible date, but not later than May 4, 2007.

Please send your response to Chris Williamson, Senior Planner, City of Oxnard Planning Division (805) 385-8156, at the address shown above. We will need the name for a contact person in your agency. Although written comments are preferred, comments may also be submitted via the City's General Plan Update website. The website address is www.westplanning.com.

Project Title: City of Oxnard 2020 General Plan Update

Project Applicant: City of Oxnard Development Services Department, Planning Division

Project Location: City of Oxnard, Ventura County

Signature: _____ Date: _____

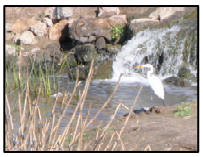
Dr. Chris Williamson, AICP
Senior Planner, City of Oxnard Planning Division
(805) 385-8156

City of Oxnard General Plan

PROJECT OVERVIEW

April 5, 2007







EIR Scoping Meeting

The City of Oxnard has set up a meeting to receive public input on the scope of the General Plan environmental impact report (EIR). At this meeting, individuals, agencies, and organizations can provide the City with their input on the content and analysis conducted for the General Plan EIR.

Date: Tuesday April 17, 2007

Time: 7:00 PM

Place: City Council Chambers
305 West Third Street

1. Project Title

City of Oxnard 2020 General Plan Update

2. Lead Agency

City of Oxnard Development Services Department, Planning Division

305 W. Third Street

Oxnard, CA 93030

3. Contact Person

Dr. Chris Williamson, AICP

Senior Planner, Planning Division

(805) 385-8156

4. Project Location

The City of Oxnard is located 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. The City is situated along a beautiful stretch of the Pacific coastline and west of the Coast Mountain Range as presented in Figure 1. Its Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain. As the largest city within Ventura County, Oxnard is a rich combination of a relaxed seaside destination, progressive business center, and the center of a regional agricultural industry.

5. Project Sponsor

City of Oxnard Development Services Department, Planning Division

305 W. Third Street

Oxnard, CA 93030

6. General Plan Designations

Multiple designations

7. Zoning Designations

Multiple designations

SOURCE: ESRI, 2006; and ESA, 2007

City of Oxnard General Plan Update

Figure 1
Regional Locator Map

8. Description of Project

The Proposed Project represents a comprehensive update to the City's existing General Plan. Preparation of the EIR and General Plan will be conducted concurrently in order to develop a self-mitigating General Plan. The EIR is expected to be completed in summer 2007 and will provide an assessment of the updated General Plan, an updated citywide traffic model, and potential expansion of the City's existing Sphere of Influence (SOI).

Every City and County in California is required by State law (Government Code Section 65300) to prepare and maintain a planning document called a general plan. A general plan is designed to serve as the jurisdiction's "constitution" or "blueprint" for community land use and resource conservation decisions. Decision makers in the City will use the Oxnard General Plan to provide direction when making land use and public service decisions. All specific plans, subdivisions, public works projects, and zoning decisions must be consistent with the City's General Plan.

The general plan must address the seven topics (referred to as "elements") of land use, circulation, housing, open-space, conservation, safety, and noise (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). The City has chosen to include three additional elements: Demographics, Community Development, and Community Services.

Based on community input received during the public participation process and an analysis of existing conditions in the city, the following themes were identified and used to develop the goals, policies, and implementation programs for the draft General Plan as well as the draft Land Use Diagram. These themes are summarized in Table 1 below.

Project Goals

The Draft General Plan will address several key goals that were identified and considered by the City based on the various General Plan Themes and input received from City stakeholders during public workshops held earlier in the General Plan Update process. These goals include the following:

- Minimize the loss of agricultural land.
- Population projections based on the 2020 General Plan fall within a range of 238,000 to 286,000 people.
- Provide a broad range of housing opportunities.
- Consider mobility implications of land use decisions.
- Provide options for the maximum usage of land – such as infill or mixed use development.
- Consider the expiration of the Save Open Spaces and Agriculture / City Urban Restriction Boundaries (CURB) in 2020.
- Protect existing land uses from incompatible development.

Table 1 Key General Plan Themes

Growth	Growth should be managed to ensure the provision of adequate public services and protection of valuable open space and agricultural lands.
Development	Future development opportunities should include a range of housing opportunities, including affordable housing for low-income families and senior citizens.
Tourism	Tourism is a key component to the Oxnard economy and a critical component of the community's identity.
Community Design	Community design is integral to sustaining and developing a distinct identity for the City of Oxnard and its unique neighborhoods and cultural areas.
Mobility	The provision of adequate circulation and mobility is integral to the quality of life experienced within the community.
Recreation	Entertainment and recreational opportunities are important to the community.
Cultural Heritage	There is a strong commitment to the cultural heritage and historical background of the community. Programs designed to revitalize and redevelop older neighborhoods, promote neighborhood identity, and provide increased access to services are encouraged.

Table 2
Designated Land Uses Proposed under the General Plan

Designated Land Use	Acreage
Residential High Density	360
Residential Low Density	4,680
Residential Low Medium Density	1,670
Residential Medium Density	710
Residential Mobile Home Park	250
Commercial Community	80
Commercial Convenience	10
Commercial General	600
Commercial Neighborhood	30
Commercial Office	60
Commercial Regional	350
Central Business District	210
Industrial Light	1,640
Industrial Limited	730
Central Industrial Area	220
Business and Research Park	390
Resource Protection	1,430
Parks and Recreation	1,410
Open Space	70
Agricultural*	23,970
Schools	920
Visitor Services	210
Airport Compatible	220
Ventura County	2
Other Public Utility/Energy Facilities	310
Easements	400
Public/Semi-Public	530
Point Mugu Military Base	4,170
Total	**45,632**

Source: City of Oxnard 2007; ESA 2007

*All land designated 'Agriculture' is outside of the City limits and within unincorporated Ventura County. State law requires land use designations for these County areas within the City's Planning Area.

Planning Boundaries

The 2020 General Plan Planning Area (PA) is shown in Figure 2 and covers an area consisting of approximately 46,000 acres. The western PA boundary extends north along the Pacific Ocean Coast from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River. The northern PA boundary begins at the coast and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the PA boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south. The PA boundary follows Beardsley Wash for approximately three miles until it reaches Highway 101. At this point, the PA boundary travels along Highway 101 for approximately a half mile then turns south. North of 5th Street, the boundary again follows Beardsley Wash and the Revolon Channel. The PA project boundary turns southwest and crosses Highway 1 and passes west through the Ventura County Naval Base. The PA project boundary continues along the northern boundary of the Ventura County Naval Base – Port Hueneme towards the Pacific Coast.

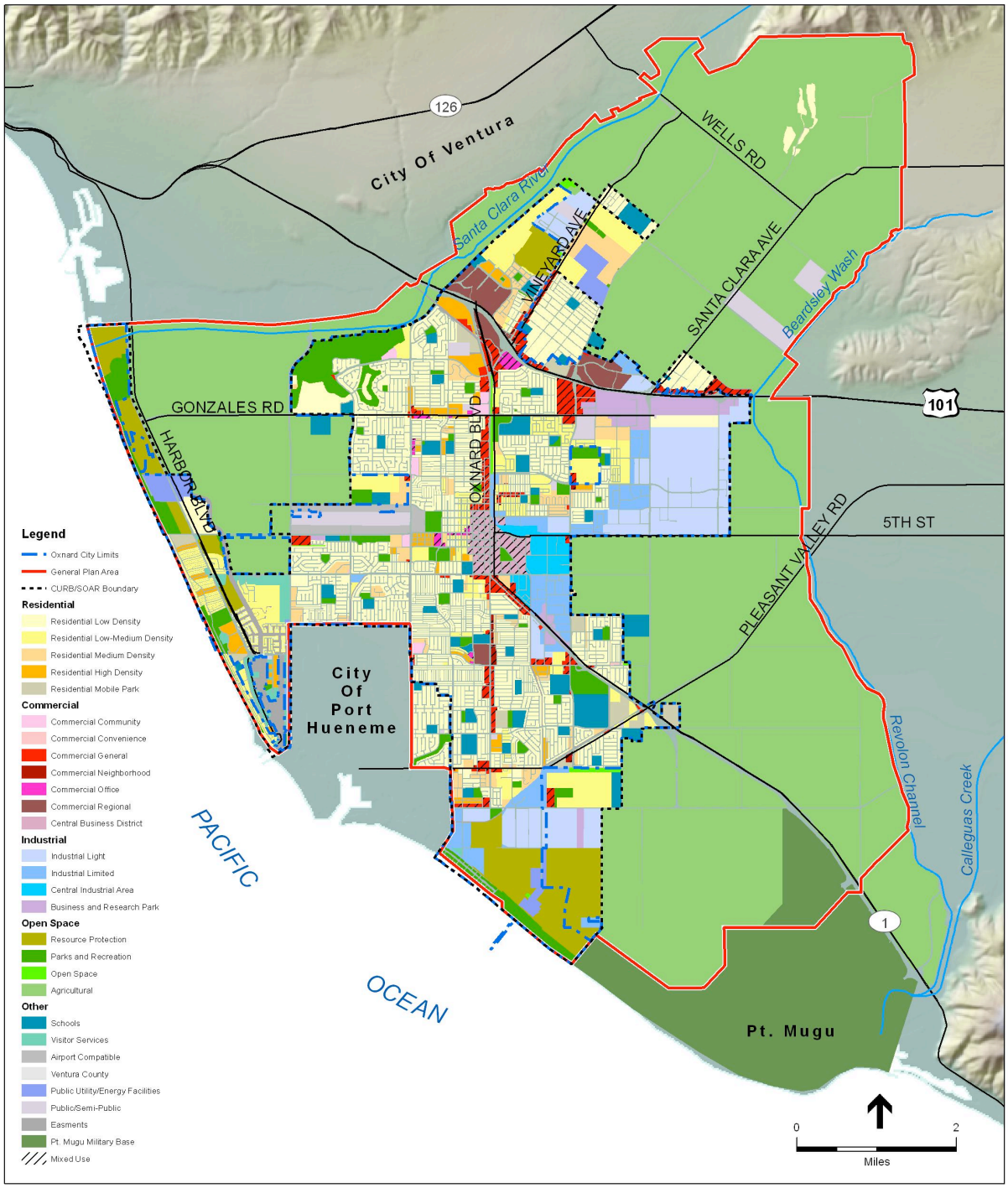
Buildout under the Draft General Plan

A draft land use diagram for the Proposed Project is provided in Figure 2. This diagram reflects Alternative B, one of three alternatives identified during the visioning/alternatives development phase of the Proposed Project (June 2006). Alternative B reflects a midlevel growth alternative. Other alternatives are discussed later in this notice. As shown in the figure, the Proposed Project is comprised of various land use designations. Table 2 provides a list of these designated land uses along with an estimate of acreage attributed to each land use.

The EIR assumes that overall buildout of the Proposed Project will occur by 2020. Development under the Proposed Project will be incremental and timed in response to market conditions. The proposed General Plan will include policies intended to control the amount and location of new growth.

General Plan Organization

The Goals and Policies Report sets out a hierarchy of goals, policies, and implementation measures designed to guide future development in the City. To provide a comprehensive and easy-to-use format, the Goals and Policies Report is divided into five major sections. Each section contains a set of related topics that have been



City of Oxnard General Plan Update

SOURCE: City of Oxnard, 2006; and ESA, 2007

Figure 2

DRAFT - City of Oxnard 2020 General Plan Update
2030 Land Use Map

Table 3
Sections of the Goals and Policies Report

Demographics
• Demographics
Community Development
• Land Use*
• Urban Design and Community Identify
• Growth Management
• Economic Development
Infrastructure and Community Services
• Circulation, Traffic, and Transportation *
• Utilities
• Public Facilities and Services*
• Parks and Recreation *
Environmental Resources
• Biological Resources*
• Aesthetic Resources
• Cultural Resources
• Agricultural and Soil Resources*
• Mineral Resources*
• Air Quality
• Energy and Resource Conservation*
Safety and Hazards
• Geologic, Seismic, and Soil Hazards*
• Natural Hazards*
• Noise*
• Hazardous Materials and Uses*
• Transportation Hazards*
* Required element.

grouped together based on the close relationship of those topics.

Each section will start with an overview of the topics contained in that section and present the guiding principles used in the preparation of these topics. The individual topics will build on these guiding principles, with each topic containing a set of goals, policies, and implementation measures that will be used to guide the future of the City. The five sections and the topics that comprise each section are summarized in Table 3. The Housing Element is governed by separate state laws and is on a separate mandated update schedule, currently required by July 2008.

General Plan Documents

The General Plan Update includes the preparation of five documents, divided into two sets: General Plan Documents (adopted) and General Plan supporting documents used to assist in the decision making process.

General Plan Adopted Documents:

- **Goals and Policies Report.** This report is the essence of the General Plan. It contains the goals and policies that will guide future development within the City and its Planning Area. This document also identifies implementation measures.
- **Land Use and Circulation Diagrams.** The General Plan will contain land use and other diagrams showing the distribution of land use designations and the designation and general location of current and proposed roadway/highway and bicycle/trails system components within the Planning Area.
- **Background Report.** This report provides a detailed description of the environmental, economic, land use, public facility, and service conditions that existed within the City's Planning Area generally as of 2005. [Previously released June 2006]

General Plan Supporting Documents:

- **Alternatives Report.** This report provides a discussion of the land and circulation alternatives considered for the General Plan Update. [Previously released June 2006]

City of Oxnard 2020 General Plan Update

- **Environmental Impact Report (EIR).** An EIR will be prepared to meet the requirements of the California Environmental Quality Act (CEQA). Information presented in the EIR will be used to better understand the potential environmental impacts associated with implementation of the General Plan.

Public Input into General Plan Development

During the City's Visioning Process in 2002, the City solicited public input to identify important topics for the development of the General Plan. During the process, approximately 300 people participated in community-wide workshops, one Inter-Neighborhood Council Forum (INCF) meeting, a staff workshop, and stakeholder interviews. The workshops and meetings allowed the public to voice their concerns and provide suggestions for improving and enhancing the community.

As part of the process to prepare the EIR, a public scoping meeting will be held in April 2007. The public is invited to attend and provide comments on the proposed topics to be included in the General Plan Update EIR.

The City's General Plan Update website (http://www.westplanning.com) contains information regarding available documents, a schedule of events with upcoming hearings, and a place to submit comments.

Alternatives to the Proposed Project

CEQA requires that an EIR consider alternatives to a project (Section 15126 [a]). According to CEQA Guidelines, the range of alternatives "shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts" (Section 15126 [d] [2]). A short description of each of the alternatives is included below.

The following alternatives are currently being proposed for evaluation in the EIR for the proposed project (Preferred Land Use Alternative):

- Alternative 1—No Project (Build-out of Existing General Plan)
- Alternative 2—Infill and Workforce Housing
- Alternative 3—New Development Outside CURB

Alternative 1 No Project (Build-out of Existing General Plan)

CEQA requires that the EIR for a project consider a "No Project" alternative. The No Project alternative assumes that the proposed project is not adopted by the City. For the purposes of this EIR, it is assumed that in the absence of the proposed project, the existing 1990 General Plan would continue to guide the City's development. Full build-out of the existing General Plan would include both currently approved projects, plus a limited amount of additional development permitted under the existing General Plan in the future.

Alternative 2 Infill and Workforce Housing

Alternative 2 focuses on intensifying development at key locations throughout the City. This alternative would utilize an "urban village" concept for areas with underutilized properties that are ideal for revitalization and infill. The "urban village" concept provides sufficient densities to make transit feasible and provides sufficient neighborhood services and shops to support daily needs through sustainable design. These "urban villages" incorporate the principles of redevelopment, reinvestment, mixed-use development, workforce housing, and transit connectivity.

Alternative 3 New Development Outside CURB

Alternative 3 would also build upon the principles identified in Alternative 1, but would also incur growth outside the CURB boundary. Areas of new development outside the CURB line would allow mostly large-scale private development of adjacent areas that "round out and fill in" the City's boundaries.

Potential Environmental Impacts

The EIR prepared for the City's Oxnard 2020 General Plan Update will address the range of impacts that could result from adoption and implementation of the Proposed Project. This section provides a short summary of the potential impacts that will be analyzed in the EIR.

Aesthetics

The project may:

- Have adverse effects on scenic vistas.
- Damage scenic resources.
- Degrade the existing visual character or quality of the City and its surroundings.
- Create a new source of substantial light or glare.

Agriculture Resources

The project may:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.
- Conflict with existing agricultural use.
- Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Air Quality

The project may:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a net increase of any criteria pollutant for which the project region is non-attainment under the federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.
- Result in an increase in greenhouse gas emissions that would contribute to global warming conditions.

Biological Resources

The project may:

- Have a substantial adverse effect on any species identified as a candidate for special or sensitive status in local or regional plans, policies, or regulations, or by the California Dept. of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on riparian habitat.
- Have a substantial adverse effect on federally protect wetlands.
- Interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Cultural Resources

The project may:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

Geology and Soils

The project may:

- Result in substantial soil erosion of the loss of topsoil.
- Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994).

Hazards and Hazardous Materials

The project may:

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury, or death involving earthquakes, or upsets due to earthquakes or floods.

Hydrology and Water Quality

The project may:

- Substantially affect groundwater supplies or interfere with groundwater recharge.
- Substantially alter the existing drainage patterns in a manner that could result in substantial erosion or siltation .
- Substantially alter the existing drainage pattern of the site or area in a manner that could result in flooding on or off site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area.
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury, or death involving flooding.
- Inundated by seiche, tsunami, or mudflow.

Land Use

The project may:

- Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect.

Mineral Resources

The project may:

- Result in the loss of availability of a known mineral resource that would be of value to the region.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Noise

The project may:

- Expose persons to excessive groundborne vibration or groundborne noise levels.
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan expose people residing or working in the project area to excessive noise levels.

Population and Housing

The project may:

- Induce substantial population growth in an area, either directly or indirectly.

Public Services

The project may:

- Create an increase in demand for new or expanded public facilities and services such as Fire protection, Police protection, Schools, Parks, and other public facilities, which may cause potentially significant environmental impacts.

Recreation

The project may:

- Increase the use of existing neighborhood and regional parks or other recreational fa-

cilities such that substantial physical deterioration of the facility would occur or be accelerated.

- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Transportation/Traffic

The Project may:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Utilities and Service Systems

The project may:

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects .
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

4/11/07

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

April 11, 2007

Dr. Chris Williamson
City of Oxnard, Development Services Department
305 West Third Street
Oxnard, CA 93030

RE: SCH# 2007041024- 2020 General Plan Update Project; Ventura County.

Dear Dr. Williamson:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If all or a part of the APE has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check.
    Please describe the project's location in terms of USGS quadrangle name, township, range, and section.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contact List Attached**
    The NAHC makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received. If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information.

Lack of surface evidence of archeological resources does not preclude their subsurface existence. Lead agencies should include in their mitigation plan:

- Provisions for the identification and evaluation of accidentally discovered archeological resources, per CEQA Guidelines §15064.5(f).
- Provisions for monitoring all ground-disturbing activities in areas of identified archaeological sensitivity by a archaeologist meeting the professional qualifications as defined in the in the *Secretary of the Interior's Standards and Guidelines* for archaeology and a culturally affiliated Native American monitor.
- Provisions for the curation of recovered artifacts, per CEQA Guidelines 15126.4(5)(b)(3)(C), in consultation with culturally affiliated Native Americans.

- Provisions for discovery of Native American human remains. Health and Safety Code §7050.5, CEQA Guidelines §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Governmental Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contacts
Ventura County
April 11, 2007

Charles Cooke
32835 Santiago Road
Acton , CA 93510
(661) 269-1422
(661) 733-1812
Chumash
Fernandeno
Tataviam
Kitanemuk

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jtumamait@hotmail.com
(805) 646-6214
Chumash

Beverly Salazar Folkes
1931 Shadybrook Drive
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805 492-7255
Chumash
Tataviam
Fernandeño

Patrick Tumamait
992 El Camino Corto
Ojai , CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell
Chumash

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
48825 Sapaque Road
Bradley , CA 93426
(805) 472-9536
Chumash

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road
Grover Beach , CA 93433
pshoemaker@santaynezchumash.org
(805) 481-2461
(805) 474-4729 - Fax
Chumash

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517
Santa Ynez , CA 93460
varmenta@santaynezchumash.org
(805) 688-7997
(805) 686-9578 Fax
Chumash

Owl Clan
Qun-tan Shup
48825 Sapaque Road
Bradley , CA 93426
(805) 472-9536
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2007041024, 2020 General Plan Update Project; Ventura County.

Native American Contacts
Ventura County
April 11, 2007

Stephen William Miller
189 Cartagena
Camarillo , CA 93010
(805) 484-2439
Chumash

Richard Angulo
P.O. Box 182
Salome , AZ 85348
Chumash

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365
Santa Ynez , CA 93460
elders@santaynezchumash.org
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(805) 693-1768 FAX
Chumash

Santa Ynez Band of Mission Indians
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Chumash

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Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Carol A. Pulido
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Chumash

Charles S. Parra
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Oxnard , CA 93031
(805) 340-3134 (Cell)
(805) 488-0481 (Home)
Chumash

Melissa M. Para-Hernandez
119 North Balsam Street
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805-988-9171
Chumash

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1/29/07

From: "Timothy D. White" <TDWHITE@sbcglobal.net>
To: <matthew.winegar@ci.oxnard.ca.us>
Date: 1/24/2007 10:07:13 AM
Subject: 1.95 acre site on Channel Islands Blvd

Dear Mr. Winegar,

Regarding a 1.95 acre site located on Channel Islands Boulevard just east of El Dorado Avenue (APN 220-0-030-045):

This site is located in the City of Oxnard and is zoned for residential uses, but is designated as Planning Reserve on the General Plan Map. We are considering the possibility of a mixed use residential/commercial project for this site. As the General Plan does not conform to existing zoning and is currently in the process of an update, we would like to respectively ask that the city consider the merits of changing the general plan designation for this site from Planning Reserve, to a designation that would allow for a mixed use project. FYI, the site is adjacent to existing commercial uses and backs diagonally to multi-family uses. Thank you for your consideration.

Sincerely,

Tim White
(818) 387-5368

1/24/07

BBC COMMERCIAL

Bruce A. Boring
President, Broker
Managing Principal

January 24, 2007

Mr. Matt Winegar
City of Oxnard
305 W. 3rd St.
Oxnard, CA 93030

Re: Letter from Church, SWC Rose/Channel Islands Property

Dear Matt:

Enclosed is the letter from Rev. Jesse Taylor, requesting the zone change incorporation into the ongoing General Plan Amendment process.

If you have any questions, please call me. If there are any other documents needed for this process, I will expedite them.

Thank you.

Sincerely,
BBC Commercial Real Estate Services

Bruce Boring

cc: Jesse Taylor
Tom Davies

January 24, 2007

Mr. Matthew Winegar
Development Services Director
City of Oxnard
305 West Third Street
Oxnard, CA 93030

Re: General Plan Change and Zoning Change for Assessors Parcel Number 221-232-51
SWC Channel Islands Boulevard and Rose Avenue, Oxnard, CA

Dear Mr. Winegar:

We understand that the City of Oxnard is updating the land use element of their general plan. We would like to change the general plan designation and subsequently the zoning of our property from its current R2 zoning to General Commercial.

Since we purchased this property the character of the neighborhood has changed and it has become a busy commercial intersection. We feel the change will be a benefit to the City of Oxnard in that it will bring additional retail services to the community including a grocery store. The location of low density residential does not seem appropriate any more.

Please consider this letter a request to change the general plan designation of the property.

Very truly yours,

Pastor Jesse Taylor
New Progressive Missionary Baptist Church

CC: Tom Davies
Bruce Boring

1/31/07 (6)

RECEIVED

FEB 05 2007

PLANNING DIVISION
CITY OF OXNARD

CASDEN PROPERTIES LLC

9090 WILSHIRE BOULEVARD, THIRD FLOOR
BEVERLY HILLS, CALIFORNIA 90211
TEL 310.274.5553
FAX 310.276.6486

January 31, 2007

Chris Williamson, AICP
City of Oxnard
Planning & Environmental Services
305 West Third Street - 2nd Floor
Oxnard, California 93030

RE: General Plan Update
NW Corner of Vineyard Avenue & Ventura Road
APNs: 179-0-140-170 & 179-0-040-180 et al.

Dear Dr. Williamson:

As you know, Casden Properties LLC is the owner of the above-referenced 20.7 acre site and has recently acquired two adjacent and contiguous parcels of 4.53 acres (APN 179-0-040-240) and 9.54 acres (APN 179-0-070-265) from the City.

In keeping with the City's appraisals and the surrounding neighborhood's opinion of commercial uses at the site, we respectfully recommend that the future General Plan Update presentations and publications mention the potential redesignation of this approximately 34.8 acre area as "Residential-Medium".

All three sites are currently designated for Commercial uses. The 20.7 ac site is designated as "Community Commercial" ("200,000-230,000 sq ft Community & Resort-serving Services"). Casden currently has an application filed with City staff for 161 single-family and cluster homes on the site, and is requesting the re-designation of the site to "Residential-Medium".

The other two parcels are presently designated as "Community Commercial" (4.53 ac) and "Specialized RS Commercial" (9.54 ac), respectively. The City's own recent appraisals of these two parcels (which were included in the RFP's for the sale of the sites) projected the residential development of the 4.53 ac parcel in a manner commensurate with the 20.7 ac parcel, and with a slightly different housing product for the 9.54 ac site. These contemplated developments would also fall within the "Residential-Medium" designation.

To provide some background, Casden Properties LLC has been the owner of the 20.7 ac site since January 2003. Since at least that time, the site has been vacant and only used seasonally for pumpkin and Christmas tree sales, as well as offsite parking for the city-planned "Dallas Cowboys Training Camp".

On March 1, 2005 there was a City Council hearing where a mixed-use proposal for the 20.7 acre site was considered. The general concept of retail at the site was overwhelmingly opposed by the speaking public and no support of any mixed-use at the site was provided by City staff. The City Council directed Casden to continue working closely with the neighborhood in developing what the neighbors wanted: *single-family homes that would be consistent with the surrounding neighborhoods and their varied densities.*

Based on the community's response to the mixed-use proposal, it is clear that commercial uses are untenable at any of the three subject sites. The current 161-unit proposal for the Casden site is in direct response to the Council's direction and community input.

Of course, an environmental assessment will be conducted on the development of these three parcels, providing specific assessment of the potential impacts of residential development.

To conclude, we respectfully recommend that the future General Plan Update presentations and publications mention the likely redesignation of this approximately 34.8 acre area as "Residential-Medium". Such a down-zoning would allow the development of residential projects in keeping with the existing standards and desires of the surrounding neighborhoods.

Sincerely,

Howard J. Katz
Vice President
Community Development
Phone: (310) 385-5064
Fax: (310) 550-3714
Email: hkatz@casprop.com

cc: MATRIX DESIGN GROUP
Celester Werner, Vice President
7017 N. 6th Avenue
Phoenix, AZ 85021

1/3/07

January 3, 2007

Mr. Matthew Winegar
Development Services Director
City of Oxnard
305 West Third Street
Oxnard, CA 93030

Re: General Plan Change and Zoning Change for Assessors Parcel Number 221-232-51
SWC Channel Islands Boulevard and Rose Avenue, Oxnard, CA

Dear Mr. Winegar:

We understand that the City of Oxnard is updating the land use element of their general plan. We would like to change the general plan designation and subsequently the zoning of our property from its current R2 zoning to General Commercial.

Since we purchased this property the character of the neighborhood has changed and it has become a busy commercial intersection. We feel the change will be a benefit to the City of Oxnard in that it will bring additional retail services to the community including a grocery store. The location of low density residential does not seem appropriate any more.

Please consider this letter a request to change the general plan designation of the property.

Very truly yours,

Pastor Jesse Taylor
New Progressive Missionary Baptist Church

CC: Fred Rosenmund
Tom Davies
Bruce Boring

27298

10|26|06

NATIONAL TRUST
for HISTORIC PRESERVATION®

Richard Moe
President

October 26, 2006

Mr. & Mrs. Ernest Whitaker
700 Ebony Dr
Oxnard, CA 93030-4762

Dear Mr. & Mrs. Whitaker,

A growing disaster is ripping apart many of America's older neighborhoods.

They are being destroyed, one house at a time, in scores of communities from Connecticut to California. The reason: teardowns -- the practice of purchasing and demolishing an existing house to make way for a huge new house on the same site.

Teardowns wreck neighborhoods. They spread through a community like a cancer, destroying the unique character and livability of neighborhoods.

I wholeheartedly believe that teardowns represent the single biggest threat to America's older neighborhoods since the heyday of urban renewal and interstate highway construction during the 1950s and 1960s.

Here's how the process works. Developers and home buyers look through desirable neighborhoods for a lot that can accommodate a much bigger house than that on it now. The property is bought, the existing house torn down, and a bigger house is constructed in its place.

In other instances, a large estate is leveled and subdivided to accommodate several new houses. Or, sometimes several smaller houses are cleared to make way for a single, massive new home.

Though the process is relatively simple, teardowns can totally transform the streetscape of a neighborhood and drastically alter its character. Teardowns are, then, especially destructive in older and historic communities. And that brings me to why I'm writing you today.

> First, I encourage you to complete and return the enclosed **Teardowns Target Questionnaire** to learn whether your home, or houses in your neighborhood, are likely teardown targets and so you can help us update our Community Teardown Database (Over time, the Trust has learned that certain factors are almost always present before teardowns occur.)

(over please)

1785 MASSACHUSETTS AVENUE, NW • WASHINGTON, DC 20036
WWW.NATIONALTRUST.ORG • 202.588.6000

Apart from their visual impact, teardowns can profoundly alter a neighborhood's economic and social environment. A rash of teardowns can cause property taxes to rise, driving out moderate- and fixed-income residents. Those who remain start to feel as if they've lost control of their neighborhood to developers or speculators.

For instance, a house that once might have been praised as "charming and historic" gets marketed as "an older home on an expansive lot." That's Realtor-speak for teardown. And once that happens, once the value of an older house is perceived to be less than that of the land it's built on, the house's days are likely numbered. And so, too, may be the neighborhood's.

BUT ... it doesn't have to be this way!

Communities must understand that they aren't helpless in the face of teardowns. They need to create a vision for the future of their community, including where and how to accommodate growth and change. Then they must put in place mechanisms to ensure that their vision is not compromised.

Those mechanisms can include **local historic district designation** – the enactment of a local ordinance having the power to regulate changes to a designated historic area. In addition, **conservation districts or design-review districts** can address proposed demolition and/or new construction with less administrative burden than historic districts.

Also, in areas where vacant land is scarce, builders can be given **appropriate incentives** to enlarge – not demolish – older houses in sensitive ways. In Coronado, California, for example, a new zoning ordinance gives homebuilders "bonus" square footage if they incorporate design elements that maintain the historic character of the community.

None of these is a one-size-fits-all solution, but they <u>are</u> working in communities all over the country. For instance, cities as diverse as Austin, Palo Alto, and Chevy Chase, Maryland have adopted **moratorium measures** to temporarily halt teardowns and give civic leaders time to assess their city's land-use and zoning policies.

In the Chicago area, residents and officials from more than 20 communities have formed the **Chicago Suburban Alliance**, which shares information, best practices and strategies for dealing with teardowns.

Dallas has created **Neighborhood Stabilization Overlay Zones** to allow residents to set standards for height, setbacks, front facade area, garage orientation, and total square footage for new buildings.

On the national stage, the National Trust also is playing a lead role in addressing the onslaught of teardowns. In fact, the Trust is the <u>only</u> national nonprofit organization taking proactive steps to address the teardown trend. Those steps include:

(1.) The National Trust is building the nation's first **Community Teardown Database**. To date, we have data from some 300 communities on record. Our new database will serve as a key analytic tool, enabling the National Trust to better predict other neighborhoods that are likely teardown targets. (Answers to your Teardown Target Questionnaire will be added to our database.)

(2.) The National Trust is educating and engaging national partners, from Realtors to architects and planners to neighborhood associations, alerting them to the teardown trend and the

(over please)

10/13/06

SANTA YNEZ BAND OF MISSION INDIANS

Tribal Elders Council

October 13, 2006

Christopher Williamson – Senior Planner
Planning and Environmental Services Division
305 West Third Street
Oxnard, CA 93030

RE: Oxnard General Plan 2030 Update

Dear Mr. Williamson:

Thank you for contacting the Tribal Elders Council with the Santa Ynez Band of Mission Indians in regards to the above mentioned project.

Preserving our culture is of the utmost importance to the Elders in addition to the Tribe as a whole. We are concerned for the protection of cultural and archaeological deposits within the project area. In implementing the General Plan, we ask to be kept apprised of proposed developments regarding cultural resources and potentially significant areas. We recommend that Chumash from the project area are also inclusive in your request for information.

If regulations that apply to this project do not require the presence of a Native American monitor, we ask that you consider having a monitor in place in the event cultural resources cannot be avoided. If you decide to honor our request, please contact our office.

Thank you for remembering that at one time our ancestors walked this sacred land.

Sincerely,

The Tribal Elders Governing Board

P.O. Box 365 • Santa Ynez • CA • 93460
Phone: (805) 688-8446 • Fax: (805) 693-1768 • Email: elders@santaynezchumash.org

10/6/06

TUCKER INVESTMENT GROUP, INC.

5010 PARKWAY CALABASAS, SUITE 105
CALABASAS, CA 91302
OFFICE (818)223-9499 FAX (818)223.8299
WWW.TUCKERINVESTMENTGROUP.COM

October 6, 2006

Chris William, AICP
Senior Planner
Planning and Environmental Services Division
305 West Third Street
Oxnard, CA 93030

RE: Incorporating 4751-4917 Rose Ave, Oxnard, CA into the new updated General Plan.

Chris Williams,

It was nice meeting with you to discuss the way into which we should proceed to have 4751-4917 Rose Ave. incorporated into the new updated General Plan.

We have been currently trying to lease this property for over two years and have no lease proposals. 99Cents stores were interested, yet they have yet to generate an offer. Based on the feedback we have had from retailers, we would like to have this shopping center with a zone designation of R3. We believe this designation lends itself greatly to the center.

Thank you for your help in including this into the new General Plan.

Sincerely,

Anthony Delcau,
Director of Acquisitions.

9/29/06

TUCKER INVESTMENT GROUP, INC.

5010 PARKWAY CALABASAS, SUITE 105
CALABASAS, CA 91302
OFFICE (818)223-9499 FAX (818)223.8299
WWW.TUCKERINVESTMENTGROUP.COM

September 29, 2006

Chris Williamson, AICP
Senior Planner
Planning and Environmental Services Division
305 West Third Street
Oxnard, CA 93030

RE: Incorporating 4751-4917 Rose Ave, Oxnard, CA into the new updated General Plan.

Chris Williamson,

It was nice meeting with you to discuss the way into which we should proceed to have 4751-4917 Rose Ave. incorporated into the new updated General Plan.

We have been currently trying to lease this property for over two years and have no lease proposals. 99Cents stores were interested, yet they have yet to generate an offer. Based on the feedback we have had from retailers, we would like to have this shopping center with a zone designation of R3. We believe this designation lends itself greatly to the center

Thank you for your help in including this into the new General Plan.

Sincerely,

Anthony Delcau,
Director of Acquisitions.

9/18/06

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 West 4th Street, Suite 500
Los Angeles, CA 90013

ARNOLD SCHWARZENEGGER, *Governor*

September 18, 2006

Chris Williamson
City of Oxnard
305 West Third Street
Oxnard, CA 93030

RE: City of Oxnard General Plan

Dear Mr. Williamson:

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the City be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns with respect to the Union Pacific Railroad (UPRR) right-of-way and the Ventura County Railroad (VCRR) right-of-way.

The General Plan Update (GPU) discusses the need for alternative transportation modes, improvement for passenger rail facilities and the significance of Port Hueneme and its high level of freight railroad traffic (page 10). In order to truly mitigate the impacts of future development on rail, a review of the UPRR and VCRR entire main line rail corridors must be performed to ascertain the location of future grade separations and crossing closures, based upon full build out of the city.

Once locations for grade separations have been identified, appropriate re-zoning must be carried out to preserve land needed to accommodate the footprint of the future grade separation structures, as well as land needed for "shoofly" bypass tracks during construction. Allowing development into these areas greatly increases the cost of grade separations and reduces the practicability of their construction.

For crossing closures it may be useful to incorporate these design elements into traffic circulation studies made part of the GPU process. Eliminating low volume redundant crossings may benefit the City in an overall reduction in street maintenance and in traffic circulation impacts due to the large number of Amtrak, UPRR, VCRR and Metrolink trains operating through the City. This type of proactive planning will also mitigate the mobility and at-grade highway-rail crossing delay problems mentioned in the document.

The GPU discusses the need for improved pedestrian linkages and opportunities (page 6). Also discussed is the need for additional schools for three school districts currently exceeding their capacity (page 3). Potential impacts on at-grade highway-rail crossings resulting from new schools and associated increases in pedestrian traffic must be considered and mitigated. Needed improvements include, but are not limited to: construction of sidewalks, tactile strips, active gate mechanisms to control pedestrian traffic and vandal resistant fencing to channelize pedestrians to

legal crossings. In an effort to select the most appropriate locations for new school sites, Commission staff is available for review of plans for sites under consideration and will provide written comments as to potential safety hazards at nearby at-grade highway-rail crossings and railroad right-of-way facilities, and identify needed safety improvements.

As part of the GPU, the City should make vandal-resistant fencing mandatory for any development adjacent to railroad right-of-way. Funding should be made available for in-fill fencing to seal the rail corridors and discourage pedestrian trespassing.

It is strongly recommended that as part of the GPU, the City enact a new mitigation fund for development projects adjacent to or near rail corridors. These projects should pay a fair-share amount to the mitigation fund that can be used for future grade-separations, crossing closures, in-fill fencing and improvements to existing at-grade crossings.

The above-mentioned safety improvements must be considered when approval is sought for any new development in your City. Any new development that affects the safety of existing railroad crossings should incorporate appropriate mitigation measures. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

If you have any questions in this matter, please call me at (213) 576-7083.

Very truly yours,

Jose Pereyra
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

c: Patrick Kerr, Union Pacific Railroad
Peter Jespersen, Ventura County Railroad (Rail America)
Ken Galt, Caltrans Division of Rail

From: <westpl@westplanning.com>
To: <chris.williamson@ci.oxnard.ca.us>
Date: 7/5/2006 5:00:55 PM
Subject: City of Oxnard General Plan Comment - From Website

On 2006-07-05 at 20:00:33,
The following information was submitted:
>From Host: 65.160.55.25
name = Michael Walline
address = 21900 Burbank Blvd.
address2 = Suite 114
city = Woodland Hills
state = California
zip = 91367
phone1 = 818
phone2 = 444
phone3 = 1603
email = mwalline@suncal.com
comment =
mailing_list = yes

8/31 PC SS

Chris Williamson - NOTICE - Oxnard General Plan Update meeting on June 13, beginning 5:30 pm

From: Chris Williamson
To: cbea@adelphia.net; clevin@venturacountystar.com; djdranch@aol.com; farmcoo@yahoo.com; housefarmworkers@verizon.net; mkhan@calattys.com; rita.graham@ventura.org; sherineely@juno.com; vfinan@adelphia.net
Date: 6/8/2006 3:04 PM
Subject: NOTICE - Oxnard General Plan Update meeting on June 13, beginning 5:30 pm

Dear Friends:

You have each responded either through the City's General Plan Update Internet site at http://www.westplanning.com/docs/oxnard/index.htm or by separate correspondence requesting that you be notified of events related to the update of the City of Oxnard General Plan.

I apologize for this late notice. This is our first event involving the City Council, and there were many details. I hope you were already aware of this meeting.

The Oxnard City Council and Planning Commission will hold a joint meeting to discuss the Background Report and the Alternatives Report on Tuesday, June 13, at 5:30, in the City Council Chambers, 305 W. Third Street, Oxnard City Hall.

Both of these documents are available for download on the Internet site listed above, and to review at the Oxnard Library. We also have CD's available in the Planning Dept's office, 305 West Street, 2nd Floor. The Background Report copying costs are considerable, so we have CD's available from which you can make your own paper copy.

If you have any further questions, please feel free to call or write me.

Christopher Williamson,
Senior Planner
805-385-8156

Chris Williamson, AICP
Senior Planner, City of Oxnard
805-385-8156
FAX 385-7417
chris.williamson@ci.oxnard.ca.us

From: <westpl@westplanning.com>
To: <chris.williamson@ci.oxnard.ca.us>
Date: 6/8/2006 10:44:53 AM
Subject: City of Oxnard General Plan Comment - From Website

5/31 PC SS

On 2006-06-08 at 13:40:01,
The following information was submitted:
>From Host: 69.225.209.254
name = Craig K. Beam
address = 204 West Oak Street
address2 =
city = Ojai
state = California
zip = 93023
phone1 =
phone2 =
phone3 =
email = cbea@adelphia.net ✓
comment =
mailing_list = yes

From: <westpl@westplanning.com>
To: <chris.williamson@ci.oxnard.ca.us>
Date: 6/8/2006 9:12:25 AM
Subject: City of Oxnard General Plan Comment - From Website

On 2006-06-08 at 12:05:34,
The following information was submitted:
>From Host: 64.170.175.10
name = Jeffrey Littell
address = Sakioka Farms
address2 = 3183-A Airway Avenue, Suite 2
city = Costa Mesa
state = California
zip = 92626
phone1 = 714
phone2 = 434
phone3 = 9318
email = farmcoo@yahoo.com
comment = Please add me to your mailing list. Thank you.
mailing_list = yes

8/31 PC SS

From: <westpl@westplanning.com>
To: <chris.williamson@ci.oxnard.ca.us>
Date: 3/22/2006 3:06:21 PM
Subject: City of Oxnard General Plan Comment - From Website

On 2006-03-22 at 18:02:42,
The following information was submitted:
>From Host: 68.66.204.106
name = Vickie Finan
address = PMB 352
address2 = 3844 W. Channel Islands Blvd.
city = Oxnard
state = CA
zip = 93035
phone1 = 805
phone2 = 985
phone3 = 4655
email = vfinan@adelphia.net
comment = Please include me The Beacon Foundation for GP update and or LCP updates Thanks in advance
mailing_list = yes

8/31 PC SS

From: <westpl@westplanning.com>
To: <chris.williamson@ci.oxnard.ca.us>
Date: 6/5/2006 12:13:04 PM
Subject: City of Oxnard General Plan Comment - From Website

On 2006-06-05 at 15:08:45,
The following information was submitted:
>From Host: 71.104.195.213
name = Sheri Neely
address = 126 S. F St
address2 = 126 S. F Street
city = Oxnard
state = CA
zip = 93030
phone1 = 805
phone2 = 486
phone3 = 2121
email = sherineely@juno.com
comment = Thank you
mailing_list = yes

5/31 PC 53

From: "Rita Graham" <Rita.Graham@ventura.org>
To: <bburrow@ci.camarillo.ca.us>, <kmcsweeney@ci.fillmore.ca.us>, <bhogan@ci.moorpark.ca.us>, <jkersnar@ci.ojai.ca.us>, <matthew.winnegar@ci.oxnard.ca.us>, <gbrown@ci.port-hueneme.ca.us>, <jminsk@ci.santa-paula.ca.us>, <nhernandez@ci.ventura.ca.us>, <aboughey@simivalley.org>, <m.miller@toaks.org>
Date: 5/10/2006 9:39:04 AM
Subject: Interested Party List for Housing Element

Ladies and Gentlemen:

Please add the following organization to your Interested Parties list for notices concerning General Plan Housing Element updates:

House Farm Workers!
P.O. Box 6432
Oxnard, CA 93030
Telephone (805) 486-9665
Fax: (805) 487-1409
Email: housefarmworkers@verizon.net

8/31 | PC SS

This request has been made through a representative of the Ag Futures Alliance on behalf of House Farm Workers!

Thank you.

Rita Graham
Ventura County Agricultural Commissioner's Office
(805) 933-8415
rita.graham@ventura.org

CC: "Susan Johnson" <Susan.Johnson@ventura.org>, <housefarmworkers@verizon.net>

David J. Donlon
Post Office Box 839
Somis, California 93066
Telephone: 805-386-8003 E-mail: djdranch@aol.com Facsimile: 805-386-3361

December 19, 2005

Mr. Matthew Winegar
Development Services Director
City of Oxnard
305 West Third Street
East Wing, Second Floor
Oxnard, CA 93030

Dear Matt:

Per our phone conversation earlier this week, on behalf of the JPD Partnership, the owner of the property adjacent to the City of Oxnard on the south west corner of Wooley Rd. and Rose Ave., I would like to state our interest in working with the City on the future development of this site into affordable housing and possibly farm worker housing. As you know, it is approximately 48 acres and is currently outside of, but immediately adjacent to, the city boundaries.

Please consider the possibility of this proposal as you work on the update of the City of Oxnard General Plan.

Don't hesitate to contact me if you have any questions or would like to discuss this further.

Sincerely,

David J. Donlon
JPD Partnership

8/31 PC 55

SCHRÖEDER COMIS NELSON & KAHN LLP

ATTORNEYS AT LAW

Stuart A. Comis
Mitchel B. Kahn
Mark A. Nelson*
Mary E. Schröeder
Robert W. Schröeder
Anson M. Whitfield

* Certified Specialist Family Law
California State Bar Board of Legal Specialization

300 Esplanade Drive
Suite 1170
Oxnard, CA 93036-0238
805.604.4100 (Tel)
805.604.4150 (Fax)
www.calattys.com

April 12, 2006

5090-1

Mr. Chris Williamson
Associate Planner
City of Oxnard
305 West Third Street
Oxnard, California 93030

8/31 | PC SS

Re: General Plan Update - Maulhardt Farms

Dear Mr. Williamson:

This law firm represents the Maulhardt family, owners of the property at 1853 Camino Del Sol, Oxnard, California, consisting of approximately 107 acres. The owners of the property want to make certain that their input on the proposed General Plan update is fully considered. The current General Plan designation for the property is Residential Low 3-7DU along with a small commercial node at the southwest corner of the site adjacent to North Rose Avenue.

Given the current extent of build-out within the City boundaries and the voter-approved limitations on expanding those boundaries, the Maulhardt family's property becomes one of the last properties within the current City limits to accommodate any continued growth. Therefore, it is extremely probable that the current General Plan designation for the property will be inappropriate at such time as a development proposal may come forward.

Because the owners presently do not have a precise development plan in mind for the property, it may be premature to propose specific designations or a specific planning pattern for the eventual development of the property. However, it is clear that the current General Plan designation does not and cannot reflect the actual need of the community for an appropriate development on the site within the time frame of the General Plan.

The purpose of this letter is to express the owners' continuing interest in the General Plan update process and their desire to be included and considered in any decisions or recommendations concerning their property. Therefore, I would ask for notice of any upcoming meetings,

mkahn@calattys.com ✓

workshops, and the public release of any documents that may relate in any way to the property and any proposed or considered changes in the General Plan designations for the property.

Thank you for your time and attention to this request. If I can be of any information or assistance to you, please feel free to communicate with me at any time.

Very truly,

MITCHEL B. KAHN

MBK:rh
cc: Mr. Richard Maulhardt
Mr. Matthew Winegar
Mrs. Sue Martin

6/20/06

OCEAN VIEW SCHOOL DISTRICT
Est. 1870
Quality Education for Student Success
4200 OLDS ROAD, OXNARD, CALIFORNIA 93033
(805) 488-4441 FAX (805) 986-6797

Chris Williamson, AICP
Associate Planner
Planning and Environmental Services Division
305 West Third Street
Oxnard, CA 93030

June 20, 2006

Dear Mr. Williamson,

Ocean View School District ("District") has reviewed elements of the Oxnard General Plan Update for the 2030 General Plan for the City of Oxnard that deal with the provision of adequate school facilities to meet the needs of additional residential development. Based on that review, the District would like to provide comments for the City's consideration.

As you may know, Senate Bill ("SB") 50, which was enacted in 1998, suspended the Mira-Hart-Murrieta trilogy of court cases. With the suspension of the Mira-Hart-Murrieta decisions, the role of school districts in the local land approval process has been severely diminished. The Mira-Hart-Murrieta decisions gave school districts the ability to use the California Environmental Quality Act ("CEQA") process to require developers to fully mitigate the impact additional residential construction would have on school facilities. Without an agreement from developers to fully mitigate their impacts on school facilities, a school district could prevent the approval of a development project by a city or county.

Under SB 50, school districts cannot use the CEQA process to block the approval of new development by citing an unmitigated impact on school facilities. Instead, school districts are given the ability, if they meet certain requirements, to collect alternate school facility fees ("Alternate Fees"). While the Alternative Fees are above what a school district can collect in Statutory Fees, they are below the actual amount needed to mitigate the impact residential development has on school facilities. Specifically, Alternative Fees and the matching State funds that school districts receive for new construction only account for approximately 50 percent of the true costs of constructing school facilities.

While SB 50 does place limits on the ability of school districts to require developers to mitigate their school facilities impacts, we believe the District and the City of Oxnard ("City") should work together to identify proper and adequate school sites and ensure funding is available to construct additional school facilities. Otherwise, additional residential development and the resulting increases in student enrollment could produce significant negative impacts to the District and the City. By not having adequate school facilities and proper school sites, there would be additional noise, traffic, and pollution due to the District busing students or parents transporting their children to schools our of their immediate area as opposed to having neighborhood schools for all students. Therefore, it is to the mutual benefit of the District and the City to work in a collaborative effort to ensure the provision of adequate school facilities and future school sitings necessary to meet the increases in student enrollment associated with new residential development.

I look forward to working together in the planning process for the 2030 General Plan for the City of Oxnard.

Sincerely,

Nancy J. Carroll, Ph.D.
Superintendent
Ocean View School District

cc. Susan L. Martin, AICP, City of Oxnard
Dr. Craig Helmstedter, Associate Superintendent, Ocean View School District

June 14, 2006

Mayor, Mayor Pro Tem, City Council Members
Oxnard City Council
305 East Third Street
Oxnard, CA 93030

Dear Mayor Holden:

The Oxnard City Council passed a resolution against the LNG project proposed to be built off the coast of Oxnard with the pipeline coming ashore at Ormond Beach. The residents of Oxnard, local environmental groups, school district and PTA have all joined the City Council in opposing BHP Billiton's proposal.

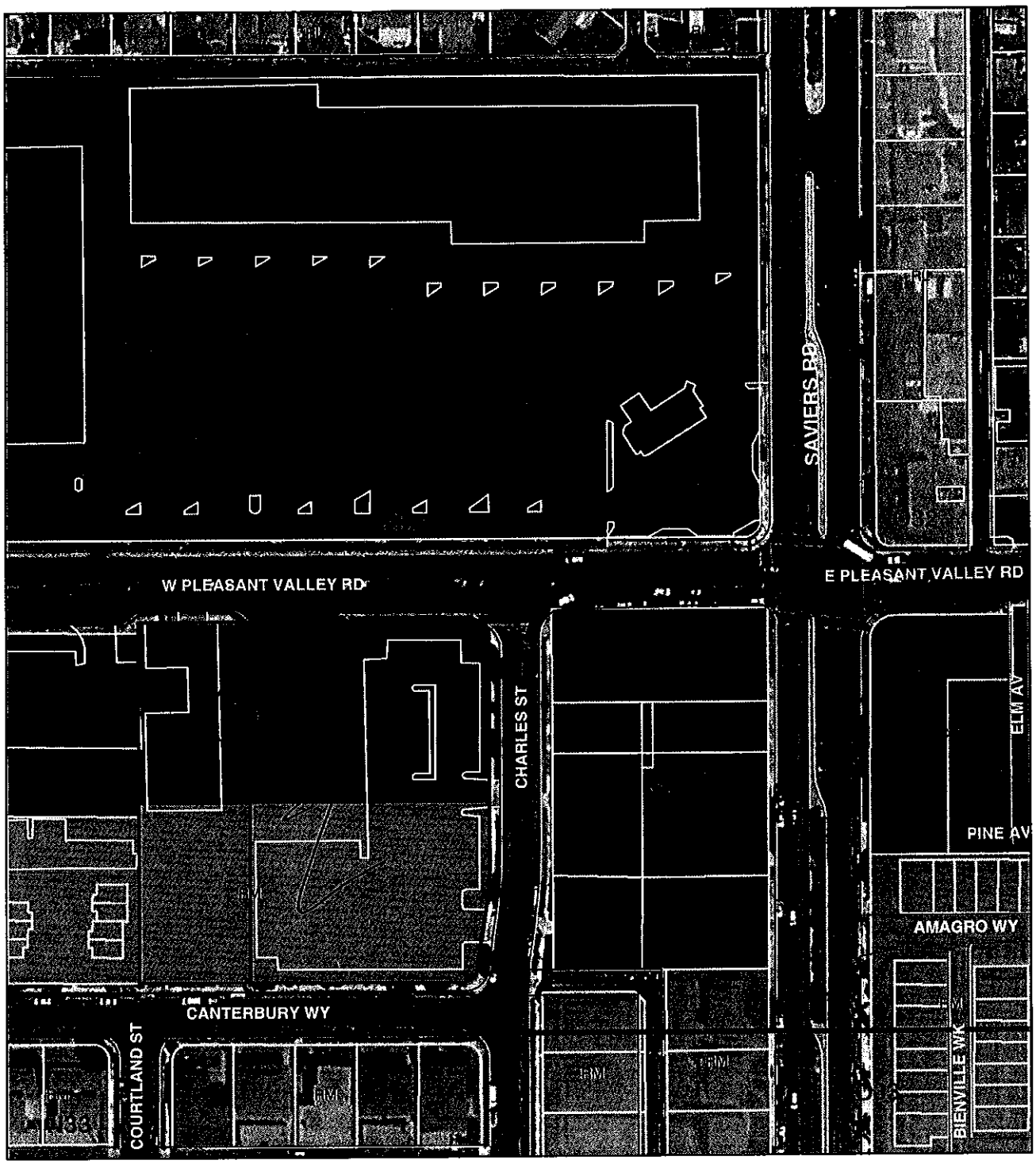
With the residents of Oxnard and the City Council united in their opposition to the LNG proposal, we find it puzzling that in the new 2030 General Plan there is provision for "offshore energy support" in the Ormond Beach areas that are shown in the General Plan as having a "Port related overlay". This "off shore energy support" area thus matches geographically with the area where BHP Billiton has proposed to build its on shore facility and put its new pipeline.

Why is the City of Oxnard providing a legal area for this project when the City Council is on record as opposing this project and bemoaning the lack of control the city has over the project and its onshore facilities?

We ask that the "offshore energy support" be deleted from the 2030 General Plan. We further request a meeting with City Council and staff to discuss the problems we see with this matter.

Sincerely,

Shirley Godwin
Saviers Road Design Team



to Chris:

232 & adjacent parcel to west (W Pleasant Valley Rd)
GP = CG & RM Split; fix in GP update

Vitory Outreach of Oxnard

5/8/07

5/8/07 CC STUDY SESSION

Matt presentation

TH - revisit secure detention basins open for recreation
M - child care - change zoning to allow childcare use
H - "Green print" ~~Heaven~~!
~~H~~ - can we change school design? enrollments
TH - affordable housing bond # tied to transit
TH - better term for 'work-force housing'
Z - traffic is biggest complaint
TH - some areas are better with traffic
Vineyard needs ~~is~~ sig improvement

Council Discussion

Z - map atlas is great

Public Comment

Stein - minimum 10 pt font
- use color copies
- what are the 100 intersections
- ag land retained? buy as open space

#2 - Vineyard Ave crowded
- projects on Vineyard - Riverpark, old Home Depot, Jones

Roger - Rose / Auto Center intersection - help?
- water supplies
- sea level rise
- earthquake?
- 101 - full

Jerry – no port overlay on 38-acres

B. Tobey – traffic
- car imports - cold starts

S. Godwin – industrial South of PH Road
- birds in wetlands on ag land/grasslands.
- 'wetlands squeeze' - need to go inland - easements

Rafeals – letter NOP / child care

Tracey – mixed use/village - aging pop - walkability
- energy savings
- using bicycle paths -

Burt – update GP more often
- quality of life - color maps
- traffic levels
- air quality still an issue
- ~~drainage~~ ?

set APCD into process

M – comment on drainage - clarify

~~TH – drainage is much better~~

Z – we do have traffic

H – too many cars - traffic

Z – transit

Pat – no color copier at Library
- need more connectivity - go through town
- mixed use/village - should be BLD. - walk

Nancy – MAC here
- Jones R + Riverpark impact on El Rio
- Port is producing pollution
- no port overlay

Godwin – EIR – can't release before Plan
– take out LNG, update Coastal LUP

Z • look at Coastal Plan
F – why Alt B?
– goes over growth
– density? need to use higher assumption?
– look into a better h/hd size estimate?
– traffic – 10+2 K units coming – therefore traffic
– emphasize the connection
H – resources to fix come from development
= disagrees with changing h/hld size
TH – balancing act between growth x etc.
– new development will help improve in older areas!
focus on housing our residents
M – proceed as proposed
– consider traffic
Z ~~M~~ traffic!
F – slow down
TH – if we continue to build market rate hsg = hi cost!
"we can't rely on market rate
housing to lower prices"

– get the VL + L income hshds unduplicated.

5/15/07

Q & A

F Q when traffic model ready?
M ② Jones Ranch
S ③ specific Plans changing to match – more flexible
S ④ traffic – more ~~predictive~~ SCAT working with us.
S ⑤ TDM agencies..
S ⑥ express bus?
P ⑦ need to see traffic?
D ⑧ truck traffic
O ⑨ pre 7AM delivery or 3-6PM
D ⑩ traffic circles are OK.
D ⑪ better graphics.
O ⑫ plan for 285,000 population
O ⑬ tree-lined boulevard

Anthony Delco – Tucker –
- 2 shopping centers request for

Nancy –
- more infill + refill
- need traffic info ASAP

Larry Stein
- Harbor overlay should be excluded
- removal of Oxnard airport
- Jones Ranch price controls
- 2030 comments be added to 2020
- Harbor Blvd – widened or SC River
- says there is a traffic report
  - schools – only fees.

-Pat Brown - truck traffic in downtown - turn-arounds

-Bill Terry -

-Larry Godwin ← port overlay go away
power plant str. p go away
MWD site desal site.

- Shirley Godwin -
  - industrial a PH Road
  - Sakioka - 900 homes?
  - Who are we building for?
  - College Park shopping center tied to Southshore
  - both powerplants being non-critical to grid.

Chan Hastert - airports
- check with us.

Sylvia - Hemlock/Victoria Project → offices.
- do not make change now
- who are the consultants?
- more citizen input?

(N)
(E)

(D) 45-day review?
(S) harbor review... (C.I.)

5/15/07 Jones Ranch pre-app 5/15/07

Ed Sotelo — Prop 1C funding opportunities.
— Lynn Jacobs cites Jones Property potential $850M (subcategories, too)

TH — high need for workforce/aff. housing

Pat Brown — too far out of town/distance from conveniences, etc.
small size is concern.

Joseph O'Neil — Chair of Oxnard SOAR/20 acres intended to be small increments contiguous to City boundaries.
— Should be taken to the voters.

Tricia Monroe — "Stop Out" Development/not an "infill" development.
— inconsistent with SOAR ordinance
— need to consider Vineyard traffic at 3pm for farmworkers (not 5pm)
— low income projects need to be spread out, not concentrated.
— stop allowing in-lieu fees/build the homes.
— Density too high

Nancy Pederson — fix what we have/So. Oxnard, River Park, etc.
— don't pave over strawberry fields.

Bert Perello — firefighters, nurses, teachers
but what about butcher, baker, candlestick maker.
— Montgomery Rd. connection thru Spreading Grounds is ridiculous (should've been Central)
— 600 SF homes = another barrio or slum.

Saul Medina — Rose & Auto Ctr. Drive, Rose & Central, Rose & 118 traffic issues. → need to be studied.
— Spreading Grounds are odorous.
— Jobs/empl. ratio to be considered (cites GP)
(bring jobs 1st, then homes)

Larry Stein — school location adjacent to agric. lands (was problem w/ Juan Soria School)
- Prop 1C funds is statewide.
- Density too high
- Why should we help alleviate RHNA #s for other jurisdictions.

Barbara Macin-Ortiz — Need to focus on future generations who have roots here.
- Need ways to perpetuate our community (traffic is not the biggest issue)

Lupe ——— — Pending housing is issue that needs creative thinking.
- Promising project

Spreading Grounds H_2O is diverted from S.C. River / potable H_2O

AH = +

JZ = +

DM = +

TF = need to honor SOAR w/ voter approval

TH = +

end 11:20

COPIES TO COUNCIL 6/20/06 cc: Council

JUN 20 2006 7417 cc: Planning

June 19, 2006

Mayor, Mayor Pro Tem, City Council members
305 West 3rd Street
Oxnard, CA 93030

Dear Mayor Holden and Members:

In re: City of Oxnard General Plan Background Report of June 2006

The residents of Oxnard, school districts, PTAs, numerous local environmental groups and Saviers Road Design team have joined you in opposing the LNG projects proposed for off our coast. The section of this document pertaining to LNG (page 4-85 et seq) contains numerous misstatements. For example: "This pipeline would be buried as it approaches shore north of the Ormond Beach generating Station where it would connect to Southern California Gas Company pipeline." There is no existing pipeline to take this gas to the existing pipeline. A new very large pipeline will have to be built to connect the new offshore pipeline to the pipeline in Somis.

"No extensive on-shore facilities are proposed and the off-shore facilities would only be visible from elevated locations on-shore." Apparently the person who was paid tax dollars to do this report has a very different view of what constitutes "extensive on-shore facilities" and does not appear to be aware of just how visible this facility will be. The same incorrect information about "existing pipelines" is repeated in the paragraph about Clearwater Port. The proposed operational date for this project is given as early 2007. This project has only just completed the first application.

The section about LNG sounds like it was written by the LNG applicants who have repeatedly stated the same incorrect information about existing pipelines.

Our tax dollars paid for this report. It is not too much to expect it to be based on correct information. It should also reflect the land uses supported by the Oxnard City Council and Oxnard residents. It should not be a public relations vehicle for LNG proposals.

We need to meet with you at your earliest convenience to discuss this document and the many problems we see with it.

Sincerely,

Saviers Road Design Team

5/22

From: "Rick Rust" <rick_rust@matrixdesigngroup.com>
To: <Chris.Williamson@ci.oxnard.ca.us>
Date: 5/22/2007 8:25:00 AM
Subject: FW: City of Oxnard General Plan Comment - From Website

The following comment was received from the General Plan website.

Chris, please respond as appropriate.

NOTE: New address and phone/fax
Richard Rust, AICP
Matrix Design Group
6375 Auburn Blvd., Suite B
Citrus Heights, CA 95621
916.728.9350 Tel.
916.728.9352 Fax
916.425.4023 Cell

-----Original Message-----
From:
Sent: Friday, May 18, 2007 11:20 AM
To: Rick Rust
Subject: City of Oxnard General Plan Comment - From Website

On 2007-05-18 at 14:19:33,
The following information was submitted:
>From Host: 207.200.116.71
name = Lawrence Stein
address = 1965 Falkner Place East
address2 =
city = Oxnard
state = CA
zip = 93033
phone1 = 805
phone2 = 486
phone3 = 7179
email = OxnardActivist@aol.com
comment = The plan does not include the conversion of Oxnard Airport to residential and commercial development. There have been numerous proposals to move the airport to the Naval Air Station - Ventura County - formerly know at Pt Mugu Naval Air Station.

The proposal of the jones ranch project as farm worker housing does not consider the economic truth that construction costs are about $200 per square foot and will not likely be going down. a 1,200 sq foot unit will still cost $240,000 plus land costs. The proposal dose not include deed trust rerstrictions that would prevent a straw buyer from flipping the property. 600 and 900 square foot units are too small for families. In Southwinds Neighborhood, an area of high population density, 10 to 12 people live in 2 and 3 bedroom apartments, adding to the traffic problems in South Oxnard. High density housing in this part of Oxnard would create similiar conditions.

The traffic model has not been released and is likely to be released after the 45 day comment period has expired. The public is unable to

comment on this model even though staff has said in several public meeting the model is complete. Please extend the comment periuod to 45 days after the traffic model and the associated report has been released to the public, not just to staff and legislative bodies.

A componet of the traffic model should include the behavioral patterns of three distict groups: Saturday sport traffic, farm workers and trucks. Previous traffic models have only considered traffic Monday thru Friday. On Saturdays, many parents are sdriving their chilsdren to sports activities all day long. Other traffic is generated as people shop, in particular hardware stores, grocery stores and shopping malls. Many of the retail operations are located in North Oxnard. Major sport complexex are in the design stages will will likely be com,pleted in the next 10 years. The traffic models should consider the Saturday activities at Sports Park, Campus Park and College Park and a possible fourth park North of the 101 freeway.Farm workers have a tendence to be in the fields early and leave the field in the afternoon (3:00 PM) Previous traffic models do not consider the impact on traffic at 5:30 AM or 3:00 PM. The traffic model needs to consider the impact truck traffic has on the moring and afternoon commutes. Trtuck routes should be designed to have specially delevery times during pre commuting hours and post communting hours; i.e. commercial truck should only be allowed on key arterial roads (Rice, Del Norte, Hueneme, Wolley (no further West than Commercial) and 5th St (No further West than Mountain View.
mailing_list = yes

.

CC: <Matthew.Winegar@ci.oxnard.ca.us>, "Celeste Werner" <celeste_werner@matrixdesigngroup.com>, "Molly Bosley" <molly_bosley@matrixdesigngroup.com>

5/15/07

From: "Rick Rust" <rick_rust@matrixdesigngroup.com>
To: <Chris.Williamson@ci.oxnard.ca.us>
Date: 5/15/2007 7:18:34 AM
Subject: FW: City of Oxnard General Plan Comment - From Website

The following is a comment from the General Plan website. Please respond as appropriate.

NOTE: New address and phone/fax
Richard Rust, AICP
Matrix Design Group
6375 Auburn Blvd., Suite B
Citrus Heights, CA 95621
916.728.9350 Tel.
916.728.9352 Fax
916.425.4023 Cell

-----Original Message-----
From:
Sent: Tuesday, May 15, 2007 2:33 AM
To: Rick Rust
Subject: City of Oxnard General Plan Comment - From Website

On 2007-05-15 at 05:32:33,
The following information was submitted:
>From Host: 207.200.116.71
name = Larry P Stein
address = 1651 S Rose Ave
address2 =
city = Oxnard
state = CA
zip = 93033
phone1 = 805
phone2 = 487
phone3 = 0017
email = lps00713@yahoo.com
comment = Several traafic intersections along Gonzales Blvd were not included in the study despite significant traffic impacts. These intersections include Oxnard Blvd and Gonzales and Rose and Gonzales.

The beach area adjecent to Harbor Blvd will be seeing a large increase in traffic since several thousand residential units are planned in the area. Plans for traffic should include the impacts due to the narrow bridges. The bridges on Harbor Blvd over the Santa Clara river, Fifth Street over the Edision Canal and Wooley over the Edision Canal will need to be widen to handle the increased traffic.
mailing_list = yes

.

CC: "Celeste Werner" <celeste_werner@matrixdesigngroup.com>, "Molly Bosley" <molly_bosley@matrixdesigngroup.com>, <Matthew.Winegar@ci.oxnard.ca.us>

5/15/07

From: "Rick Rust" <rick_rust@matrixdesigngroup.com>
To: <Chris.Williamson@ci.oxnard.ca.us>
Date: 5/15/2007 7:19:29 AM
Subject: FW: City of Oxnard General Plan Comment - From Website

The following is a comment from the General Plan website. Please respond as appropriate.

NOTE: New address and phone/fax
Richard Rust, AICP
Matrix Design Group
6375 Auburn Blvd., Suite B
Citrus Heights, CA 95621
916.728.9350 Tel.
916.728.9352 Fax
916.425.4023 Cell

-----Original Message-----
From:
Sent: Tuesday, May 15, 2007 2:13 AM
To: Rick Rust
Subject: City of Oxnard General Plan Comment - From Website

On 2007-05-15 at 05:12:59,
The following information was submitted:
>From Host: 207.200.116.71
name = Lawrence P Stein
address = PO Box 7086
address2 =
city = Oxnard
state = CA
zip = 93031
phone1 = 805
phone2 = 486
phone3 = 6799
email = lps00713@aol.com
comment = Parcels outside of the city's sphere of influence should not be included in the 2020 MAster Plan update. Other options in the 2020 MAster Plan update should include the exclusion of the Harbor District overlay.
Traffic circulatory systems should include options that contain local mass transit systems - local light rail, segway type systems i.e. intergrated paths for moped or powered bicycles.
Requirments for parking in retail establishments should be expaned due to rising populations.

Plans should include options of developing the Oxnard Airport for commercial and residential sites.

Sites for senior housing should be identified.

The housing element should include multi families living in single units.
mailing_list = yes

5/14

From: "Rick Rust" <rick_rust@matrixdesigngroup.com>
To: <Chris.Williamson@ci.oxnard.ca.us>
Date: 5/15/2007 7:19:58 AM
Subject: FW: City of Oxnard General Plan Comment - From Website

The following is a comment from the General Plan website. Please respond as appropriate.

NOTE: New address and phone/fax
Richard Rust, AICP
Matrix Design Group
6375 Auburn Blvd., Suite B
Citrus Heights, CA 95621
916.728.9350 Tel.
916.728.9352 Fax
916.425.4023 Cell

-----Original Message-----
From:
Sent: Monday, May 14, 2007 9:08 AM
To: Rick Rust
Subject: City of Oxnard General Plan Comment - From Website

On 2007-05-14 at 12:07:36,
The following information was submitted:
>From Host: 64.12.116.203
name = Larry Stein
address = 1965 Falkner Place - East
address2 = 2020 GTeneral Plan Update
city = Oxnard
state = CA
zip = 93030
phone1 = 805
phone2 = 486
phone3 = 7179
email = OxnardActivist@aol.com
comment = With the development that has taken place in the last 15 years, the infrastructure has not been developed at the same rate of growth. We current have traffic intersections that are operating at level of service that are less than acceptable. Public Safety response times are at level less than acceptable (response time of 6 minutes or less occurs less than 70% of the time). There is inadequate park land for the population (less than 4 acres per thousand). The neighborhood streets are crumbling, many alleyways have been reduced to gravel and sand, arterial roadways show signs of wear and tear after 5 years of use.

I suggest that as part of the 2020 general plan update, I suggest that all projects involving other than a single housing unit identify the economic cost to the infrastructure, significant or otherwise, of that project. The cost of mitigation should be identified. The funding source of the mitigation should be identify. The time table to implement the mitigation should be identify. Fines need to be imposed if the mitigations are not implemented timely. City department heads should provide a weekly status report to the city council identifying the

implementation schedule of each mitigation.

Funding sources need to be identify to correct the current short falls in the current infrastructure.
How much additional funding is needed to build the regional parks: College Park, Sports Park and Campus Park? What will be the sources of funding?

A public aquatic center was closed when the Old Oxnard High School at 5th St. was closed. Under what conditions will a new public aquatic center be built and where?

With the rising cost of construction material, what funding sources have been identified for street, arterial road and alleyway repairs?

Where will the parkland come from to erase the current parkland deficit?

What are the 100 intersections identified in the trasffic model. What are the current levels of service at the these intersections on weekend? What are the expected levels of service at these intersection if no mitigations take place? What is the planned mitigation for each of these intersections based upon projects currently approved or in any phase of development including pre application as of 5/31/2007? What is the expected cost to mitigate each intersection? What is the funding source for each mitigation?
mailing_list = yes

.

CC: <Matthew.Winegar@ci.oxnard.ca.us>, "Celeste Werner" <celeste_werner@matrixdesigngroup.com>, "Molly Bosley" <molly_bosley@matrixdesigngroup.com>

5/10

SCHRÖEDER COMIS NELSON & KAHN LLP

ATTORNEYS AT LAW

Stuart A. Comis
Mitchel B. Kahn
Mark A. Nelson*
Robert W. Schröeder
Anson M. Whitfield

* Certified Specialist Family Law
California State Bar Board of Legal Specialization

300 Esplanade Drive
Suite 1170
Oxnard, CA 93036-0238
805.604.4400 (Tel)
805.604.4150 (Fax)
www.calattys.com

May 10, 2007

5090-1

Planning Commission
City of Oxnard
305 West Third Street
Oxnard, California 93030

Re: 2020 General Plan Update and Notice of Preparation of EIR

Members of the Planning Commission:

This law firm represents the Maulhardt family, owners of the property at 1853 Camino del Sol, consisting of approximately 107 acres on the east side of Rose Avenue. In April, 2006, we wrote to the City of Oxnard staff to express our continuing interest in the pending General Plan Update. Since that time, the City staff has kept us informed of dates, times and events, for which we are most appreciative. Two of those key dates are the May 8, 2007 workshop and your May 17, 2007 Planning Commission meeting, on the subject of developing a substantive proposal, including alternative proposals, for the Update in order to define the scope of the required Environmental Impact Report.

The Maulhardt property is shown in the current General Plan and the current Northeast Community Specific Plan as low density for the majority of the acreage and commercial in the southwest corner of the property. The surrounding mix of uses and units do not any longer justify the low density designation for the site. Neighboring or nearby areas include a mix of units from high to medium to low residential densities. The Maulhardts believe a mix of densities that can provide housing opportunities for a range of family incomes would be more appropriate on their property in the future.

Inasmuch as a mix of housing types cannot be accommodated under the current General Plan and Specific Plan, the family requests that the Planning Commission consider a medium density land use designation for the entire acreage, except for the designated commercial area in the southwest corner, to encourage the development of approximately 1600 residential units and with a mix of unit types. If you agree, then the scope of the EIR should also include that information in the project description or as an alternative use of the property. We understand from the City staff that the current traffic analysis of the area assumes the existence of the current low

density designation on the property. The family is willing to consider providing an updated analysis of the traffic in the vicinity to be included in the upcoming EIR based upon this request.

Thank you for considering this request. If I can provide any further information or clarification, please feel free to call on me.

Very truly,

MITCHEL B. KAHN

MBK:ea

cc: Mr. Richard Maulhardt, Jr.
Mr. Matthew Winegar
Dr. Chris Williamson

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division

Kimberly L. Rodriguez
Director

May 7, 2007

Post-it® Fax Note 7671	Date 5/7/07	# of pages ▸ 8
To C. Williamson	From C. Anthony	
Co./Dept.	Co	
Phone #	Phone #	
Fax # 385-7417	Fax #	

Chris Williamson
City of Oxnard Development Services Dept.
Planning Division
305 W. Third Street
Oxnard, CA 93030

FAX #: 385-7417

Subject: 2020 General Plan Update for the City of Oxnard—NOP of EIR

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Chuck Anthony, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Chuck Anthony at (805) 654-3683.

Sincerely,

for Kim Rodriguez
County Planning Director

G:\Planning Division\Outside Environmental Documents\Response Letters

Attachment

County RMA Reference Number 07-017

Office of
AGRICULTURAL COMMISSIONER
P.O. Box 889, Santa Paula, CA 93061
815 East Santa Barbara Street
Telephone: (805) 933-3165
(805) 647-5931
FAX: (805) 525-8922

Agricultural Commissioner
W. Earl McPhail

Chief Deputy
Susan Johnson

April 19, 2007

Chris Williamson
City of Oxnard
Planning Division
305 W. Third Street
Oxnard, CA 93030

Subject: Notice of Preparation for EIR; City of Oxnard 2020 General Plan Update; RMA Ref # 07-017

Dear Mr. Williamson:

Thank you for the opportunity to comment on the Notice of Preparation for the above project. The comment deadline is May 4, 2007.

The project description is: A comprehensive update to the City's existing General Plan. Preparation of the EIR and General Plan will be conducted concurrently in order to develop a self-mitigating General Plan. The EIR is expected to be completed in the summer of 2007 and will provide an assessment of the updated General Plan, an updated citywide traffic model, and potential expansion of the City's existing Sphere of Influence (SOI).

Project goals include "Minimize the loss of agricultural land" and "Consider the expiration of the Save Open Spaces and Agriculture/City Urban Restriction Boundaries (CURB) in 2020."

Comments related to Agricultural Resources:

The area of review of the Ventura County Agricultural Commissioner is set forth in the Ventura County Initial Study Assessment Guidelines, viewable at: www.ventura.org/planning.

Section 7 of the Guidelines lists the following subtopics: Loss of agricultural soils, agricultural water, air quality and microclimates, agricultural pests and diseases, and land use incompatibility. Threshold criteria and methodologies for analysis are set forth in the Guidelines.

With respect to Section 7(a) Agricultural Resources - Soils, the Ventura County Agricultural Commissioner does not comment on the conversion of agricultural soils within city limits, Spheres of Influence or CURB areas. This office considers farmland in those areas to be in transition to urban uses. However, representatives of the agricultural industry in Ventura County such as the Farm Bureau, Ventura County Agriculture Association and other organizations may wish to comment on the economic impacts of conversion of farmland within the cities' control.

For purposes of review by the Agricultural Commissioner's Office, the Initial Study should state the number of acres of farmland in the county jurisdiction that will be converted during build out of the proposed General Plan. Please indicate the acreage that is not currently in the city limits, Sphere of Influence or CURB area of the City of Oxnard.

With respect to Section 7(e) Agricultural Resources - Land Use Incompatibility, on July 19, 2006, the Ventura County Agricultural Policy Advisory Committee (APAC) adopted the Agricultural/Urban Buffer Policy. The document is viewable at: www.ventura.org/agcommissioner. The Buffer Policy provides standards for extended setbacks and vegetative buffers between existing farmland that is not in transition to urban uses and new urban or other human-intensive non-farming uses, for example, at the interface between county farmland that will remain in crop production and new residential, industrial or commercial development in the city.

While the jurisdiction of county decision-makers is limited to the unincorporated area, some cities have requested APAC review and recommendations concerning appropriate setbacks or buffers where city development will occur adjacent to farmland in the unincorporated area. The APAC Agricultural/Urban Buffer Policy is intended to promote awareness by local cities of accepted planning standards for new development next to existing farmland. For city projects that are forwarded only to the Ventura County Agricultural Commissioner's Office for comment, the provisions of the Ventura County Initial Study Assessment Guidelines and APAC Agricultural/Urban Buffer Policy provide the framework and basis for our comments.

For purposes of review by the Agricultural Commissioner, the Initial Study should describe the proposed setbacks and buffering components for the new areas of interface between county farmland and city development proposed in the new General

Plan land use map.

Thank you.

Sincerely,

Rita Graham
Agricultural Land Use Planner
(805) 933-8415
rita.graham@ventura.org

cc: Chuck Anthony, Ventura County Planning

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: April 26, 2007

TO: Resource Management Agency, Planning Division
Attention: Chuck Anthony

FROM: Nazir Lalani, Deputy Director NL

SUBJECT: Review of Document 07-017
Notice of Preparation (NOP) of Environmental Impact Report (EIR)
2020 General Plan Update for City of Oxnard
Applicant/Lead Agency: **City of Oxnard**

The Public Works Agency -- Transportation Department has reviewed the NOP of EIR for the City of Oxnard.

The NOP does not specifically identify any roadways or intersections in the Ventura County unincorporated areas. The EIR should address impacts to County Roads.

We would like to receive the draft final EIR when it becomes available.

Our review is limited to the impacts this project may have on Ventura County's Regional Road Network.

Please call me at 654-2080 if you have questions.

F:\transpor\LanDev\Non_County\07-017-OXP.doc

MAY 0 2 2007

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Chuck Anthony, Planning DATE: April 30, 2007

FROM: Alicia Stratton AS

SUBJECT: Request for Review of Notice of Preparation of an Environmental Impact Report (EIR) for the 2020 General Plan Update, City of Oxnard (Reference No. 07-017)

Air Pollution Control District staff has reviewed the subject project, which is a proposal for a comprehensive update to the City's existing General Plan. General plan themes for the update are: minimize loss of agricultural land, population projections to fall within a range of 238,000 to 286,000 people, provide a broad range of housing opportunities, consider mobility implications of land use decisions, provide options for the maximum usage of land, consider expiration of Save Open Spaces and Agriculture/City Urban Restriction Boundaries in 2020 and to protect existing land uses from incompatible development.

District staff recommends the EIR evaluate all potential air quality impacts that may result from the project. Specifically, the air quality assessment should consider reactive organic compound and nitrogen oxide emissions from all project-related motor vehicles and construction equipment.

A carbon monoxide screening analysis should be conducted for any project-impacted roadway intersection that are currently operating, or that are expected to operate at, Levels of Service D, E, or F, or at any project-impacted roadway intersection that may be a CO hotspot. If a potential hotspot is identified, the District recommends that a complete CALINE3 or CALINE4 carbon monoxide analysis be conducted for that intersection.

If the project is determined to have a significant impact on regional and/or local air quality, the EIR should include all feasible mitigation measures. Moreover, any project design features that mitigate air quality impacts should also be described in the EIR. We recommend also that the EIR contain a discussion addressing project consistency with the Ventura County Air Quality Management Plan.

If you have any questions, please call me at (805) 645-1426.

VENTURA COUNTY
WATERSHED PROTECTION DISTRICT
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
PAUL CALLAWAY, Permit Manager • 805 654-2011

DATE: May 1, 2007

TO: Chuck Anthony, Case Planner

FROM: Paul Callaway, Permit Manager
Watershed Protection District

SUBJECT: RMA 07-017.2020-GENERAL PLAN UPDATE
FOR CITY OF OXNARD

The Watershed Protection District has reviewed the above General Plan and our findings are as follows:

ENVIRONMENTAL SERVICES

The General Plan Update should include revisions to existing policy and/or new policy to address and mitigate the impact of urban runoff resulting from existing and new development. Measurers such as low impact development (LID) and onsite retention should be considered as feasible requirements in the General Plan and should adequately implement the newly issued countywide stormwater NPDES permit.

WATER QUALITY

All General Plan impacts should be addressed through the city of Oxnard's SQUIMP Program per MS4 NPDES Permit.

WATER RESOURCES

The groundwater quantity uses are regulated by the Fox Canyon Groundwater Management Agency (FCGMA) and the City is within the boundaries and authority of that resource agency. Any additional required imported water volume will be dictated by availability and City contract limitations with the Calleguas Municipal Water District (CMWD).

The following questions and concerns should be addressed in the Environmental Impact Report (EIR):

There is concern regarding the potential increase in overall water demand that will result from the addition of population growth to the City of Oxnard infrastructure. Does the City have sufficient water supplies? Is the City Wastewater Treatment Plant capable of handling the increased sewer flows that will be generated by the increased development as projected in the EIR.

PLANNING AND REGULATORY

The Ventura County Watershed Protection District (District) has major concerns with the proposed project and all the alternative projects. The current state of the back bone drainage system in Oxnard which the District has jurisdictional authority over can be stated as insufficient to handle our design standard storm flows. Currently only one of our jurisdictional channels in Oxnard has the capacity to handle our design storm and this is because it drains what is still mostly an agricultural area.

The City of Oxnard must incorporate requirements on developers in CEQA project and all of the alternative projects to design facilities that reduce the impacts of increased impervious area or there will be increased flooding along the drainage facilities in Oxnard.

There are many possible engineering solutions including but not limited to using pervious materials for driveway and parking areas, lower density housing, detention and retention basin systems that allow infiltration into the ground (this would also help in keeping sea water out of the aquifers under the City, and requiring low water demanding landscape planting (so more water is absorbed into the soil when it does rain).
No developer should be allowed to increase the runoff coming off any property in any storm event.

End of Text

SCHRÖEDER COMIS NELSON & KAHN LLP
ATTORNEYS AT LAW

Stuart A. Comis
Mitchel B. Kahn
Mark A. Nelson*
Robert W. Schröeder
Anson M. Whitfield

* Certified Specialist Family Law
California State Bar Board of Legal Specialization

300 Esplanade Drive
Suite 1170
Oxnard, CA 93036-0238
805.604.4100 (Tel)
805.604.4150 (Fax)
www.calattys.com

May 7, 2007

5090-1

Mayor Thomas E. Holden and City Council
City of Oxnard
305 West Third Street
Oxnard, California 93030

Re: 2020 General Plan Update and Notice of Preparation of EIR

Honorable Mayor and City Council:

This law firm represents the Maulhardt family, owners of the property at 1853 Camino del Sol, consisting of approximately 107 acres on the east side of Rose Avenue. In April, 2006, we wrote to your staff to express our continuing interest in the pending General Plan Update. Since that time, staff has kept us informed of dates, times and events, for which we are most appreciative. Two of those key dates are your May 8, 2007 workshop and a May 17, 2007 Planning Commission meeting, on the subject of developing a substantive proposal, including alternative proposals, for the Update in order to define the scope of the required Environmental Impact Report.

The Maulhardt property is shown in the current General Plan and the current Northeast Community Specific Plan as low density for the majority of the acreage and commercial in the southwest corner of the property. The surrounding mix of uses and units do not any longer justify the low density designation for the site. Neighboring or nearby areas include a mix of units from high to medium to low residential densities. The Maulhardts believe a mix of densities that can provide housing opportunities for a range of family incomes would be more appropriate on their property in the future.

Inasmuch as a mix of housing types cannot be accommodated under the current General Plan and Specific Plan, the family requests that the Council consider a medium density land use designation for the entire acreage, except for the designated commercial area in the southwest corner, to encourage the development of approximately 1600 residential units and with a mix of unit types. If you agree, then the scope of the EIR should also include that information in the project description or as an alternative use of the property. We understand from your staff that the current traffic analysis of the area assumes the existence of the current low density designation on

the property. The family is willing to consider providing an updated analysis of the traffic in the vicinity to be included in the upcoming EIR based upon this request.

Thank you for considering this request. If I can provide any further information or clarification, please feel free to call on me.

Very truly,

MITCHEL B. KAHN

MBK:ea

cc: Mr. Richard Maulhardt, Jr.
Mr. Matthew Winegar
Dr. Chris Williamson

METROLINK®

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

May 7, 2007

Mr. Christopher Williamson
City of Oxnard
Planning Department
300 W. Third Street
Oxnard, Ca 93030

Subject: Southern California Regional Rail Authority (SCRRA) Comments on the Notice of Preparation (NOP) for the City of Oxnard's 2020 General Plan Update SCH#I20070204

Dear Mr. Williamson:

As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system, known as Metrolink, on member agency-owned and on private freight railroad rights of way. Additionally, SCRRA provides a range of rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA member agencies are the Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

Based on the proximity of the rail line to the proposed City of Oxnard 2020 General Plan Update, the following recommendations are being conveyed by SCRRA after reviewing the General Plan Update Notice of Preparation.

1. Metrolink, Amtrak and the Union Pacific Railway (UPRR) operate on the rail right of way owned by UPRR.

2. As an operator of Commuter Rail on this section of the UPRR railroad we encourage grade crossing safety enhancements, including installation of automatic warning devices (flashes and gates) at farm crossings, currently equipped with passive warning signs. Considerations of crossing consolidations or planning for grade separations is encouraged.

We request to receive timely notice, in accordance with Public Resources Code Section 21092.5 and State CEQA Guideline Section 15088 of our comments on this environmental document and the time and place of any scheduled public meetings or public hearings by the agency decision makers at least 10 days prior to such a meeting.

If you have any questions regarding these comments please contact Laurene Lopez, Community Relations Administrator, at (213) 452-0288 or by e-mail at lopezl@scrra.net.

Sincerely,

Steve Wylie for

David Solow
Chief Executive Officer

cc: Mary Travis, VCTC
Rosa Muñoz, CPUC
DJ Miller, UPRR
SCRRA Central Files

5/3

CITY OF
VENTURA

May 3, 2007

Dr. Chris Williamson, AICP
City of Oxnard Development Services Department
Planning Division, Second Floor
305 W. Third Street
Oxnard, CA 93030

FAX#: (805) 385-7417

RE: City of Oxnard Notice of Preparation for Draft Environmental Impact Report

Dear Dr. Williamson:

The City of San Buenaventura's Advanced Planning section appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of Oxnard's 2020 General Plan update. We have reviewed the information provided in the NOP with respect to development and its impact beyond jurisdictional boundaries. A list of comments are provided that relate specifically to potential environmental impacts identified in the NOP, including Land Use, Transportation/Traffic, Population and Housing, Hydrology, Facilities, and Biological Resources.

1. Population, Housing, Transportation, and Traffic. Please address the impact of growth to the regional roadways. One important concept to consider is demonstrating a job and housing balance. Maintaining a balance between jobs and housing may reduce commute time and avoid traffic traveling in one direction.
2. Transportation and Traffic. Consider potential mitigation measures to offset potential negative impacts to regional roadways such as incentives and programs that promote alternative transportation options.
3. Land Use. Develop policy that encourages infill development, redevelopment, and transit-oriented development.
4. Hydrology and Water Quality. Please provide thorough analysis related to future water supply and demand. This report should ensure the ability to provide projected growth with adequate water supply and that meets water quality standards.
5. Biological Resources. Prohibit the placement of material in watercourses other than native plants and required flood controls. Also, consider requiring development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.
6. Public Services and Recreation. Provide analysis demonstrating that ample land is dedicated to meet the recreational and educational needs of future residents.

501 Poli Street • P.O. Box 99 • Ventura, California 93002-0099 • 805.654.7800 • cityofventura.net

7. Please provide maps illustrating all land-use scenarios under review.

Again, thank you for the opportunity to respond to the NOP for the City of Oxnard's General Plan update. Please note that the City of Ventura's Advanced Planning section is interested in obtaining a compact disc of the DEIR for review when it becomes available for public comment.

If you have any questions regarding the comments provided above, please contact me by phone at (805) 658-4755 or by email at lwilkinson@cityofventura.net.

Sincerely,

Lisa Wilkinson
Associate Planner (Advanced Planning)

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY (916) 651-6827

Flex your power!
Be energy efficient!

May 2, 2007

Dr. Chris Williamson
City of Oxnard, Development Services Department
305 West Third Street
Oxnard, CA 93030

Dear Dr. Williamson:

City of Oxnard's Notice of Preparation of a Draft Environmental Impact Report for the 2020 General Plan Update Project; SCH# 2007041024

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special-use airports and heliports.

The proposal is for an update to the City of Oxnard 2020 General Plan Update. Oxnard Airport is located within the City of Oxnard General Plan Area. Oxnard is an active airport with approximately 170 based aircraft and over 100,000 annual operations. The general plan update should be coordinated with Oxnard Airport staff to ensure its compatibility with future as well as existing airport operations.

In accordance with California Public Utilities Code (PUC) Section 21676, local general plans and any amendments must be consistent with the adopted airport land use compatibility plans developed by the Ventura County Airport Land Use Commission (ALUC). An ALUC consistency review is required.

In the event a local government proposes to overrule an ALUC, PUC 21676 et seq., requires Caltrans to review and comment on the specific findings a local government intends to use. Caltrans specifically looks at the proposed findings to gauge their relationship to their overrule. Also, pursuant to PUC 21670 et seq., findings should show evidence that the local agency is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

General plans and elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a general plan and the ALUC criteria must be eliminated. A general plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the general plan. There are a number of ways for a city or county to address the airport consistency issue, including:

- Incorporating airport compatibility policies into the update.
- Adopting an airport combining zoning ordinance.
- Adopting an 'Airport Element' into the general plan.
- Adopting the Airport Compatibility Plan as a "stand alone" document or as a specific plan.

A general plan must acknowledge that until ALUC compatibility criteria are incorporated into the general plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the general plan at a minimum for it to be considered consistent with the airport compatibility land use plan.

CEQA, Public Resources Code 21096, requires the Caltrans Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B. The Handbook is a resource that should be applied to all public use airports and is available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php.

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 decibel (dB) Community Noise Equivalent Level (CNEL) "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines. Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for good land use compatibility planning for new development

PUC 21659 prohibits structural hazards near airports. The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if situated within the runway approach corridors. General plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with FAR Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. The location and type of trees, and their mature height, is also a potentially significant concern. Trees should be selected carefully so they do not become a hazard to aircraft around the airport. The Runway Protection Zone (RPZ) and the Inner Approach/Departure Zones are areas where aircraft fly at low altitudes. Selection of a species of tree that does not grow taller than the buildings is strongly recommended, so the maturing trees do not become penetrations to the FAR Part 77 imaginary surfaces and potential hazards to aircraft operating to and from the airport. For further technical information, please refer to the FAA website at http://www.faa.gov.

Education Code Section 17215 requires a school site investigation by the Division prior to acquisition of land for a proposed school site located within two miles of an airport runway. Our recommendations are submitted to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport. The Division's school site evaluation criteria is available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/regulations.php.

Business and Professions Code 11010 and Civil Code 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airport and are available on-line at http://www.leginfo.ca.gov/calaw.html. Any person who intends to offer land for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The FAA recommends that uses that have the potential to attract wildlife be restricted in the vicinity of an airport. FAA Advisory Circular 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports" addresses these issues. For further information, please refer to the FAA website http://wildlife-mitigation.tc.faa.gov/public_html/index.html.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9 percent of both total State employment (1.7 million jobs) and total State output ($110.7 billion) annually. These benefits are discussed in a study entitled "Aviation in California: Benefits to Our Economy and Way of Life" available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over $170 billion; and generates over $14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Oxnard Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a state issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Ventura County ALUC, Oxnard Airport

5/3

Parkstone
COMPANIES

May 3, 2007

Chris Williamson, Senior Planner
City of Oxnard
Development Services Department
Planning Division, Second Floor
305 W. Third Street
Oxnard, CA 93030

RE: 183-0-040-615 & 183-0-040-645
Owned by Graham Ranch, LLC

Dear Mr. Williamson:

On behalf of the property owners referenced above, we are requesting that the City of Oxnard include the above mentioned parcels for consideration in your new General Plan update 2030. We believe this property should be included in the EIR study alternative C. This property should be within the city boundaries and zoned residential which would be complimentary to the Oxnard High School to the west and the existing residential to the north and east.

The justification for this request is as follows

1) As can be seen from the enclosed aerial photograph, the existing development of the High School and the residential immediately next to the property, which were constructed without any requirement of a buffer zone, now create severe and expensive problems for the farming operation which must now comply with stringent legal requirements affecting the application of agricultural chemicals. This makes continued use for agriculture over the long term questionable. Therefore, although technically this is prime agricultural land due to its soil type and prior use, it is hardly prime agricultural land due to its location immediately next to a school and housing.

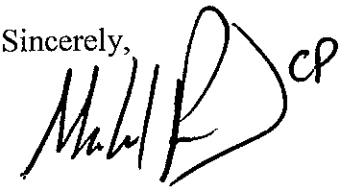
2) Additionally, if this property is not included in the General Plan update, it would perpetuate an inconsistent island of county controlled land with a use which is inconsistent with the surrounding existing development, which is exactly the sort of situation that the objectives General Plan seek to avoid.

3) Because of the surrounding existing development, this would be much more like infill development than with most of the other growth areas already targeted for study by the EIR. Therefore, it is a good candidate for inclusion.

860 Hampshire Rd., Ste. U, Westlake Village, CA 91361 ■ Phone: 805-373-8808 ■ Fax: 805-379-1219 ■ www.parkstoneinc.com

Thank you for your consideration in the matter. Should you have any questions or need any additional information, please feel free to contact our offices.

Sincerely,



Mike Penrod
Parkstone Companies
805-373-8808 ext: 105

Enclosure

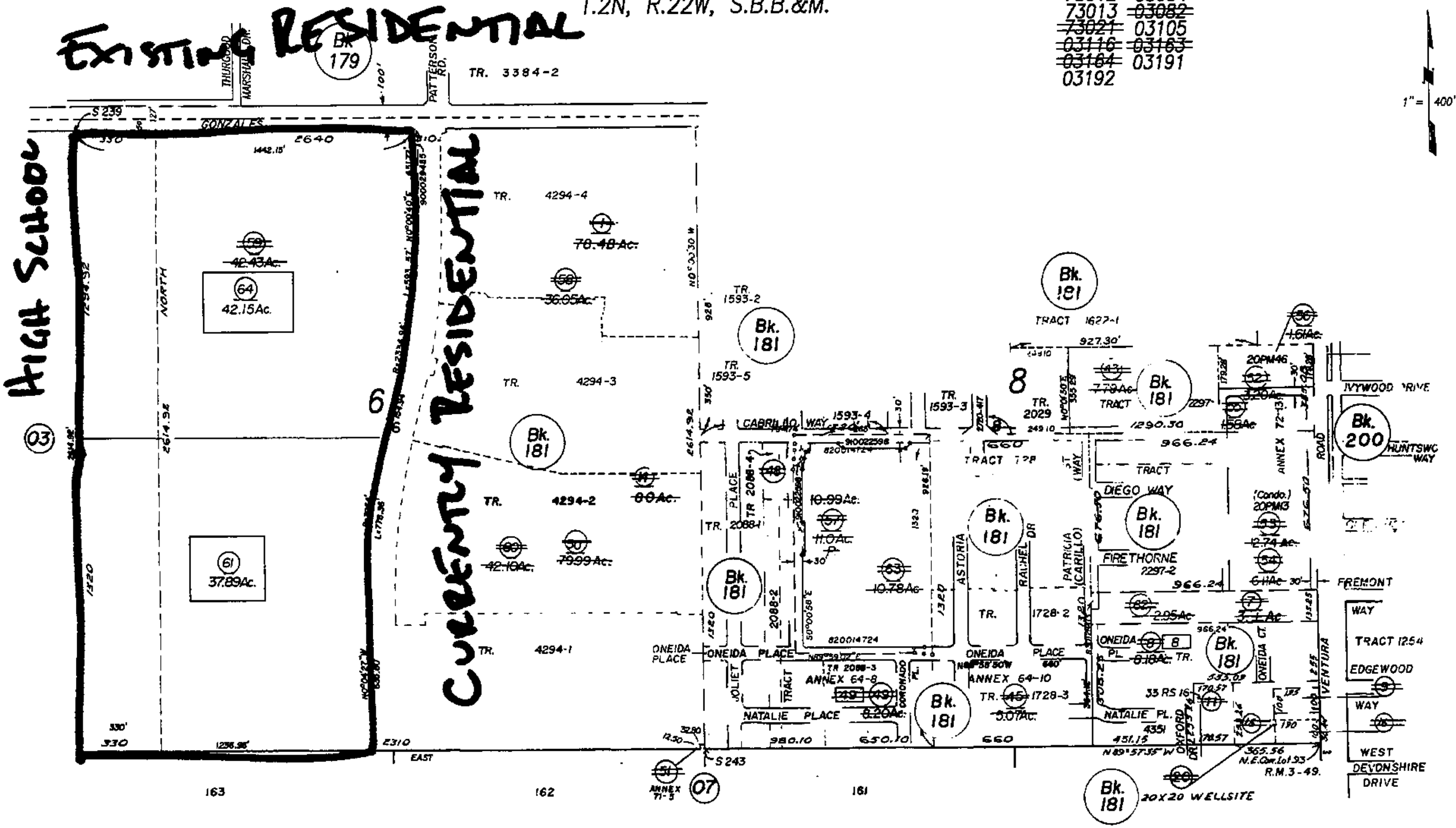

© 2007 Europa Technologies
Google
Pointer 34°12'45.54" N 119°12'44.54" W elev 40 ft Streaming 100%
Eye alt 7326 ft

RANCHO EL RIO de SANTA CLARA O'LA COLONIA
T.2N, R.22W, S.B.B.&M.

183–04

Tax Rate Area
73012 ~~03034~~
73013 ~~03082~~
~~73021~~ 03105
~~03116~~ ~~03163~~
~~03164~~ 03191
03192

1" = 400'



Patterson Ranch Subdivision, M.R. Bk.8, Pg.1
Rancho El Rio De Santa Clara, M.R. Bk.A, Pg.339

NOTE: ASSESSOR PARCELS SHOWN ON THIS PAGE DO NOT NECESSARILY CONSTITUTE LEGAL LOTS. CHECK WITH COUNTY SURVEYOR'S OFFICE OR PLANNING DIVISION TO VERIFY.

CITY OF OXNARD and VICINITY
Ventura County Assessor's Map.
Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.
Assessor's Mineral Numbers Shown in Squares.

DRAWN		REVISED	5-30-2003
REDRAWN		CREATED	
INKED		EFFECTIVE	ROLL

Compiled By Ventura County Assessor's Office

Roll-Year 04-05 — BK. 183 , PG. 04 REVISION LOG

DATE	REFERENCE DOC.	EXPLANATION Code	EXPLANATION Description	VOID A.P.N.(s)	RESIDUAL A.P.N.(s)	NEW A.P.N.(s)
5/30/03		Redraw	APN 183-0-040-630 moved	183-0-040-630		181-0-084-015

5/2

RECEIVED
MAY 07 2007
PLANNING DIVISION
CITY OF OXNARD

Parkstone
COMPANIES

May 2, 2007

Chris Williamson, Senior Planner
City of Oxnard
Development Services Department
Planning Division, Second Floor
305 W. Third Street
Oxnard, CA 93030

RE: 188-0-110-295 (15.9acs) & 188-0-110-335 (103.98 acs)- together "Parcel A" of LLA-156
Owned by Sean H. McGrath, Trustee of the McSean Trust dated June 25, 1991 and
Thomas F. McGrath III and Brianne McGrath, Trustees of the B & T McGrath Trust
dated May 30, 1990

188-0-110-335 (119.67acs)- "Parcel B" of LLA-156
Ann C. Cooluris, Trustee of the Ann C. Cooluris Trust dated March 10, 1982 and Helen
Mary Cooluris, Trustee of the Helen Mary Cooluris Trust dated March 12, 1982

Dear Mr. Williamson:

On behalf of the property owners referenced above, we are requesting that the City of Oxnard include the above mentioned parcels for consideration in your new General Plan update 2030. We believe these properties should be included within the city boundaries and zoned a complimentary zoning as the adjacent parcels that are currently developed on three sides of the properties. This would primarily be a residential zoning with some commercial along the major corridors. The justifications for this request are as follows:

1) These properties are adjacent to each other as shown on the enclosed aerial photograph and Assessor's Parcel Map. Together they constitute an unincorporated island surrounded by City property. This has been the case since the early 1980's when Parcel A had the northerly 15.9 acres, adjacent to Fifth St, annexed to the City of Oxnard. That is why it bears a separate Assessor's Parcel Number. The balance of these lands remain in the unincorporated area of the County. Thus, this land already constitutes an unincorporated island, which according to LAFCO and the City policies should be corrected by annexation to the City.

2) As with other unincorporated island situations, the existence of oddly shaped and non-uniform boundaries creates confusion and complexity by having dual jurisdictional authority on multiple boundaries affecting law enforcement, fire protection, public works, and other City and County agencies and service providers in all sorts of situations that arise over time.

860 Hampshire Rd., Ste. U, Westlake Village, CA 91361 ■ Phone: 805-373-8808 ■ Fax: 805-379-1219 ■ www.parkstoneinc.com

3) Parcel A is in a legal limbo because any development or even a large lot subdivision of that parcel must, under Government Code Section 66457, be processed through both the City and the County because the City/County boundary line bisects a single legal parcel.

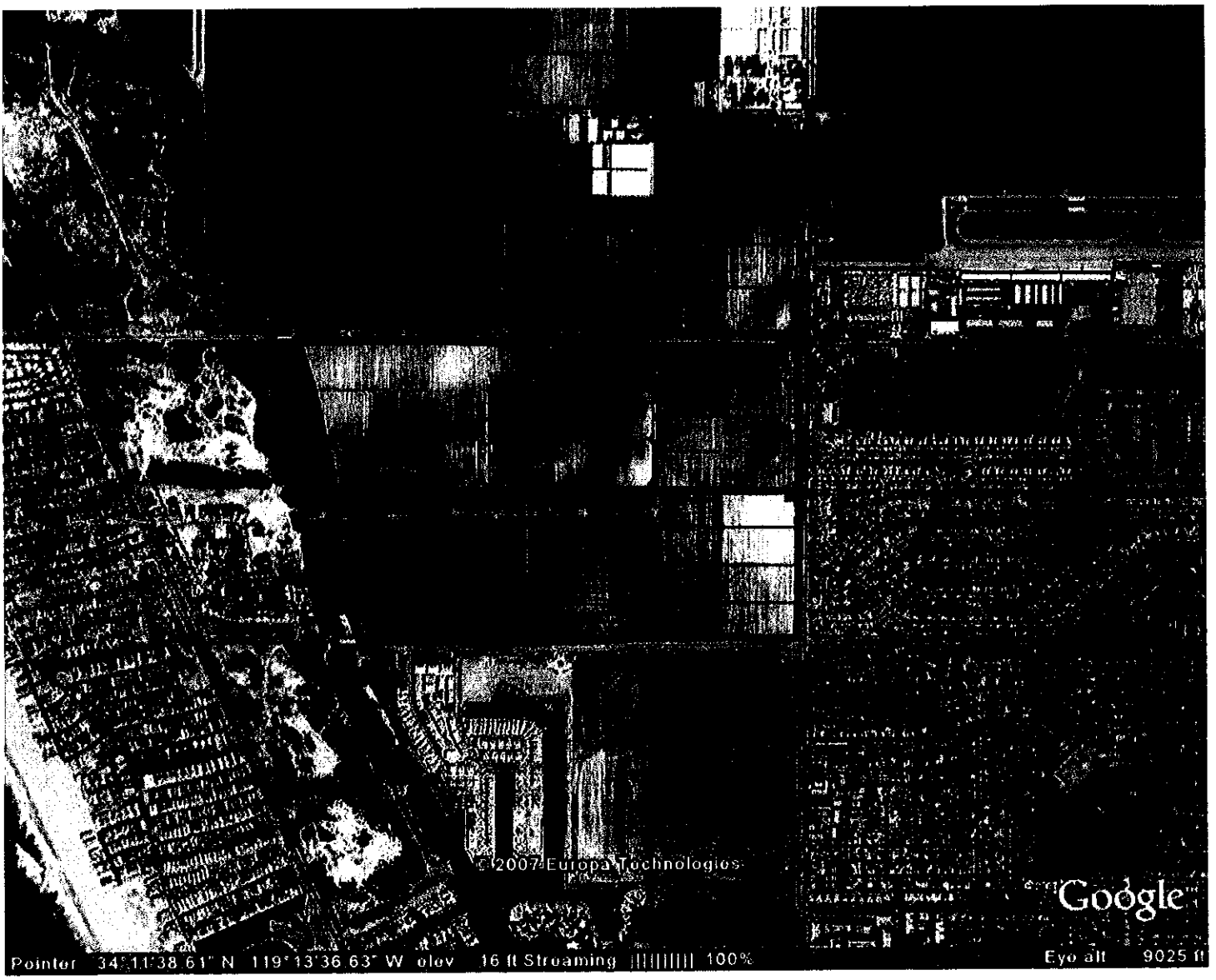
4) These properties are outside the flight path area for the Oxnard Airport and, unlike much of the other growth areas in the vicinity, may be developed without issues created by over-flights.

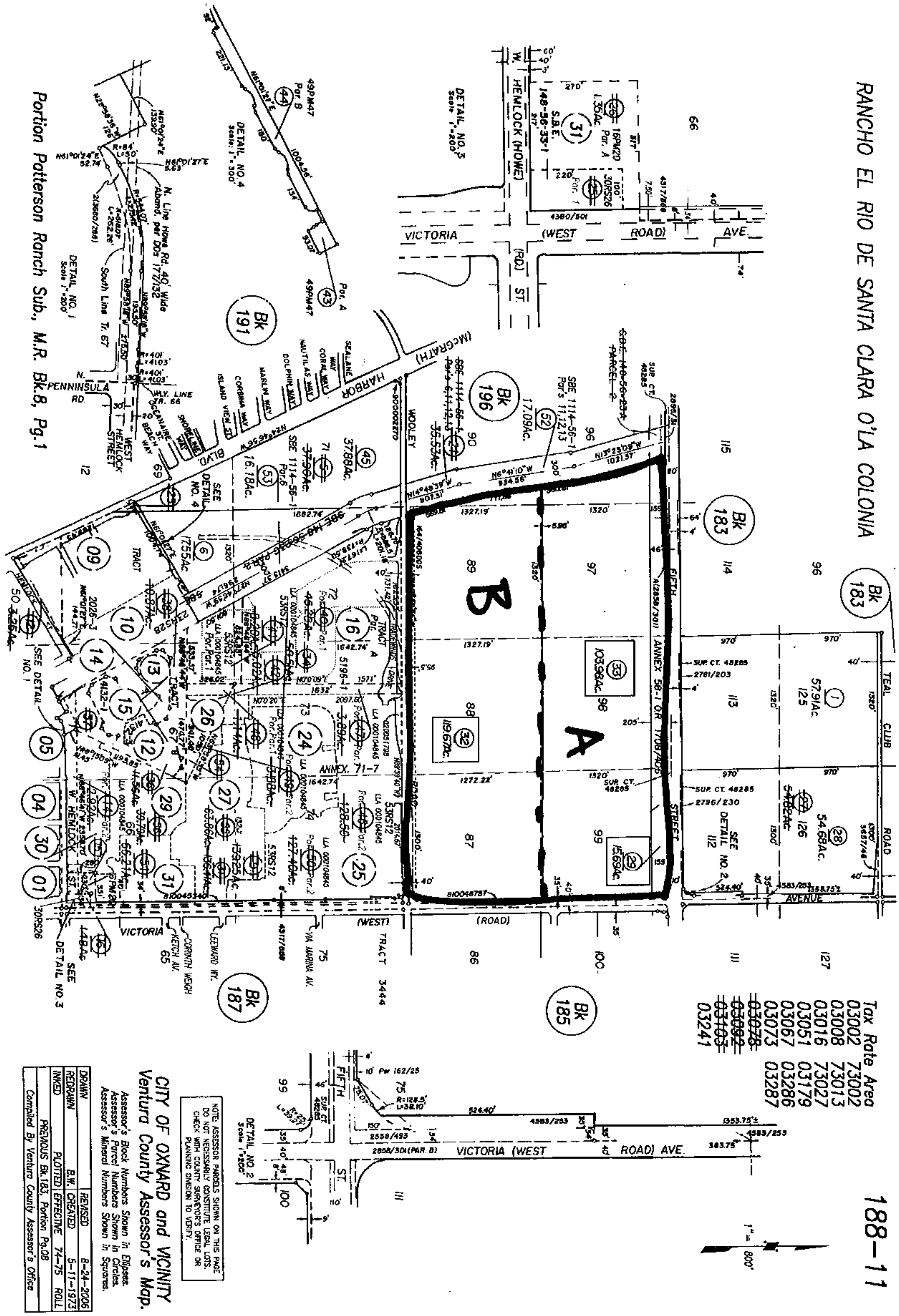
For these reasons, it is respectfully requested that these properties be included for study in the EIR Project Description. Thank you for your consideration in the matter. Should you have any questions or need any additional information, please feel free to contact our offices.

Sincerely, CP

Mike Penrod
Parkstone Companies
805-373-8808 ext: 105

Enclosure


© 2007 Europa Technologies
Google
Pointer 34°11'38.61" N 119°13'36.63" W elev 16 ft Streaming 100%
Eye alt 9025 ft



Roll-Year 07-08 BK. 188 , PG. 11 REVISION LOG

DATE	REFERENCE DOC.	EXPLANATION Code	EXPLANATION Description	VOID A.P.N.(s)	RESIDUAL A.P.N.(s)	NEW A.P.N.(s)
7/5/06	155 MR 25	Subdivision	New Tract 5266-5	188-0-110-555	188-0-110-565	
						188-0-271-015 thru-295
						188-0-272-015 thru-155
						188-0-272-175 thru-205
				188-0-110-545 &-555		188-0-272-165
8/24/06	156 MR 63 & 67	&155 MR 31 Sub.'s	New Tr. 5266-6, 7 &-8	188-0-110-565		188-0-291-015 thru-195
						188-0-292-015 thru-205
						188-0-293-015 thru-275
						188-0-294-015
						188-0-295-015
						188-0-310-015 thru-065
				[illegible]-0-110-[illegible]45		[illegible]-0-300-015 [illegible]-445

5/1

State of California • The Resources Agency
Arnold Schwarzenegger, *Governor*

DEPARTMENT OF PARKS AND RECREATION • P.O. Box 942896 • Sacramento, CA 94296-0001
Ruth Coleman, *Director*

Channel Coast District
911 San Pedro Street
Ventura, CA 93001
(805) 585-1850

May 1, 2007

Chris Williamson
City of Oxnard Planning
305 W. Third Street
Oxnard, CA 93030

Re: City of Oxnard 2020 General Plan Update - NOP EIR/SCH#2007041024

Dear Mr. Williamson,

Thank you for the opportunity to comment on the City's 2020 General Plan Update/EIR. As a steward of public lands within the City of Oxnard we are pleased and value the opportunity to participate and provide input into the process. As an agency, State Park's Mission guides us "to preserve the State's extraordinary biological diversity protecting its most valued natural and cultural resources and creating opportunities for high quality outdoor recreation." In developing the City's 2020 General Plan and its EIR, State Parks would like to suggest the following policy consideration:

1) Within the City there are areas of relatively undisturbed contiguous coastal dune and wetland habitat. Habitat degradation is the leading cause of species being listed as endangered or threatened. Partnering with private and public landowners to protect and preserve these disappearing resources should be a policy consideration.
2) Open space, agricultural preserves and preservation of wildlife corridors in undeveloped areas of the City adds to the quality of life in a community while providing a tremendous resource for native species. Policy language that values these areas specifically and those adjacent to the Santa Clara River are critical.
3) Wetlands and beaches within the City have been identified as ESHA, habitat for sensitive and endangered species as such there protection is mandated by the Endangered Species Act. Clear delineation and policy decisions to protect and preserve these areas and those species that call them home must be included within the Update.
4) State Park lands are "dedicated to public use and protected against exploitation (PRC –Policy #2)" further, lands are acquired for the unique and special resource values they contain. Both McGrath and Mandalay State Beaches contain natural habitat values in addition to providing recreational opportunities. State Park lands should not be part of the equation when evaluating the provision of local recreation park lands.
5) Intensification of use in and around the State Parks should be seriously weighed and indirect loss of ESHA within the City seriously evaluated.

We know there will be challenges in the decades ahead with maintaining the natural and rural character adjacent to our parks and the Santa Clara River. Legacy decisions will have to be made by the Oxnard City Council regarding our shared coastline and what is preserved for the children of the future. State Parks is interested and available to participate in this process.

Please place Barbara Fosbrink, District Services Manager on your notification list for all communication and notices regarding the City's General Plan Update and feel free to contact Barbara or Tom Dore, Associate Park and Recreation Specialist at (805) 585-1848 and (805) 585-1852 respectively to participate in stakeholder forums and questions.

Sincerely,

B Fosbrink for

Richard A. Rojas
District Superintendent

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

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www.scag.ca.gov

30 April 2007

Chris Williamson, Senior Planner
City of Oxnard Development Services Department
Planning Division, Second Floor
305 W. Third St.
Oxnard, CA 93030

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the City of Oxnard's 2020 General Plan Update Project - SCAG I20070204

Dear Mr. Williamson,

Thank you for submitting the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for City of Oxnard 2020 General Plan Update project (SCAG I20070204) to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff reviewed the aforementioned NOP, and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project is a comprehensive update to the City of Oxnard's existing General Plan.

CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision that may be applicable to your project are outlined in the attachment. We expect the Subsequent EIR to specifically cite the appropriate SCAG policies and address the manner in which the project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Subsequent EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the proposed project.

SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. For a clearer understanding of the intent of and possibilities with Compass, please consult our website, www.socalcompass.org in addition to the guidance offered in this letter.

Please provide a minimum of 45 days for SCAG to review the FEIR when this document is available. If you have any questions regarding the attached comments, please contact Sheryll Del Rosario at (213) 236-1879. Thank you.

Sincerely,

Jacob Lieb
Manager, Environmental Division

DOCS# 135141

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE CITY OF OXNARD'S 2020 GENERAL PLAN UPDATE PROJECT - SCAG I20070204

PROJECT DESCRIPTION

The proposed project is a comprehensive update of the City of Oxnard's existing General Plan. The Draft General Plan will address several key goals that were identified and considered by the City based on the various General Plan Themes and input received from stakeholders during public workshops. These goals include the following:

- Minimize the loss of agricultural land.
- Population projections based on the 2020 General Plan fall within a range of 238,000 to 286,000 people.
- Provide a broad range of housing opportunities.
- Consider mobility implications of land use decisions.
- Provide options for the maximum usage of land – such as infill or mixed use development.
- Consider the expiration of the Save Open Spaces and Agriculture/City Urban Restriction Boundaries (CURB) in 2020.
- Protect existing land uses from incompatible development.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the City of Oxnard 2020 General Plan Update project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft Subsequent EIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion and city are as follows:

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Ventura County Forecasts

	2010	2015	2020	2025	2030
Population	865,149	897,295	929,181	960,025	989,765
Households	275,352	289,318	303,596	317,831	332,109
Employment	381,680	403,000	424,470	445,193	465,466

City of Oxnard

	2010	2015	2020	2025	2030
Population	199,168	210,470	221,614	232,300	242,538
Households	50,257	53,871	57,550	61,188	64,815
Employment	57,301	61,195	65,115	68,882	72,551

*** The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.**

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*

3.07 *Support subregional policies that recognize agriculture as an industry, support the economic viability of agricultural activities, preserve agricultural land, and provide compensation for property owners holding lands in greenbelt areas.*

3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*

3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*

3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

3.17 *Support and encourage settlement patterns which contain a range of urban densities.*

3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

3.19 *National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*

3.20 *Vital resources as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals should be protected.*

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

3.25 *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*

3.26 *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*

9.02 *Increase the accessibility to open space lands for outdoor recreation.*

9.03 *Promote self-sustaining regional recreation resources and facilities.*

9.04 Maintain open space for adequate protection to lives and properties against natural and manmade hazards.

9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.

9.06 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

9.07 Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.

9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

11.01 Streamline water quality regulatory implementation. Identify and eliminate overlaps with other regulatory programs to reduce economic impacts on local businesses.

11.02 Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.

11.05 Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.

11.05 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	• Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 37% Auto 8% Improvement Transit 8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Performance Indicator	**Performance Measures**	**Definition**	**Performance Outcome**
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. • Roadway Capacity - vehicles per hour per lane by type of facility. • Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental	• Expenditures by	Proportionate share of	No disproportionate impact

Justice	quintile and ethnicity • Benefit vs. burden by quintiles	expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	to any group or quintile

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.

- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility, livability** and **prosperity.** The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve **mobility** for all residents
- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

Principle 2: Foster **livability** in all communities
- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable **prosperity** for all people
- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote **sustainability** for future generations
- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.

- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

4/27

ADMINISTRATION

NANCY J. CARROLL, Ph.D.
Superintendent

CRAIG W. HELMSTEDTER, Ed.D.
Associate Superintendent

WILLIAM C. YOUNG
Chief Business Official

MARCIA TURNER
Director of Special Projects

OCEAN VIEW SCHOOL DISTRICT
Est. 1870
Quality Education for Student Success

4200 OLDS ROAD, OXNARD, CALIFORNIA 93033
(805) 488-4441 FAX (805) 986-6797

April 27, 2007

Dr. Chris Williamson
City of Oxnard
Planning Division
305 West Third Street
Oxnard, CA 93030

Regarding: Notice of Preparation of an Environmental Impact Report

Dear Dr. Williamson:

Ocean View School District ("School District") is in receipt of the Notice of Preparation ("Notice") for the environmental impact report ("EIR") for the City of Oxnard ("City") 2020 General Plan Update. Based on a review of that Notice, the School District would like to provide comments for the City's consideration in preparing the EIR.

As you may know, Senate Bill ("SB") 50, which was enacted in 1998, suspended the Mira-Hart-Murrieta trilogy of court cases. With the suspension of the Mira-Hart-Murrieta decisions, the role of school districts in the local land approval process has been severely diminished. The Mira-Hart-Murrieta decisions gave school districts the ability to use the California Environmental Quality Act ("CEQA") process to require developers to fully mitigate the impact additional residential construction would have on school facilities. Without an agreement from developers to fully mitigate their impacts on school facilities, a school district could prevent the approval of a development project by a city or county.

Under SB 50, school districts cannot use the CEQA process to block the approval of new development by citing an unmitigated impact on school facilities. Instead, school districts are given the ability, if they meet certain requirements, to collect alternative school facility fees ("Alternative Fees"). While the Alternative Fees are above what a school district can collect in Statutory Fees, they are below the actual amount needed to mitigate the impact residential development has on school facilities. Specifically, Alternative Fees and the matching State funds that school districts receive for new construction only account for approximately 65 percent of the true costs of constructing school facilities.

While SB 50 does place limits on the ability of school districts to require developers mitigate their school facilities impacts, we believe the School District and the City should continue to work together to identify proper and adequate school sites and ensure funding is available to construct additional school facilities on a timely basis. Otherwise, additional residential development and the resulting increases in student enrollment could produce significant negative impacts to the School District and the City. Of particular interest to the School District is the map included on page 6 of the Notice. Based on its review, the School District notes that the proposed elementary school site within the South Shore development is not included in this land use map. Without such a school site, the School District would be unable to house additional students projected to be generated as a result of this residential development. The School District would seek inclusion of this potential site on the land use map for the General Plan. Additionally, as residential development continues to occur within the area of the City served by the School District, there will be continued strains on the existing junior

high school. The School District is examining potential changes to its school level configurations, but it has determined that as future development generates additional students, there will be the need for a site for a second junior high school facility.

The School District would greatly appreciate the assistance of the City in identifying potential school sites that would allow the School District to house additional students without overburdening its existing facilities as well as the infrastructure of the City. By not having adequate school facilities and proper school sites, there would be additional noise, traffic, and pollution due to the School District busing students or parents transporting their children to schools out of their immediate area as opposed to having neighborhood schools for all students. Therefore, it is to the mutual benefit of the School District and the City to work in a collaborative effort to ensure the provision of adequate school facilities necessary to meet the increases in student enrollment associated with new residential development.

If you have any questions or would like to discuss this matter further, please feel free to contact me at (805) 986-6700.

Sincerely,

Nancy J. Carroll

Nancy J. Carroll, Ph.D.
Superintendent
Ocean View School District

4/24

SANTA YNEZ BAND OF MISSION INDIANS
Tribal Elders Council

April 24, 2007

Chris Williamson, AICP
Senior Planner
City of Oxnard – Planning Division
305 W Third Street
Oxnard, CA 93030

RE: Notice of Preparation of EIR for City of Oxnard General Plan

Dear Mr. Williamson:

Thank you for contacting the Tribal Elders Council for the Santa Ynez Band of Chumash Indians in regards to the above mentioned project.

We are concerned for the protection of cultural and archaeological deposits within the project area. We recommend that Chumash from the project area are inclusive in your request for information and we ask that you keep both of us apprised of proposed developments regarding cultural resources and potentially significant areas.

Thank you again for allowing us this opportunity

Sincerely Yours,

The Tribal Elders Council Governing Board

AAP: kk

P.O. Box 365 • Santa Ynez • CA • 93460
Phone: (805) 688-8446 • Fax: (805) 693-1768 • Email: elders@santaynezchumash.org

4/27

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

ARNOLD SCHWARZENEGGER, *Governor*

April 27, 2007

Dr. Chris Williamson
City of Oxnard, Development Services Department
305 West Third Street
Oxnard, CA 93030

Dear Dr. Williamson:

Re: SCH# 2007041024; 2020 General Plan Update Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-NOP* from the State Clearinghouse. As the state agency responsible for rail safety within California, we recommend that the City add language to the General Plan so that any future planned development adjacent to or near the Metrolink's Ventura Subdivision or Union Pacific Railroad Company right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for new developments. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Rob Harris, SCRRA
Dan Miller, UPRR

Child Development Resources
of Ventura County, Inc.

CONSTRUCTING CONNECTIONS
Of Ventura County

April 17,2007

RE: Environmental Impact Report (EIR) Content and Analysis

The Constructing Connections Task Force is a countywide collaboration of local community leaders in the development and child care sectors. These influential leaders have been brought together to strengthen child care availability by streamlining child care facility development. Constructing Connections of Ventura County is one of eleven (11) counties participating in this important initiative throughout California.

Public Services Impact:

The Constructing Connections Task Force recommends that "child care" be included to the list of services that can experience a negative impact from future development projects. Just as schools, parks, fire and police protection experience an increase demand for services with new development, child care is impacted as well and can result in significant environmental issues.

The City of Oxnard has a critical shortage of child care spaces. There are only 9,522 licensed child care spaces available for the 31,342 children, ages 0-9, who live in Oxnard. According to the 2005 Child Care Needs Assessment conducted by the Child Care Planning Council of Ventura County, 81% of children in Oxnard between the ages 0-13 do not have access to a licensed child care facility or after school program. In the years to come, new employment/workforce projections coupled with increased population growth projections will certainly further burden the child care sector that has not kept pace with its current needs. Moreover, without planning for the inclusion of child care in new developments, there is a likelihood of greater traffic generation as parents will be forced to make extra trips to their child care provider. Because of these increased trips, the potential for increased pollution is real.

Respectfully Submitted,
Constructing Connections Task Force

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Constructing Connections Task Force

April 18, 2007

City of Oxnard
Planning Commission
305 West Third Street
Oxnard, California 93030

Dear Commissioners:

The Constructing Connections Task Force of Ventura County is a countywide collaboration comprised of leaders in both the child care and community development sectors. We have joined together to respond to the critical workforce need for quality affordable child care centers. Our mission is to streamline the process of financing, constructing and managing child care facilities in Ventura County. Constructing Connections is a project of the Low Income Investment Fund and receives major funding from California First 5. Child Development Resources of Ventura County, Inc. (CDR) serves as the lead agency, and facilitates the planning process for the Constructing Connections Task Force.

Longer work days, longer commutes, and the increasing participation of both parents or households headed by a single parent in the workforce, have created one of the most pressing concerns for families today—the need for accessible, affordable high quality child care. Currently the population of the City of Oxnard is 189,990 with approximately 31,342 children ages 0-9 years. The 2020 General Plan predicts the population will grow to "within a range of 238,000 to 286,000 people." There are currently only 9,522 licensed spaces in child care centers available for children 0-9 years of age in the City of Oxnard. This means that only 30% of children 0-9 years of age have access to licensed child care and license-exempt after-school programs. According to *Linking Development and Child Care—A Toolkit for Developers and local Governments* (2005) for every 20 newly built homes 1 child care space should be allotted; and as new business develops, for every 90 employees another space needs to be allotted. There are current housing and commercial projects proposed for the City of Oxnard that do not include child care facilities to support this increase in residents and employees. As shown above, the license child care industry in the City of Oxnard already operates at deficit availability. Threatened by high land and development costs, as well as high program cost often operating on thin margins with staffing costs as high as 80%, and very limited sources of affordable capital, child care operators struggle to develop new facilities and/or retain and expand existing ones to meet this high demand.

The General Plan Update for the City of Oxnard provides a great opportunity to begin strengthening and supporting child care facility development. When a city plans for an adequate system of child care, it does more than just help families. The following reasons explain why:

- ✓ Child care is a basic infrastructure issue, like transportation, that residents need in order to work and participate in the community. Child Care is like a road—without it parents cannot get to work!
- ✓ Conveniently located child care centers make a significant contribution to the solution of transportation problems in our cities.
- ✓ With support from local government, the child care industry has a better chance of working to meet the community's need for child care.
- ✓ According to a national study, each dollar spent on quality child care can save $7 in future spending on criminal justice, welfare and social services.
- ✓ The construction and operation of child care facilities creates jobs in the community, for many employment sectors in addition to child care workers. Child care as an industry supports the economic health and well-being of the City of Oxnard, Ventura County and the State of California. Throughout Ventura County in 2005, the child care industry employed over 4,700 individuals and generated 153 million in gross receipts. During that year, the gross receipt amount for child care rivaled the gross receipts of accommodations and celery crops across the county.
- ✓ Licensed child care has been shown to increase worker productivity. Quality child care programs allow parents to participate in the workforce. When parents are confident that their children are in safe and secure learning environments, productivity increases and absenteeism decreases. When businesses thrive, so does the community.

Including child care language in a city's General Plan can be a powerful tool for encouraging the development of child care within a community in order to support local residents and businesses. It can also initiate other positive land use reforms such as effective zoning policies and streamlined use permit processes. As far back as 1992, more than 25 cities and counties in California included child care objectives in their General Plans. The elements most commonly utilized are Land Use, Parks and Recreation, Circulation, Housing, Community Facilities, Human Services, and Economic Development. Some cities have also developed a set of child care policies or a child care master plan.

The City of Oxnard can take a proactive step towards preventing further deficits in the local child care industry. Currently in Oxnard's General Plan, there is no mention of child care. With the revision of the Plan just beginning, now is the time to add child care language so further progress can be made toward meeting the needs of the families and children of Oxnard. The Constructing Connections Task Force is eager to assist the Oxnard City Planning and Environmental Services Division staff with drafting effective child care language to be included in the city's General Plan update. Included with this letter are examples of what other cities in California have already done to strengthen this vital community resource for future generations.

Respectfully Submitted,
Constructing Connections Task Force
Of Ventura County

Low Income Investment Fund

Sample Child Care Language for General Plan*

A General Plan is mandated in every jurisdiction within California and serves as a "blueprint" or guide that dictates how land is used – by giving it a land use designation (e.g. residential, commercial, industrial). This land use policy document serves to make decisions about how land will be used. Though there are frequency limitations, typically, local jurisdictions have considerable discretion on how and whether they should update the General Plans, most of which do not mention child care at all.

This document provides Constructing Connections sites with sample child care language that has successfully been included into the General Plan within various jurisdictions in California. It gives sites an indication of why the language was included and the element where it was included within the General Plan. The intent is to assist sites with developing their own recommendations and language that will ensure child care is included into the General Plan. This document can be shared with key politicians, community members and planners that are updating the General Plan.

The General Plan's mandatory elements (Land Use, Circulation, Housing, Conservation, Open-Space, Noise and Safety) may not be amended more than four times a year. However, this does not apply to optional elements that are included into the General Plan. It is important to contact your local planning department to find out when they are going to be updating the General Plan.

** Please note that this document will be updated on an annual basis*

Low Income Investment Fund

Sample Child Care Language for General Plan

Jurisdiction	Element	Purpose/Goal	Child Care Language
Alameda County			
Alameda County As cited in, Child Care Law Centers' "Including Child Care in Local Planning," 2005	East County Area Plan	Mitigation for child care to be included in an area if child care demand is going to increase	"shall require mitigation if a significant impact [upon child care] is identified"
Union City Union City, California General Plan Economic Development Element (2002)	Economic Development	To create incentives for developing child care facilities.	"the City shall develop a formula for granting a bonus in density or intensify of use for commercial, industrial, and residential projects (of specific sizes) that provide child care facilities." "the City shall encourage the siting of child care, disabled, mentally disabled and elderly facilities compatible with needs, land use and character, and encourage such facilities to be located near employment centers, homes, schools, community centers, recreation facilities, and transit hubs."
Los Angeles County			
City of Los Angeles Los Angeles, California General Plan Land Use Chapter of Citywide Framework Element (2001)	Land Use	To encourage neighborhoods to provide or continue the use of space for child care.	"encourage retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community

Sample Child Care Language for General Plan

Los Angeles, California General Plan Economic Development Chapter of Citywide Framework Element (2001)	Economic Development		services (e.g., childcare and community meeting rooms) "encourage owners of existing commercial shopping centers that contain grocery and drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity" "encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors"
Marin County ***City of Sausalito*** Sausalito, California General Plan Housing Element (1995)	Housing	To create a committee composed of agencies that reviews child care needs	"The City of Sausalito's Housing Element established a Housing Committee whose role is to support implementation of the housing policies, with one of the suggested items for its workplan to work with county agencies to examine child care and other support services needs

Sample Child Care Language for General Plan

			that could be implemented for family and single parent housing"
Monterey County ***City of Marina*** As cited in, Child Care Law Centers' "Including Child Care in Local Planning," 2005	Land Use	Mitigate for child care to be included in new developments that can increase the demand for child care	"Provision shall be made for childcare facilities with the development of major job centers in the MBEST Center and Marina Airport Business Park, the commercial and industrial center of Armstrong Ranch, the West University Village, and all other large-scale mixed-use projects...[T]he facilities shall be adequate to serve the projected employee based of the respective areas."
Orange County ***City of San Clemente*** San Clemente, California General Plan Public Facilities and Services Element (1992)	Public Facilities and Services	"Objective 7.18 - contribute (along with the private sector residential and business community and existing service provider) to the future development, implementation and management of a successful child care network within the community"	"determine the need for child care facilities within the community while identifying condition of existing facilities and services" "pursue programs, mechanisms, and liaison activities that will increase the provision of modern child care services in the community, in accordance with local and state building/zoning, health and safety code requirements" "coordinate with CDSD to utilize existing

Sample Child Care Language for General Plan

			educational facilities for expansion of day care opportunities within the community" "monitor and analyze the overall needs of child day care-eligible population, in order to better meet the needs of this segment of the community" "require that new large commercial developments and business parks include child care facilities"
Orange County Orange County, California General Plan Public Services and Facilities Element (1985)	Services and Facilities	"Goal - to encourage and facilitate provision of child care facilities to address the growing County Demand" "Objective - to achieve facilitation of child care services consistent with the Orange County General Plan"	"to ensure that child care facility proposals are compatible with surrounding land uses and to review planned land uses adjacent to facilities for their compatibility with facility operations" "to encourage and support a cooperative effort among all agencies towards the implementation of necessary child care facilities through normal County review procedures" "new developments will participate in the Child Care Improvements program through conditions placed on projects in

Sample Child Care Language for General Plan

			the unincorporated South County area, with appropriate coordination be encouraged between the County, school districts, community programs, and developers, and an assessment of the supply and demand for child care facilities monitored through the Annual Monitoring Report process"
San Diego County As cited in, Child Care Law Centers' "Including Child Care in Local Planning," 2005	Public Facility	To develop consistency of requirements with cities around child care facilities To require mitigation and incentives that encourage developers to plan for child care facilities	"[c]ooperate with...the region's cities to draft a model ordinance or procedure for the processing of permits for child care facilities" and to "[w]ork with the region's cities to develop uniform zoning policies regarding location, parking and other requirements." **"Implementation Measure 3.1.2:** investigate the feasibility of requiring applicants for projects for major residential, commercial, and industrial developments to use the developed formula to assess the demand for child care facilities created by the development, and to mitigate these needs." **"Implementation Measure 3.1.3:** Investigate a program to grant a bonus in density or intensify of use for

Sample Child Care Language for General Plan

			commercial, industrial, and residential projects that provide child care facilities."
		To support child care facilities within transportation hubs	"[s]upport research on the feasibility of locating child care centers at 'Park and Ride' sites, transit centers or other locations accessible to public transportation."
		To coordinate with local school districts that are planning new schools or renovating them.	"advocate [for] the inclusion of child care facilities in both the planning of new school facilities, and plans for the expansion or improvements of existing school facilities."
San Joaquin County San Joaquin County, California General Plan Public Facilities Element (1992)	Public Facilities	To encourage child care to be included within public facilities	"The County shall encourage the use of public facilities, schools, churches, community centers, and spaces within other facilities for child care and adult care services" "The County shall encourage the development of child care facilities within commercial and industrial land use designations as well as in residential areas"
San Mateo County ***City of South San Francisco***	Land Use	To promote the	"should include...[p]ermitting childcare

Sample Child Care Language for General Plan

South San Francisco, California General Plan Land Use Element (1999)		development of child care facilities	centers in all districts" "facilitate development of child care centers and homes in all areas and encourage inclusion of child care centers in nonresidential areas."
South San Francisco, California General Plan Parks, Public Facilities and Services Element (1999)	Parks, Public Facilities and Services	To coordinate with Local School Districts and allow child care to be placed in unused land	"[w]ork with the South San Francisco Unified School District on appropriate land uses for school sites no longer needed for educational facilities [including to] [a]cquire closed school sites...for childcare purposes where appropriate."
South San Francisco, California General Plan Transportation Element (1999)	Circulation/ Transportation	To allow child care to be include within the proximity of transit areas	"establish transit-supportive development requirements for the approximately eight-acre station area that include: - Transit-oriented design and development standards that address pedestrian scale - Designation of the area as a transit- overlay zone - Inclusion of child care facilities"
San Mateo County San Mateo County, California General Plan Housing Element (2003)	Housing	To provide housing near employment, transportation	"Strive to provide housing in balanced residential environments that combine

Sample Child Care Language for General Plan

		and community services	access to employment opportunities, transportation, child care and other community services" "Encourage the Development of Child Care Services"
		To provide housing for those with special needs	"Encourage and support the development of child care services in the county by: (a) requiring that environmental impact reports for projects of ten or more dwelling units analyze the project's impact on the need for child care facilities and refer reports to the Child Care Coordinating Council for comment; (b) providing incentives for developers to provide child care facilities or services as part of new residential, commercial, and industrial developments, including but not limited to, density bonuses, increases in floor area ratios, and modifications to zoning regulations; and (c) allowing child care facilities to serve as traffic mitigation measures."
Redwood City Redwood City, California General Plan Housing Element (2003)	Housing	To locate child care within new housing developments, especially affordable housing	"assess the demand for child care in new housing developments and encourage the inclusion of space for child care, particularly in affordable

Sample Child Care Language for General Plan

			housing developments."
Sonoma County ***Santa Rosa*** Santa Rosa, California General Plan Youth and Families Element (2002)	Youth and Families	"Goal YF-A - create an environment where children can grow and develop in secure and supportive families and neighborhoods"	"work with project applicants to identify sites (in areas slated for new development or reuse) that would be suitable for child care or youth-oriented facilities, promoting this type of development in area where such facilities are lacking" "promote development of multi-use buildings/community centers that can be utilized for youth and teen activities and child care"
		"Goal YF-B - expand child care services to meet the existing and future needs of Santa Rosa"	"endorse the development of new child care facilities in all areas of the City, including residential neighborhoods, employment centers, and school sites, promoting development of new child care facilities during review of development projects at sites designated Community Commons on the Land Use Diagram" "allow utilization of a portion of City parkland for a child care center to be developed and maintained by outside resources"

Sample Child Care Language for General Plan

			"continue the City's permitting fee deferral and rebate program for provision of child care facilities" "encourage the school districts to continue and expand the provision of before- and after-school care on or near school sites" "foster partnership between business community and the child care community to provide information to employees about child care options"
Ventura County ***Port Hueneme*** Port Hueneme, California General Plan Conservation, Open Space, Environmental Resources Element (1998)	Conservation, Open Space, Environmental Resources	To develop a comprehensive child care delivery system.	"create a joint public/private child care master plan and Child Care Trust Fund" "create a community-wide child care task force (or council) to study the development of child care programs, to fill service gaps, increase program effectiveness, improve service accessibility , and maximize all available resources in the community" "create a joint public/private child care master plan that will coordinate a range of services for children and their

Sample Child Care Language for General Plan

			families, in conjunction with local agencies and groups" "assist Child Development Resources (CDR) of Ventura County, Inc. in networking, referral, and coordination of services to Port Hueneme" "review unused public and private facilities in the city for potential renovation as child care sites" "establish a Child Care Trust Fund under the direction of the Child Care Task Force with an emphasis on fund raising for capital projects and development of seed money for new programs" "assist businesses in the development of child care benefit programs and postpartum parent leave benefits" "encourage existing partners to open their programs to special needs enrollees and develop options for special needs training"
Yolo County ***City of West Sacramento*** As cited in, Child Care Law Centers'	Land Use	To promote the development of child care	"[c]hild care facilities shall not be precluded in any land use designation

Sample Child Care Language for General Plan

"Including Child Care in Local Planning," 2005		facilities in most areas	except Open Space and Heavy Industrial designations"
		To streamline the facility development process	"streamline processing and permit regulation to promote the development of child care facilities"
		To provide assistance for those developing child care facilities	"where feasible, make underutilized County properties or low-cost loans available to child care providers, particularly for those child care facility types of greatest need."

*In addition to actual General Plans some of the information for this document was obtained through these resources:

Anderson, K. (2006). *Planning for Child Care in California.* Point Arena, CA: Solano Press Books

Child Care Law Center. (2003). *A Child Care Advocacy Guide to Land Use Principles.* San Francisco, CA: Author.

Child Care Law Center. (2005). *Including Child Care in Local Planning.* San Francisco, CA: Author.

Appendix B
General Plan Background and Alternatives Reports

ESA

APPENDIX B
General Plan Background and Alternatives Reports

Appendix B provides a copy of the Background Report prepared for the Proposed Project. This report provides a detailed description of the land use/community design, infrastructure/community services, environmental resources, and public health and safety setting or existing conditions information that exists within the City's Planning Area. Although the document was originally prepared in 2005, several key sections (including air quality and climate change) of the Draft PEIR have been updated with current information (2007/2008) specific to that particular resource issue.

Additionally, a copy of the Alternatives Report is also included in this appendix. The Alternatives Report provides a description of the land use and development alternatives considered for the Proposed Project.

Oxnard General Plan Update

ALTERNATIVES

June 13, 2006

City Council and Planning Commission Joint Meeting






Inside

What is a General Plan?

Every county and city in California is required by state law to prepare and maintain a planning document called a general plan. A general plan is designed to serve as the jurisdiction's "constitution" or "blueprint" for future decisions concerning land use and resource conservation. Decision makers in the City will use the Oxnard General Plan to provide direction when making future land use and public service decisions. All specific plans, subdivisions, public works projects, and zoning decisions made by the City must be consistent with their General Plan.

The Oxnard General Plan Update will serve several purposes:

- Provide the public opportunities for meaningful participation in the planning process;
- Provide a description of current conditions and trends shaping the City of Oxnard;
- Identify planning issues, opportunities, and challenges that should be addressed;
- Explore land use and policy alternatives;
- Ensure the needs of the entire community are addressed;
- Ensure that the General Plan is current, internally consistent, and easy to use;
- Provide guidance in the planning and evaluation of future land and resource decisions; and
- Provide a vision and framework for the future growth of the City of Oxnard.

What does the General Plan Update consist of?

The General Plan Update includes the preparation of a number of major documents, divided into two sets: General Plan Documents (adopted) and General Plan supporting documents used to assist in the decision making process.

General Plan Documents

- **Goals and Policies Report.** This report is the essence of the General Plan. It contains the goals and policies that will guide future development within the City and its Planning Area (those areas currently within the City and those areas the City expects to influence in the foreseeable future). This document also identifies a full set of implementation measures that will ensure the policies of the General Plan are carried out.
- **Land Use and Circulation Diagram.** The General Plan will contain a land use diagram showing the distribution of land use designations within the Planning Area and for circulation, diagrams showing the designation and general location of current and proposed roadway/highway and bicycle/trails system components.
- **Background Report.** The Background Report provides a detailed description of existing conditions within the Planning Area, generally dated to 2005.

General Plan Supporting Documents

- **Alternatives Report.** This report provides a discussion of the land and circulation alternatives being considered for the General Plan Update.
- **Environmental Impact Report (EIR).** An EIR will be prepared to meet the requirements of the California Environmental Quality Act (CEQA). Information presented in the EIR will be used to better understand the potential environmental impacts associated with implementation of the General Plan.

Summary of Existing Conditions

The following summarizes interesting trends and information based largely on the Background Report:

Demographics

- **In 2000, the City of Oxnard exhibited a population profile indicative of growth.** The largest cohorts (age groups of people) are those under age 15, with the growth pyramid remaining wide up to age 44 before it starts to narrow, indicating a predominance of families.
- In 2000, approximately 21,000 households spoke primarily Spanish at home. Of these households, 5,787 were classified as "linguistically isolated" by the Census Bureau. Another 800 households spoke an Asian language and were isolated, for a **total population of 6,600 households (roughly 1 out of every 7 households) classified as "linguistically isolated".** (According to the US Census, a linguistically isolated household is one in which no person aged 14 or over speaks English at least "very well").

1990-2006 Demographic Profile for the City of Oxnard and Ventura County

	City of Oxnard	Ventura County
1990 Population	142,216	669,016
2000 Population	170,358	753,197
2006 Population (Estimate)	189,990	817,346
Percentage Population Growth (1990—2006)	33.6%	22.2%
Land (Square Miles)	26.9	1,873
Population Density per sq. Mile (2006)	7,020	434
Population Density per acre (2006)	11.4	0.7

Source: 1990 and 2000 U.S. Census, Department of Finance, E-1 City/County Population Estimates, 2006

Vacant Land

- Vacant and underutilized lands within the City provide opportunities for new development or redevelopment to occur. **Approximately 1,519 acres of land are currently vacant,** with the largest percentage of land designated for industrial development (72.9 percent).

Vacant Land by Parcel Type, 2005 (Within existing City Limits)

Parcel Type	Acreage	Percent of Total	Percent of City
Infill (1)	264.9	17.4	0.6
Permanent Open Space (i.e. Buffer, etc)	542.1	35.7	1.2
Vacant—Agriculture	10.2	0.7	<0.1
Vacant—Open Space (Private)	21.0	1.4	<0.1
Vacant—Development Application Process	578.3	38.1	1.3
Vacant—Under Construction	63.5	4.2	0.1
No information	38.7	2.6	<0.1
TOTAL	**1,518.7**	**100.0**	**3.3**

Note:(1) Infill lots consist of vacant parcels located within previously developed areas
Source: City of Oxnard, 2005

Vacant Land by Land Use Category, 2005 (Within existing City Limits)

Parcel Type	Acreage	Percent of Total	Infill Acreage (1)
Residential	58.3	3.8	30.8
Commercial	77.9	5.1	32.6
Industrial	1,106.9	72.9	171.1
Recreation / Conservation	244.8	16.1	0.2
Other	30.8	2.0	30.2
TOTAL	**1,518.7**	**100.0**	**264.9**

Note: (1) Infill includes all vacant parcels located within previously developed areas—Percentage does not equal 100 due to rounding
Source: City of Oxnard, 2005

Summary of Existing Conditions

Housing

- The 2006 California Department of Finance estimated **vacancy rate is 3.5%** and **average household size is 3.9 persons**.
- Approximately **40% of Oxnard's housing was built between 1970 and 1989, 35% between 1950 and 1969, 19% between 1990 and 2005, and the remaining 7% prior to 1949.**

Housing Characteristics, 2000-2006

Housing Type	2000	2006	Change (%)
Detached (Single Family)	24,909	28,509	14.5
Attached (Single Family)	4,576	4,576	0.0
2 to 4 units (Multi-Family)	4,353	4,447	2.2
5 Plus units (Multi-Family)	8,389	9,539	13.7
Mobile Homes	2,939	2,946	0.2
TOTAL	**45,166**	**50,017**	**10.7**

Source: California Department of Finance, 2000 and 2006 Housing Estimates

Public Services

- In 1990, the City had a staffing ratio of 1.1 officers per thousand resident. Currently, **the ratio is 1.2 officers per thousand residents**, below the national average of 1.9 officers per thousand. In 2005, there were 224 sworn officers and 139 civilians providing law enforcement services.
- According to Federal Bureau of Investigation (FBI) and California Crime Index statistics, **crime in the City of Oxnard decreased by almost 11 percent** between 2000 and 2004.
- The Oxnard Fire Department operates from **7 fire stations; all staffed on a full-time basis with a total of 25 firefighters on duty per shift.**
- The Fire Department's goal in a response to a call for service is to **have a fire unit on the scene within 5 minutes, 90 percent of the time** (as measured from the time of dispatch until arrival of the first unit). Based on an average travel speed of 30 mph, a distance of approximately 1.2 miles can be covered within the standard. **In 2004, the City met this standard 66% of the time.**
- Based on 2004-05 enrollment figures, **three school districts were exceeding the capacity of existing facilities** (Oxnard Elementary, Rio Elementary, and Oxnard Union High School).
- With the opening of the South Oxnard Center Branch Library, **the square footage of library space per resident will be 0.5 square feet**. Although minimum standards for library space range from 0.6 to 1.0 square foot of library space per resident, the Oxnard Library uses a standard of 1.0 square foot per resident.

Recreation

- Using the City's 2006 population estimate, the City has **4.6 acres of parkland for every 1,000 residents.** When City access to beaches is included, the ratio increases to 6.6 acres per 1,000 residents.
- **The City operates 8 community center facilities** including the Performing Arts Center, South Oxnard Center, three youth centers, and three senior centers.

Park Classification Summary, 2006

Type	Number	Acreage Covered
Mini-Park	4	4.0
Neighborhood Park	32	210.8
Community Playfields (1)	8	(Located within other park classifications)
Community Parks	7	221.5
Special Purpose Facilities	6	445.4
TOTAL	**57**	**881.7**

Note: (1) Community playfields are co-located with other park facilities

Source: City of Oxnard, Parks Department, 2006

Planning Challenges Overview

The purpose of this section is to provide an overview of the major constraints that exist in the Planning Area and to describe how these constraints shaped the land use alternatives presented later in the document. The constraints described in this section include the following:

- Growth Management Policies
- Transportation Infrastructure
- Availability of Vacant Land
- Protection of Existing Land Uses
- Airport Compatibility
- Nearby Military Operations
- Environmentally Sensitive Areas

Growth Management Policies

While Ventura County has not historically been the direct target of growth pressures focused on other Southern California counties, the County and its incorporated cities (including Oxnard) have taken several aggressive steps to ensure preservation of its rich agricultural soils and focus development within incorporated entities. These steps include the development of Guidelines for Orderly Development, SOAR (Save Open Space and Agricultural Resources) programs, and establishing agriculture preserves under the Williamson Act.

Guidelines for Orderly Development (Guidelines). The Guidelines for orderly development have been adopted by the Ventura County Board of Supervisors, all City Councils within Ventura County, and the Local Agency Formation Commission (LAFCO). Originally adopted in 1969, these guidelines maintain the consistent theme that urban development should be located within the incorporated cities whenever and wherever practical. The intent of these Guidelines are to:

- Clarify the relationship between the Cities and County with respect to urban planning;
- Facilitate a better understanding regarding development standards and fees; and
- Identify the appropriate governmental agency responsible for making determinations on land use requests.

This Guidelines also created Areas of Interest that define major geographic areas reflective of one city or community. This concept provided that there would be no competition between incorporated entities over the establishment of urban uses. Another concept embedded in the Guidelines is the notion of a Sphere of Influence. Before land can be annexed into a jurisdiction, it must be located within the city's Sphere of Influence. The overall result of these policies has been the development of relatively compact cities within the County, including Oxnard, all with their own unique Area of Interest. Similar to other entities within the County, Oxnard is also surrounded by intervening areas of agricultural land, open space, or other natural resources (such as the Pacific Ocean) which provide a buffer to the City and create a unique identity for the community.

Greenbelt Agreements. Oxnard is a participant, along with several other incorporated entities, in agreements with Ventura County and the LAFCO for the establishment of greenbelts. These greenbelts ensure that cities will not annex land within the subject areas, resulting in the preservation of open space buffers between cities. In addition, the County pledges not to permit urban development within these areas. The City of Oxnard is a participant in the following two greenbelt agreements:

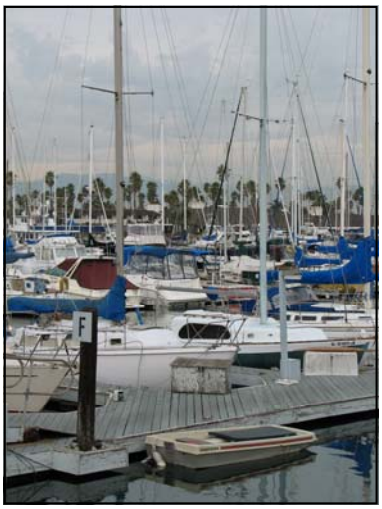
- Oxnard-Camarillo Greenbelt Agreement. During the 1980's the City signed a joint resolution with the City of Camarillo and the County of Ventura to create the Oxnard-Camarillo Greenbelt Agreement. This agreement calls for the preservation of a large agricultural area (approximately 27,000 acres) between the cities of Oxnard and Camarillo.
- Oxnard-Ventura Greenbelt Agreement. Located in the northwest portion of the Planning Area, Oxnard entered into an agreement with the City of Ventura in 1994 for the preservation of 2,460 acres of agricultural land between the two entities.

Land Conservation Act Contracts. Owners of agricultural land can reduce their property taxes by entering into a Land Conservation Act contract, agree-

Planning Challenges Overview

ing to maintain the land in agriculture for a 10- or 20- year period. Beginning in the late 1960s and early 1970s, the County established numerous agricultural preserves under the State's Williamson Act. As a result of these contracts, large areas of agricultural land are removed from consideration for urban development

SOAR. Beginning in 1995, jurisdictions within the County began using City Urban Restriction Boundaries (CURB), also referred to as Urban Growth Boundaries, to direct growth and preserve agricultural resources. Oxnard adopted its SOAR Ordinance on November 3, 1998. This initiative created a CURB around the City preventing it from developing outside the line without the approval of the voters until December 31, 2020. As a result, the City is limited in its response to demands for additional development. Traditional accommodation of outward expansion of the City is a less viable option. As the population increases, the City will be faced with the prospect of extending development beyond the SOAR boundary or increasing density and expanding "upwards" to accommodate additional needs.



Transportation Infrastructure

Based on the existing configuration of the City's transportation network, future opportunities for the construction of new facilities is limited without substantial acquisition of property and investment. As such, alternative modes of transportation should be considered in the design of the City's mobility network. These forms of transportation include transit, pedestrian and bicycle linkages, and other forms of transportation demand management strategies (carpooling, etc). A detailed discussion of transportation challenges are presented later in this document.

Availability of Vacant Land

Vacant and underutilized lands within the City provide opportunities for new development or redevelopment to occur. Approximately 1,519 acres of land are currently vacant, with the largest percent of this land designated for industrial development. However, most vacant properties are either currently within the application process, approved for development, or established as permanent open space (1,204.9 acres or 79.3 percent). In addition, vacant land that is available for development is generally of insufficient size to provide viable development opportunities for considerable growth without incentives.

Protection of Existing Land Uses

In certain areas of the City, changes to the land use pattern may be constrained by the presence of existing land uses that may be incompatible with certain uses. Proposed development should be compatible with existing uses or acceptably mitigate potential land use conflicts.

Airport Compatibility

Airports create compatibility issues based largely on noise, safety, and environmental concerns. Proposed land uses within the vicinity of the Oxnard Airport should consider applicable regulations such as the Airport's Master Plan and County Airport Land Use Compatibility Plan (ALUC).

Nearby Military Operations

A symbiotic relationship exists between the Naval Base Ventura County (NBVC - Port Hueneme and NAS Point Mugu) and the City of Oxnard. In order to ensure the preservation of this relationship, the City should examine the need to balance complementary and competing needs and interests. Although existing military operations do not currently present land use compatibility issues within the City, future military mission changes and community land use decisions could result in compatibility conflicts which negatively impact one or both entities.

Environmentally Sensitive Areas

Oxnard's coastal location, fertile area soils, and historical significance provide a variety of biological, aesthetic, and cultural resources requiring preservation and/or protection from urban development.

Envisioning the Future—Visioning

The City of Oxnard implemented the first phase of its General Plan Update, the Visioning Process, in 2002. During this process, approximately 300 people participated in a variety of public participation opportunities including six neighborhood workshops, one community-wide workshop, one INCF meeting, one staff workshop, and stakeholder interviews. At each workshop, participants had the opportunity to voice their concerns and provide suggestions for improving and enhancing the community. Topics of discussion for these meetings included the following: growth, the built environment, neighborhoods and housing, commercial development, employment, open space and the environment, culture and recreation, transportation and mobility, and visions for the future. Key themes heard from this process included the following:

- **Quality of Life.** Oxnard is envisioned as a safe, friendly, beach community, with a diverse, family-oriented population. Community assets include the City's climate, geographic location (coastal community and close proximity to Los Angeles), and the natural environment (wetlands, beaches, sensitive habitats).
- **Growth.** Growth should be carefully managed to ensure the provision of adequate public services and protection of valuable open space and agricultural lands. The Save or Our Agricultural Resources (SOAR) program is important to the community and should be maintained or renewed as appropriate.
- **Development.** Future development opportunities should include a range of housing opportunities including affordable housing for low-income families and senior citizens.
- **Tourism.** Tourism is a key component to the Oxnard economy and a critical component of the community's identity. Commercial and recreational assets, such as the Channel Island Harbor, should be promoted as tourist destinations.
- **Community Design.** Community design elements are integral to sustaining and developing a distinct identity for the City of Oxnard and its unique neighborhoods and cultural areas. Elements most in need of improvement and expansion include landscaping, pedestrian linkages, and the quality of design.
- **Mobility.** The provision of adequate circulation and mobility is integral to the quality of life experienced within the community. Enhancing public transportation, reducing congestion, increasing bicycle and pedestrian opportunities, and improving traffic synchronization and patterning were identified as key mobility issues.
- **Recreation.** Entertainment and recreational opportunities are important to the community. Recreational needs of the greatest importance include youth centers/activities, soccer fields, senior resources, and new and improved park facilities.
- **Culture.** There is a strong commitment to the cultural heritage and historical background of the community. Programs designed to revitalize and redevelop older neighborhoods, promote neighborhood identity, and provide increased access to services are encouraged.

Key Issues

The alternatives addressed in this document were developed based on the key issues ("topics") raised through input from the City's 2002 Visioning Process, Planning Commission Workshops conducted during the fall of 2005, and comments from City staff coupled with information garnered from the preparation of the Background Report. The land use alternatives will be presented later in the report.

The key issues identified have been culled into the following six topical areas:

- Demographics
- Land Use
- Agriculture
- Transportation
- Infrastructure
- Economic Development

The following pages provide a summary of these six key topic areas. For each one, a summary of the issue and identified trends are presented. These topical areas will also be used during the description of the alternatives presented. This presentation of the key issues is not an exhaustive list of those identified or collected, but merely represents those most likely to impact the land use pattern of the alternatives.

Demographics

A community's future is largely a function of what populations are currently in the community, and what population-trends will play out during the 25-year planning period (2006 to 2030). Some population trends are somewhat stable, such as the general movement of the U.S. population to the southern and western states. Other trends are harder to predict, such as the impact of relatively high housing costs on businesses and households over the long term. Oxnard has some population characteristics that are different from other Ventura County cities and between different areas of the City.

A community's future is largely a function of what populations are currently in the community, and what population-trends will play out during the 25-year planning period.

Trends identified include the following:

- Population growth scenario projections for the year 2030 range from 238,996 to 285,521 (a 26% to 50% growth rate from 2005)
- Oxnard is already a diverse city in terms of race and Hispanic origin, and will remain diverse given that California, the region, and Ventura County are all trending towards greater diversity.
- On average, the population of Oxnard will continue to be older.
- Oxnard's population will become increasingly bi-modal. There will be both a larger proportion of wealthy people and a larger proportion of poor people. Each of these groups will have very different needs and demands for government services.

2030 Population Projections

UCSB and Oxnard Planning Staff prepared four population projection scenarios using the following assumptions: each projection begins with the same data for 2005 (192,232 persons); assumes there are 7,000 new units to be constructed in the City within the next 10 years, mostly in already entitled developments (Riverpark, Seabridge, etc.), in the several large specific plan areas that continue the 1990 General Plan (Ormond Beach, Sakioka Farms, etc.), and/or in any of several private redevelopment projects (Wagon Wheel, former drive-in theater site, etc.). In addition, these scenarios utilize the same birth and death rate assumptions and allow little change in household size. The four scenarios are defined as follows:

1. Market Trend Extended. This assumption extends the City's existing market demand trend. Housing production is allowed to rise to whatever level is necessary to accommodate net migration and net natural increase at approximately four persons per unit.
2. Baseline—Known projects (7,000 units until 2015), then only natural increase is accommodated. Migration is not permitted until after natural increase is accommodated. This scenarios essentially asks the question, "What is needed to take care of our own growth?"
3. Baseline plus 350 units per year from 2016 to 2030.
4. Baseline plus 700 units per year from 2016 to 2030

Scenarios 3 and 4 both assume more local residents may leave the City because of lack of housing, with scenario 4 providing more housing, thus seeing less residents leaving.

	Market Trend	Baseline (7,000) (+natural increase)	Baseline 350 (+350/year)	Baseline 700 (+700/year)
Units added	16,881	15,124	5,250	10,500
Population Added	95,525	88,495	49,000	70,000
2030 Population	285,521	278,491	238,996	259,996
Average Annual Growth	2.0%	1.9%	1.0%	1.5%
Percentage Increase from 2005	49%	45%	24%	35%
Area @ 7 du/acre (city avg.)	2,412 ac	2,161 ac	750 ac	1,602 ac
	4 sq. mi.	>3 sq. mi.	1 sq. mi.	2.5 sq. mi

Source: City of Oxnard and UCSB, 2005

Land Use

The diversity of land use plays an integral role in the development of a healthy community with a vibrant economic base and adequate services provided for residents and visitors. Oxnard's land use pattern reflects the City's unique location and surrounding context. Owing its origins to the area's agricultural operations, the City has grown from a small town focused around a central plaza to the largest community in Ventura County. With the exception of several high rise buildings in northern Oxnard, the City is currently characterized by low rise buildings (one or two stories), low density residential, and a large industrial base surrounded by agricultural and natural resources. Most of the City's higher intensity development lies adjacent to primary thoroughfares such as Oxnard Boulevard, Highway 101, Saviers Road, and Hueneme Road.

In addition to the land use constraints mentioned earlier, other interesting issues that may impact growth and development include:

- With changing demographics and land demand pressures from all of Coastal California, housing prices will continue to rise. These rising prices will increase costs to local businesses and will create a population outflow of those who get priced-out of the market.
- The City of Oxnard established five separate redevelopment areas that are intended to encourage reinvestment and rehabilitation of properties within its established boundaries.

- As the predominant urban land use, residential uses comprise over 15% of the acreage within the Planning Area and 42% of the land within the existing CURB line. Approximately 60% of all residential units are single family dwellings. Although higher density units have been increasing in recent years, additional considerations must be given to increasing the residential density of future development proposals.
- Commercial uses comprise 3.1% of the Planning Area and 8.5% of the land within the existing CURB line. This land is dispersed throughout the City and ranges from small, single parcel retail stores to large, regional retail and office developments.
- Industrial lands constitute over 8% of the Planning Area and 22.7% of the area within the CURB. Within the industrial category, light industrial land uses are primarily located in the eastern part of the City between Rice Avenue and Del Norte Boulevard and in southern Oxnard south of Hueneme Road.
- Within the Planning Area, the largest land use is Agriculture. Agricultural areas are found in the northeastern and eastern edges of the City, as well as in large pockets within the northwestern portion of the Planning Area. Within the existing CURB line, agricultural land accounts for less than 1 percent of the total land area.
- Other open space areas (including parks, resource protection areas, and buffers), constitute 5% of the acreage within the Planning Area.
- Approximately 5% of the Planning Area and 12% of the CURB area is specified as other uses which do not fit into one of the previous land use classifications.

Within the Planning Area, Agricultural land comprises the largest percentage (53.7%) of land. However, within the CURB line agriculture comprises only 0.7% of the total land area..

Land Use, 2006

	Planning Area		CURB	
	Acres	Percent	Acres	Percent
Residential	7,027.4	15.4	6,862.2	41.9
Commercial	1,393.3	3.1	1,393.3	8.5
Industrial	3,720.9	8.2	3,720.9	22.7
Agriculture	24,520.7	53.8	121.3	0.7
Open Space (non-agricultural)	2,328.1	5.2	2,267.6	13.9
Other (includes public, schools, easements)	2,354.7	5.1	2,030.8	12.4
County	4,168.5	9.2	1.5	<0.1
Total	**45,703**	**100**	**16,396.1**	**100**

Source: City of Oxnard and Matrix Design Group , 2006

Agriculture

Many people see the natural beauty and rural nature of the County as a key to it's quality of life.

The City of Oxnard lies entirely within the Oxnard Plain, which contains some of the most fertile land in Ventura County. Agricultural areas are found in the north-eastern and eastern edges of the City, as well as in large "pockets" within the northwestern portion of the Planning Area. These "pockets" are green buffers surrounding the developed areas and are marked by tall eucalyptus and cypress windrows.

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, and 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.

The seasonal crop production pattern through out Ventura County is divided into two general categories: cool season and warm season crops. The cool season crops are generally harvested from fall through spring or early summer and include: broccoli, cauliflower, celery, lettuce, and spinach. The warm season crops are harvested from mid-summer through fall and include: fordhook green lima beans, snap beans, cucumbers, peppers and tomatoes. Year round crops include: cabbage (all year), strawberries (early spring to early summer) and lemons (January to mid-June). The overall mix of agricultural crops within the County has varied over the past years, but the top three agricultural crops for 2004 were strawberries, nursery stock and lemons.

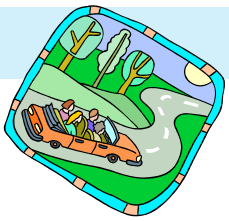
Agricultural operations within the southern portion of Ventura County receive the majority of their water from groundwater (generally privately-owned wells) and public water districts that divert surface water from the Santa Clara River and various lakes and stream watersheds through an extensive network of canals and natural waterways. The United Water Conservation District (UWCD) is responsible for groundwater recharge throughout most of the Santa Clara River Valley and for the wholesale distribution of water to purveyors on the Oxnard Plain. Lake Piru is UWCD's reservoir for water which is released into the Santa Clara River for subsequent recharge into the underground aquifers for later urban and agricultural use. Additional water sources are also available through the implementation of the City's new Groundwater Recovery Enhancement and Treatment (GREAT) Program. The GREAT Program consists of several elements intended to maximize the benefit from local recycled and groundwater resources. The Calleguas Municipal Water District is responsible for providing imported water for wholesale purposes to retail water purveyors serving municipal/industrial customer in the southeastern portions of the County.

Groundwater is the single most important source of water in the County. In 1985, it provided about 67% of the water utilized in the County. It is pumped extensively by individual well owners as well as purveyors who sell it at either retails sales to individuals or at wholesale to other purveyors. Since, overall, more groundwater is used than is replaced, the County's groundwater reserves are slowly decreasing (i.e., water is being extracted more rapidly than it is being replaced).

Other interesting issues impacting agricultural production include the following:

- As Oxnard develops on its outskirts, the agricultural support industry becomes increasingly isolated. They may eventually move inland, closer to the crops.
- The City's Planning Area contains significant agricultural lands that are important to the region's economy.
- Agricultural lands designated as prime farmlands account for an estimated 9,890 acres or approximately 22% of the total land that encompasses the Planning Area.
- Urban encroachment could intensify a variety of nuisance-related issues (i.e., dust, odor, noise, etc.) associated with agricultural uses or activities in the Planning Area.

Transportation



Transportation and mobility within the City of Oxnard are currently vital issues and will be even more important in future years as the City of Oxnard population and employment increases. Communities can be both defined and constrained by its transportation system. Historically, transportation planning efforts within the City focused on the development of a street and highway network that would meet the demands of automobiles. Due to the existing urban development within the CURB line, there is minimal opportunity for the construction of new and expansion of existing roads. Alternative transportation modes, including public transportation, bicycling, and passenger rail facilities, are becoming more important as the City of Oxnard focuses on maintaining a reduced dependency on the automobile.

Traffic Effects for Existing and Future Land Uses. Traffic congestion is often a result of economic and population growth. As the City updates its land use pattern, the ability to provide adequate mobility options will be an important factor in the determination of growth potential. The following information summarizes the potential impacts to land use decisions.

- **Major Employment and Residential Developments.** Major employment centers and major residential developments that are not close in proximity to the labor pool mean longer private automobile trips and an increase in Oxnard congested corridors, by both private automobile and public transportation. Major employment centers and major residential developments that incorporate a major driveway access point can cause intersection congestion and create neighborhood impacts that can include safety concerns for children in residential areas.
- **Major Commercial Developments.** A new commercial development impacts traffic by the type of land use associated with the development. For example, a fast food restaurant of approximately 1,000 square feet will generate approximately 500 vehicle trips. These trips do not impact Oxnard, as these automobiles are assumed to already be on the road and are not creating any new traffic by the patronage of a fast food restaurant. Another example is a light industrial complex of approximately 70,000 square feet will generate approximately 500 vehicle trips, also. However, these trips impact Oxnard, as these automobiles constitute new automobile trips to the facility. Light industrial complexes also increase the presence of commercial vehicles and increase goods movement.
- **Goods Movement.** The significance of Port of Hueneme also contributes to a high level of freight railroad and commercial vehicle traffic through the City. As such, the movement of goods can significantly congest and delay mobility at critical intersections due to vehicle size and frequency. In addition, due to the presence of at-grade railroad crossings, traffic flow within the City can be significantly delayed along Oxnard Boulevard and Fifth Street.

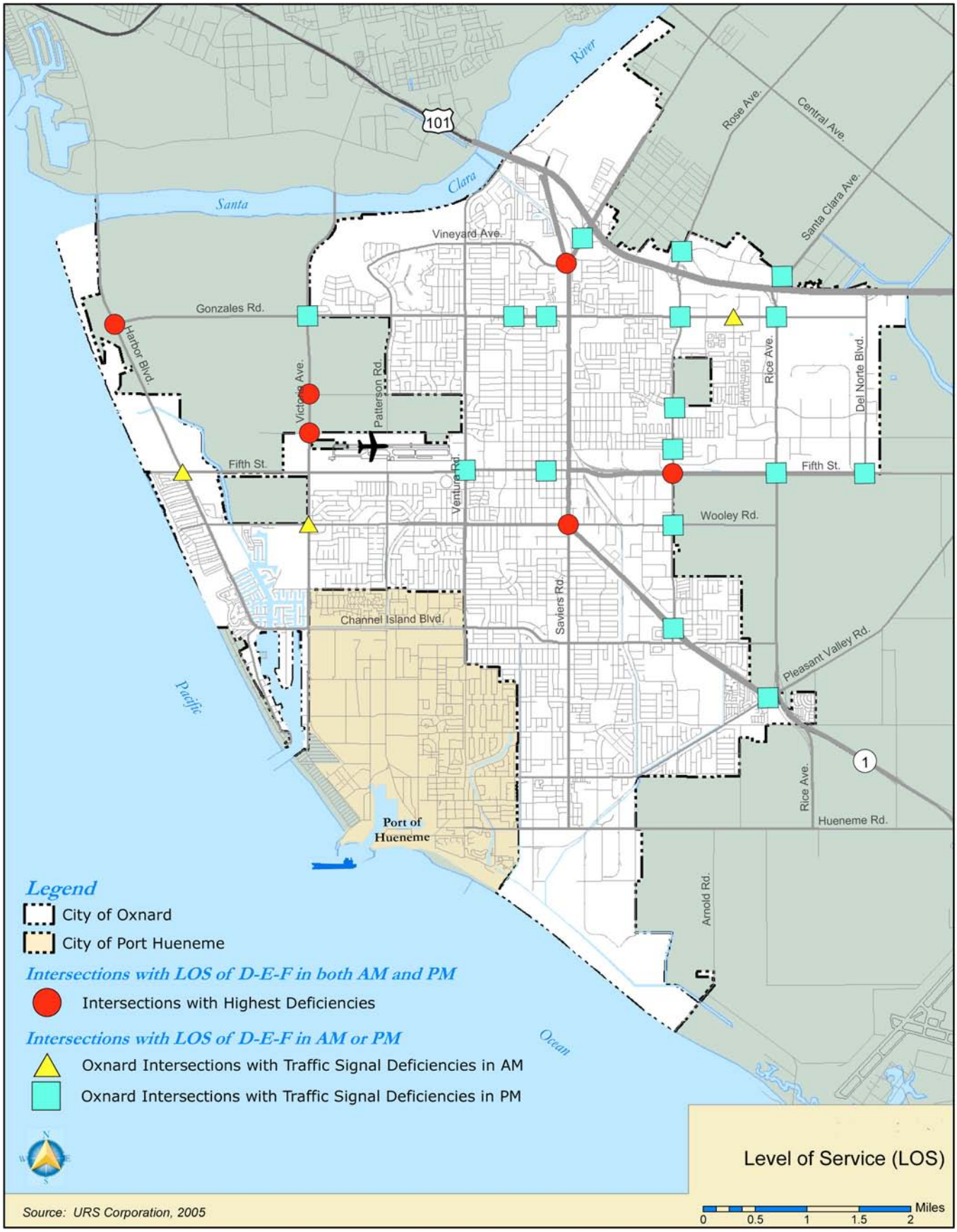
Existing Traffic Deficiencies. Growth and expansion within a city often lead to increased travel via private automobile and overall increased congestion. Existing traffic deficiencies occur at the following critical intersections within Oxnard (these intersections are also illustrated on page 11):

- Gonzales Road and Victoria Avenue.
- Vineyard Avenue (SR-232) and Esplanade Drive.
- Vineyard Avenue (SR-232) and Oxnard Boulevard (SR-1).
- Gonzales Road and Oxnard Boulevard (SR-1).
- Five Point intersection (Oxnard Boulevard (SR-1), Saviers Road and Wooley Road).
- Channel Islands Boulevard and Ventura Road.
- Auto Center Drive and Rose Avenue.
- Auto Center Drive and Ventura Road.
- Rose Avenue and Gonzales Road.
- Rose Avenue and Fifth Street (SR-34).
- Rose Avenue and Channel Islands Boulevard.
- Rice Avenue and Fifth Street (SR-34).

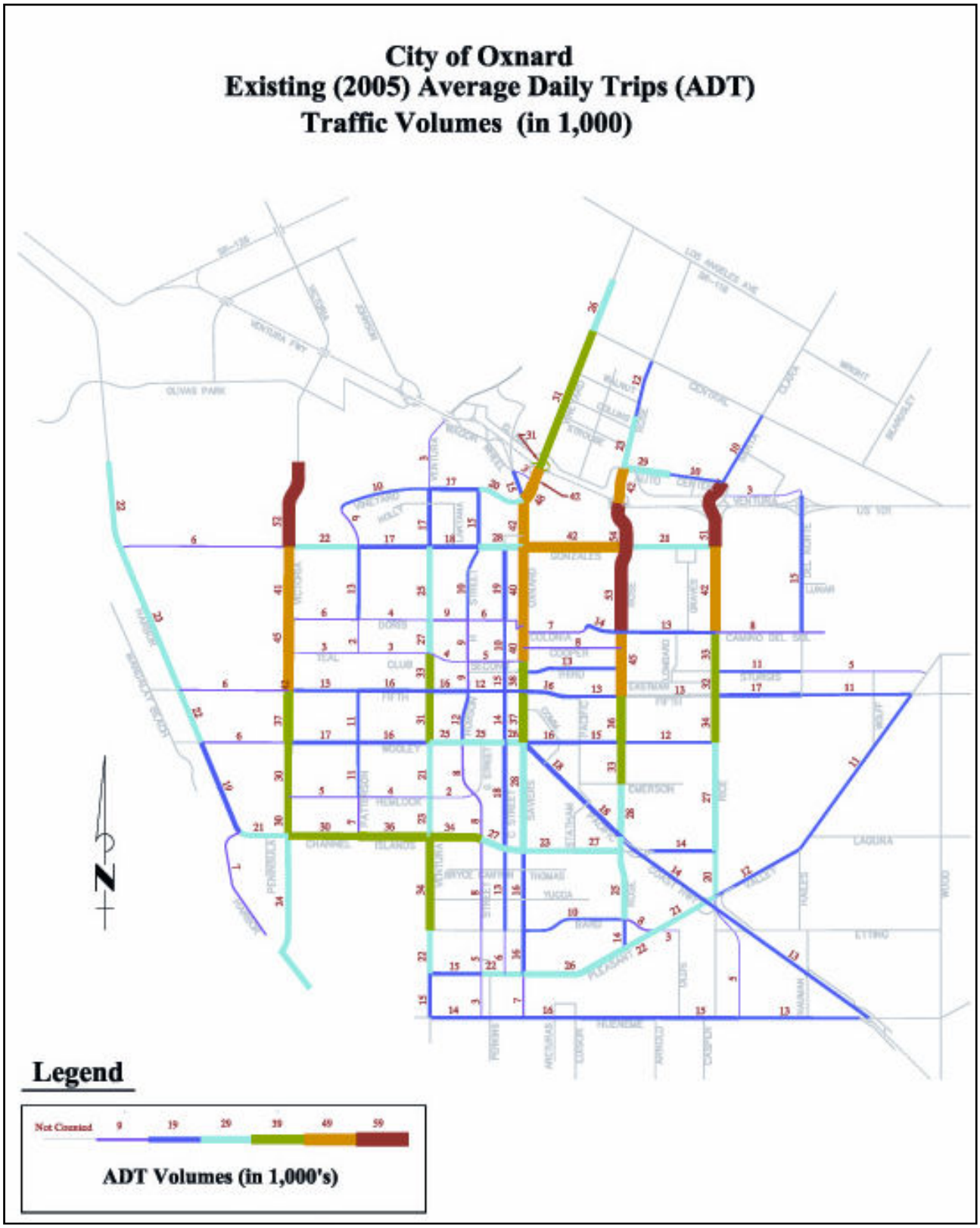
Other interesting issues impacting transportation include the following:

- The primary source of mobile emissions is vehicles (automobiles, passenger trucks, trucks, and buses). Vehicle emissions are also the primary source of ozone precursors (i.e., ROG and NOx).

The development and quality of life for the City of Oxnard is dependent on the availability of adequate infrastructure.


Santa Clara River
101
Rose Ave.
Central Ave.
Santa Clara Ave.
Vineyard Ave.
Gonzales Rd.
Harbor Blvd.
Victoria Ave.
Patterson Rd.
Rice Ave.
Del Norte Blvd.
Fifth St.
Ventura Rd.
Wooley Rd.
Saviers Rd.
Channel Island Blvd.
Pleasant Valley Rd.
Pacific
Port of Hueneme
Hueneme Rd.
Arnold Rd.
Ocean
Legend
City of Oxnard
City of Port Hueneme
Intersections with LOS of D-E-F in both AM and PM
Intersections with Highest Deficiencies
Intersections with LOS of D-E-F in AM or PM
Oxnard Intersections with Traffic Signal Deficiencies in AM
Oxnard Intersections with Traffic Signal Deficiencies in PM
Level of Service (LOS)
Source: URS Corporation, 2005
Miles
0 0.5 1 1.5 2

The following graphic illustrates the Average Daily Trips (ADT) for the primary transportation facilities within the City of Oxnard. As shown on this map, those facilities with the highest average daily traffic volumes (total traffic within a 24-hour period) include: Victoria Avenue (north of Gonzales Road); Rose Avenue (between US 101 and Camino Del Sol); and Rice Avenue (between Auto Center Drive and Gonzales Road). In general, traffic volumes are higher in northern Oxnard and decrease as one moves south within the City, with the lowest volumes witnessed along the coast.



Infrastructure

The development and quality of life for the City of Oxnard is dependent on the availability of adequate infrastructure.

The provision of adequate public infrastructure, facilities, and services directly affects a community's ability to prosper and meet the demands resulting from new development. Constraints unique to each service often determine its ability to adapt to growth and determine the difficulties associated with meeting this growth. Key findings pertaining to infrastructure and public facilities include the following:

- Water demand is growing at the compound rate of two percent per year. To meet this increased demand, the City is expanding the supply system (Springville Reservoir Project) and distribution system (Blending Station Number 4 and Water Separation Vaults) to ensure that enough water can be delivered at adequate fire flow levels as new customers are added to the system. Supply limitations on the City's local groundwater allocation and imported water sources, as well as the anticipated increasing cost of water, justify the City's exploration of alternative water source development. In response to this expected shortfall, the City is implementing a Groundwater Recovery Enhancement and Treatment (GREAT) program. The City needs to review water sources and pricing.
- Groundwater aquifers within the Planning Area are currently threatened by saltwater intrusion and possible contamination from commercial or industrial sources located in close proximity to recharge areas.
- Factors affecting the water quality of the Santa Clara River include water diversions, agricultural/urban runoff, in-channel gravel and sand mining, and non-native species invasions.
- The Oxnard Wastewater Treatment Plant (OWWTP) is adequate to handle a population of 232,050 for the year 2014. The wastewater collection system requires an investment of 25 capital improvement projects to mitigate hydraulic deficiencies.
- The stormwater drainage network is insufficient to accommodate the increased runoff produced by a full build-out of the 2020 General Plan.
- The City of Oxnard is served by four elementary school districts and one high school district. The fastest growing districts are located in northern Oxnard. As the population continues to expand, new growth will require additional school facilities. The unavailability of vacant land within the existing CURB boundary makes locating new facilities difficult.

Economic Development

The inventory of economic assets and the setting of economic objectives are important components in the general planning process. Economic assets, and their utilization, influence the growth of the community. Since the private sector is the primary source of economic activity, the City has a limited capacity to influence the economy. It is therefore important that the General Plan sustain and promote economic activity by firmly establishing these policies.

Other interesting trends identified that may impact economic growth include the following:

- Oxnard is Ventura County's industrial center, with the County's highest concentration of industrial space.
- Oxnard is located on some of the most productive agricultural land in the nation. As such, agriculture is a significant component of the City's industrial base and stable source of jobs and economic activity. In 2004, agricultural production represented 19.5 percent of Oxnard's job base.
- As global trade continues to expand, and it will, the Port of Hueneme will become more active. This activity will increase demand on existing infrastructure and demand for new infrastructure.
- Manufacturing industries, particularly those of tradable goods, goods that can be manufactured anywhere, may move out of California to a lower-cost location. Oxnard has a relatively high concentration of such businesses.
- Oxnard has shown relatively little interest in the hospitality market as evidenced by the minimal promotion of its beaches and marina. With the recent addition of new hotels, potential opportunities exist for Oxnard to capitalize on its tourist resources and focus future marketing efforts on its coastal area.

Oxnard is Ventura County's industrial center, with the County's highest concentration of industrial space.

Developing Land Use Alternatives

The land use alternatives described in this document were developed through a process that involved input from City staff, consultant findings, and the public (from Workshop participation and the Visioning Process conducted in 2002). A charrette with City staff and the project team was held on March 28th. Findings from this charrette were presented to the EDCC on March 29th. These scenarios include three land use concepts:

A. Compact Concentric Infill—Focuses development inside the existing CURB line. Future growth will be infill, relatively small projects, redevelopment-oriented, and of higher density.

B. Compact Concentric Infill with Workforce Housing Development Outside the CURB—Focus development inside the existing CURB line, but extends opportunities for workforce housing (with a preference for local residents) north of the City.

X. Compact Concentric Infill with New Development Outside the CURB—Focuses development inside the existing CURB line, but provides additional development opportunities including workforce housing north of the City and mixed use development to the east. Areas of new development outside the CURB line would allow mostly large-scale private development of adjacent areas that "round-out and fill-in" the City's boundaries.

The three land use alternatives provided in this document are still conceptual in nature. Their purpose is to illustrate three alternative scenarios for future growth in order to frame a discussion concerning the preferred pattern of growth. This preferred concept may be one of the three concepts presented or it may be a hybrid that combines features of two or more alternatives. The preferred concept developed will serve as the basis for the development of the General Plan and associated Environmental Impact Report (EIR).

The following assumptions were made in the development of the land use alternatives:

- What was currently in the development pipeline will get built.
- All existing specific plans or redevelopment plans, with the exception of Teal Club, Wagon Wheel, and Sakioka, will maintain their current or proposed land use plan.
- Development proposals should, where possible, minimize the loss of agricultural land.
- Should generally work towards the population range of the 2030 population projections (238,000 to 286,000).
- Provide a broad range of housing opportunities.
- Consider mobility implications to land use decisions.
- Provide options for the maximum usage of land—such as infill or mixed use development.
- Consider the expiration of CURB.
- Protect existing land uses from incompatible development.

The preferred land use concept may be one of the three concepts presented or it may be a hybrid that combines features of two or more alternatives.

Legends to Graphic Representations of Alternatives

The following chart provides a legend to the land use alternatives presented on the following pages. In addition, this chart graphically portrays the conversion of the 2020 land use categories and the categories used for the alternatives. Once the preferred alternative is determined, the land use recommendations will be converted to the 2020 land use categories. When necessary, additional categories may be proposed.

General Plan 2020		Alternatives	
Residential			
Rural 1-4 DU		Low	
Very Low 1-2 DU			
Low 3-7 DU			
Low Medium 8-12 DU		Medium	
Medium 13-18 DU			
Residential High 18-30 DU		High	
Factory Built 1-7 DU		N/A	
Commercial			
Community		Commercial	
Convenience			
General			
Neighborhood			
Office			
Regional			
Central Business District			
Specialized RS		Eco-Tourism	
Industrial			
Light		Industrial	
Limited			
Coastal Dependent			
Central Industrial Area			
Business & Research Park			
Open Space			
Resource Protection		Open Space / Park	
Recreational Area			
Park			
AG/Planning Reserve			
Open Space			
Open Space Buffer			
Agriculture			
Other			
School		Public	
Visitor Serving			
Airport Compatible			
Public Utility/Energy			
Public/Semi-Public			
Easement			
Ventura County			
		Mixed Use	

Other Symbols

- Transit Station
- Urban Village
- Transit-Oriented Overlay
- Transportation Improvement
- Oxnard City Limits

Although the Planning Area of the City extends outside the CURB boundary to include portions of the County, the following alternatives focus on only those areas recommended for a land use change from the existing General Plan.

Compact Concentric Infill

Alternative A

This alternative focuses on intensifying development at key locations throughout the city. These locations, known as "urban villages," are identified as areas with underutilized properties that are prime for revitalization and infill properties. This "urban village" concept provides sufficient densities to make transit feasible and provides sufficient neighborhood services and shops to support daily needs through sustainable design. There are five "urban villages" identified throughout the city that reinforce: redevelopment, reinvestment, mixed-use development, and transit connectivity.

Demographics

- Population growth is directed toward existing urbanized areas.
- Specified opportunities for workforce housing encourage younger generations and lower income households to remain within the City, rather than relocating to less expensive areas.

Land Use

- Provide a mixture of land uses both horizontal as well as vertical
- Promote a more efficient land use pattern that reduces development pressures on agricultural lands, ecosystems, and open space
- Future development will be relatively small-scale, redevelopment-oriented, higher density infill projects.

Transportation

- Provide transit connectivity between "urban villages" and the Oxnard Transit Center.
- May result in less air pollution emissions due to increased transit usage and less dependency on the automobile.
- Mitigate regional air quality by developing a more transit oriented land use pattern reducing the number of automobile trips.
- Provide extension of Del Norte as eastern gateway.

Agriculture

- Concentrates growth within existing CURB lines, mitigating the impact for the conversion of existing farmland to urban development.

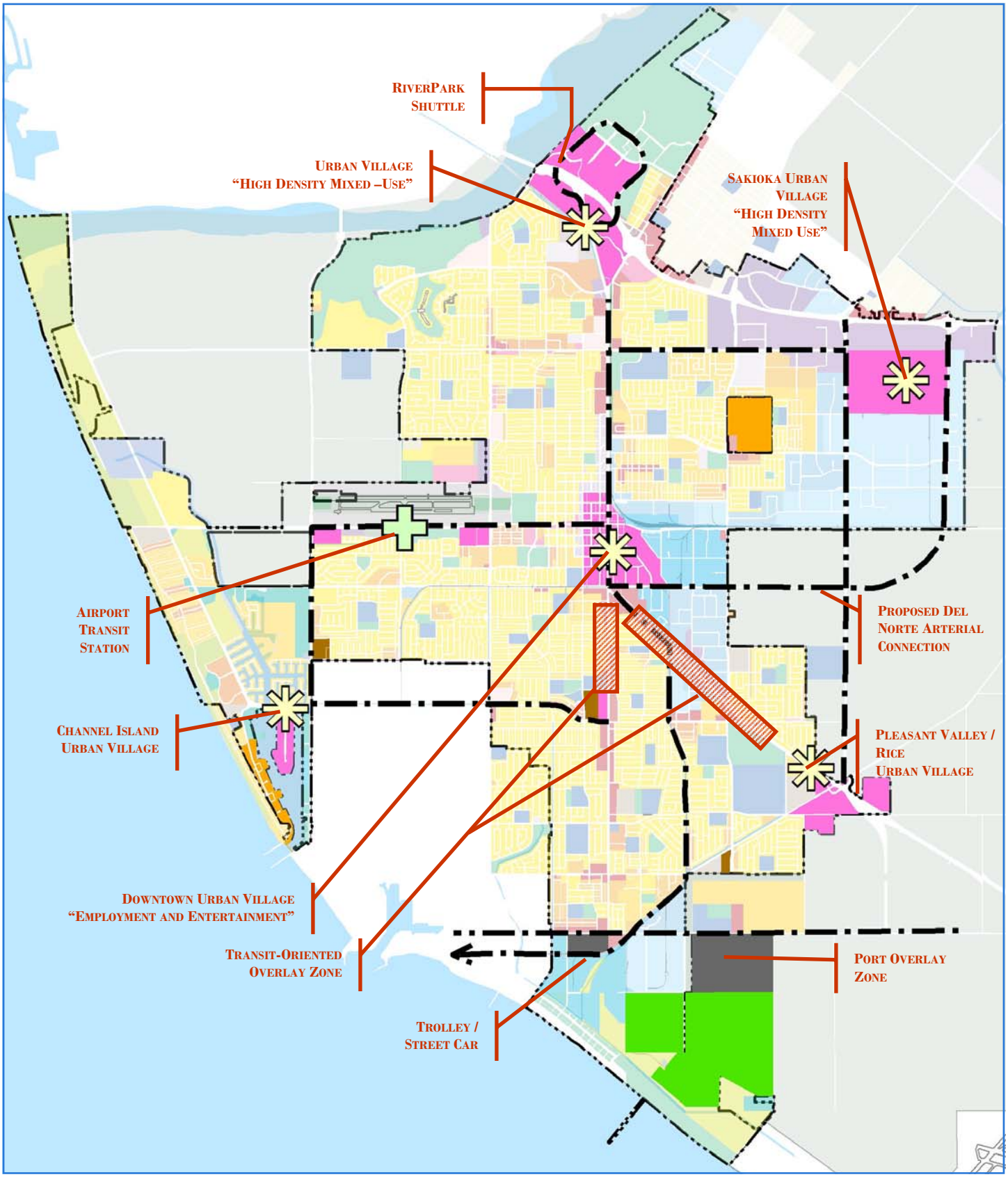
Infrastructure

- Takes advantage of the existing well-developed infrastructure systems of the city.
- Maximize the use and efficiency of existing resources, infrastructure, and energy.

Economic Development

- Concentrates new employment growth in Urban Villages in close proximity to new residential growth.
- Larger commercial and industrial projects will be limited to the developers ability to acquire a large enough land area for redevelopment and reinvest-ment.
- Encourages the revitalization and redevelopment of underutilized parcels for new commercial and industrial development to occur.

Alternative A



Alternative B — Compact Concentric Infill w/ Workforce Housing Outside CURB

Building upon the principles established for Alternative A (Urban Villages, transit connectivity, redevelopment, reinvestment, and mixed use development), this concept promotes the expansion of the CURB line to include approximately 460 acres on the City's northern boundary to provide additional housing opportunities consisting of a mixture of extremely-low, low, and moderate income housing, with a preference given to local residents. In exchange for the development of the workforce housing opportunities, the Teal Club Specific Plan area would not be developed. Finally, this alternative would relocate agricultural support and other uses in the Central Industrial Area to other areas and the conversion of the CIA to an expansion of the downtown core in a "transit-oriented" format.

Demographics

- Population growth is directed toward existing urbanized areas.
- Specified opportunities for workforce housing encourage younger generations and lower income households to remain within the City, rather than relocating to less expensive areas.

Land Use

- Provides both a horizontal and vertical land use mix.
- Development will occur mostly within the CURB boundary, with some exceptions that foster workforce and affordable housing.
- No development of Teal Club site.
- Development outside the existing CURB line occurs after 2020 or by voter approval.

Transportation

- Provide transit connectivity between "urban villages" and the Oxnard Transit Center.
- May result in less air pollution emissions due to increased transit usage and less dependency on the automobile.
- Mitigate regional air quality by developing a more transit oriented land use pattern reducing the number of automobile trips.
- Provide extension of Del Norte as eastern gateway.

Agriculture

- Extends urban development beyond existing CURB line in northern Oxnard. This area is also within the Ventura-Oxnard Greenbelt Agreement.
- Promotes a more efficient land use pattern that reduces development pressures on agricultural lands, ecosystems, and open space.

Infrastructure

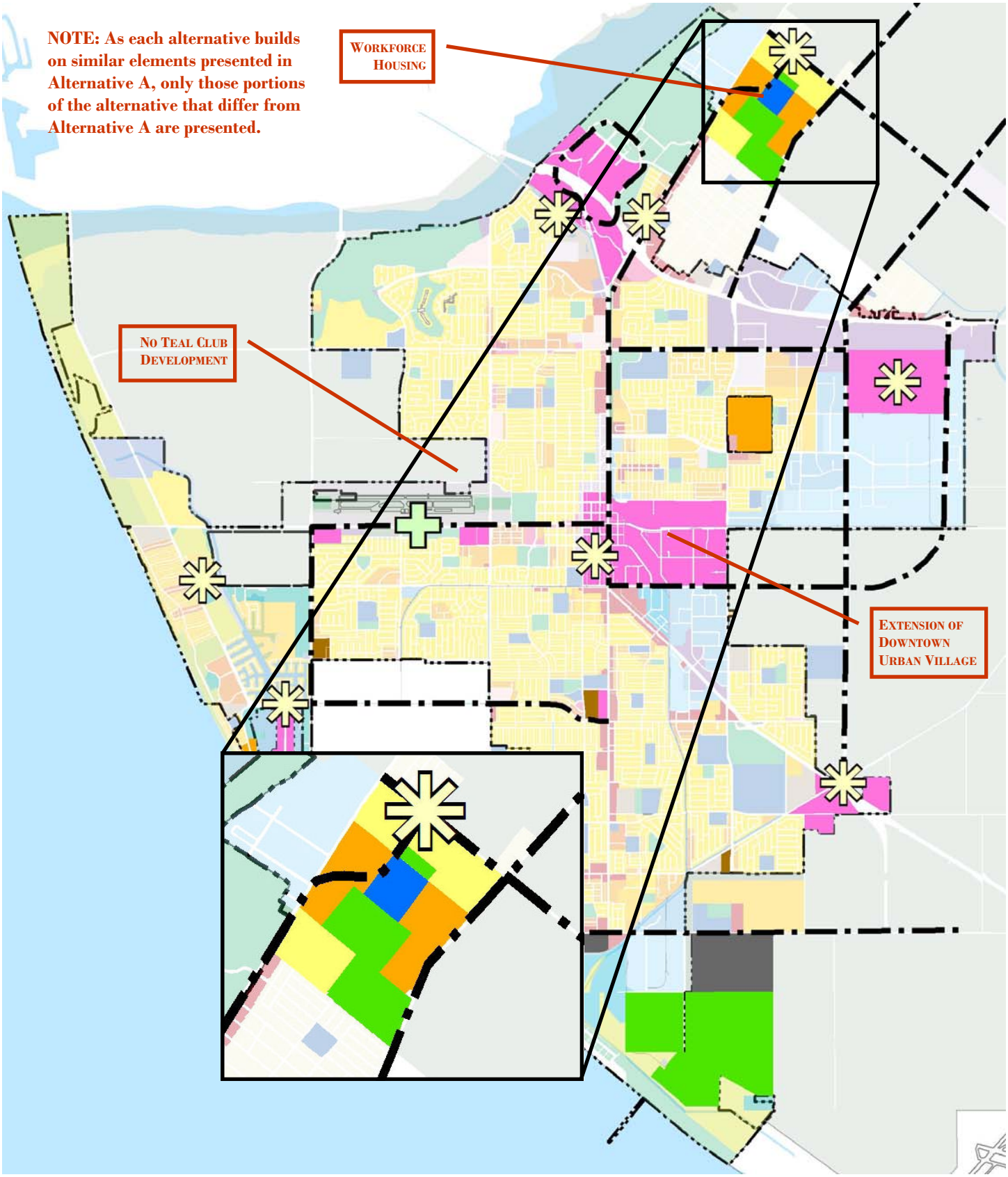
- Provides increased service areas for fire and police.
- Concentrates development in school districts experiencing existing school capacity issues (Rio and Oxnard Elementary Districts).

Economic Development

- Concentrates new employment growth in Urban Villages in close proximity to new residential growth.
- Larger commercial and industrial projects will be limited to the developers ability to acquire a large enough land are for redevelopment and reinvestment.
- Encourages the revitalization and redevelopment of underutilized parcels for new commercial and industrial development to occur.

Alternative B

NOTE: As each alternative builds on similar elements presented in Alternative A, only those portions of the alternative that differ from Alternative A are presented.



Alternative C

Compact Concentric Infill w/ New Development Outside CURB

This alternative looked at a shift in development from within the community to locations currently located outside of the established CURB boundary. Growth would be directed to both infill and new development areas including: Rose/Santa Clara, Southeast Urban Village (Wooley and Rice), Gonzales/Victoria, and Mandalay Bay North. Areas of new development outside the CURB line would allow mostly large-scale private development of adjacent areas that "round-out and fill-in" the City's boundaries. As with other alternatives, this concept would employ the use of Urban Villages to provide opportunities for mixed-use development, increased residential densities, and transit connectivity. Tourism opportunities would be supported through the provision of eco-tourism in the Ormond Beach area and waterfront tourism in the Channel Harbors area. Workforce development in northern Oxnard would also be supported. Lastly, the Five Points intersection would be reconfigured to provide improved mobility within the Downtown.

Demographics

- Provides more opportunity for the population to spread-out leading to the potential for a lower residential density than Alternative A.
- Specified opportunities for workforce housing encourage younger generations and lower income households to remain within the City, rather than relocating to less expensive areas.

Land Use

- Allows some development outside the CURB in areas contiguous with the existing urban boundary.
- Provides for a mixture of residential densities and housing types.
- Protects sensitive natural areas, such as Ormond Beach wetlands.
- Development outside the existing CURB line occurs after 2020 or by voter approval.

Transportation

- Requires transportation improvements to serve new development areas.
- Supportive of transit opportunities.
- Mitigate regional air quality by developing a more transit oriented land use pattern reducing the number of automobile trips.
- Provide extension of Del Norte as eastern gateway.

Agriculture

- Loss of existing agricultural land, most agricultural impact of all Alternatives presented.
- Provides "hard edge" between urban development and agricultural land with Rice Avenue providing a definitive border.
- Relocates agriculture supportive industries out of the downtown area.

Infrastructure/Services

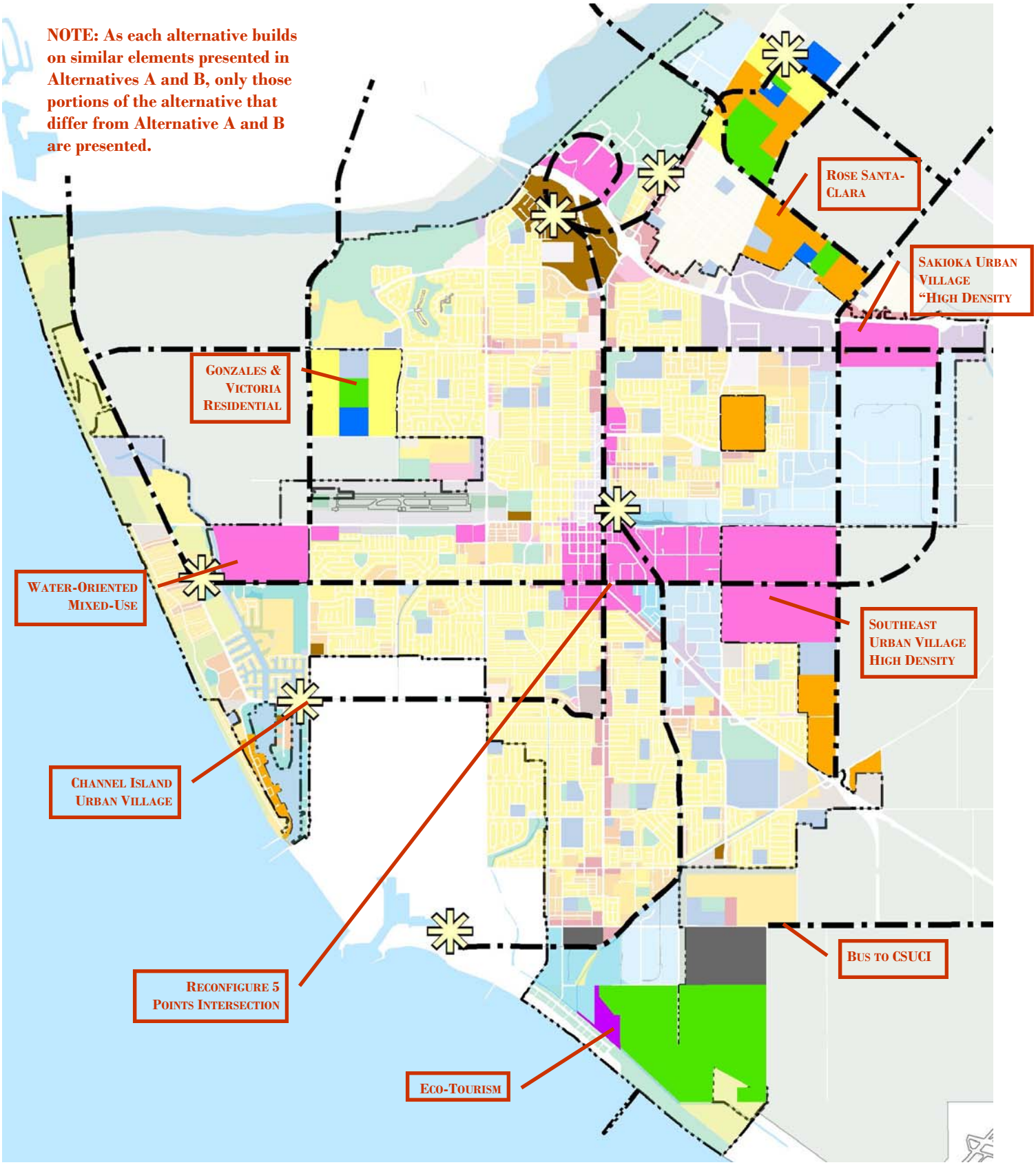
- Extension of new infrastructure needed to serve new Greenfield development.
- Provides increased service areas for fire and police.
- Concentrates development in school districts experiencing existing school capacity issues (Rio and Oxnard Elementary Districts).

Economic Development

- Provides for the redevelopment and reinvestment of industrial areas.
- Provides for the creation of a "Port Overlay" Zone.
- Strengthens City's role in the provision of eco-oriented tourism.

Alternative C

NOTE: As each alternative builds on similar elements presented in Alternatives A and B, only those portions of the alternative that differ from Alternative A and B are presented.



Comparative Summary of Alternatives

The following tables present the projected population, dwelling units, and jobs for (1) the total Planning Area and (2) only those portions of the land use alternatives recommended for change from General Plan 2020.

Planning Area Totals

Land Use	Density	Number of Dwelling Units			Persons Per Household Multiplier	Projected Population		
Maximum Dwelling Unit Density								
	Max	Alt A	Alt B	Alt C		Alt A	Alt B	Alt C
Rural	4	1,776	1,776	1,776	3.9	6,926	6,926	6,926
Very Low Density	2	18	0	18	3.9	70	0	70
Low Density	7	24,283	24,640	27,881	3.9	94,704	96,096	108,736
Low-Medium Density	12	10,753	10,572	12,051	3.8	40,861	40,174	45,794
Medium Density	18	13,464	15,228	20,520	3.7	49,817	56,344	75,924
High Density	30	13,724	13,724	19,810	3.7	50,779	50,779	73,297
Mobile Home	7	1,043	1,043	1,246	2.3	2,399	2,399	2,866
Total		**65,061**	**66,983**	**83,302**		**245,556**	**252,717**	**313,613**
Declining Persons Per Household Trend								
	Max	Alt A	Alt B	Alt C		Alt A	Alt B	Alt C
Rural	4	1,776	1,776	1,776	3.5	6,216	6,216	6,216
Very Low Density	2	18	0	18	3.5	63	0	63
Low Density	7	24,283	24,640	27,881	3.5	84,991	86,240	97,584
Low-Medium Density	12	10,753	10,572	12,051	3.4	36,560	35,945	40,973
Medium Density	18	13,464	15,228	20,520	3.3	44,431	50,252	67,716
High Density	30	13,724	13,724	19,810	3.3	45,289	45,289	65,373
Mobile Home	7	1,043	1,043	1,246	2.1	2,190	2,190	2,617
Total		**65,061**	**66,983**	**83,302**		**219,740**	**226,133**	**280,542**
						Alt A	Alt B	Alt C
Employment Total						**88,532**	**88,457**	**100,471**

Land Use Alternative Only

Land Use	Density	Number of Dwelling Units			Persons Per Household Multiplier	Projected Population		
Maximum Dwelling Unit Density								
	Max	Alt A	Alt B	Alt C		Alt A	Alt B	Alt C
Rural	4	0	0	0	3.9	0	0	0
Very Low Density	2	0	0	0	3.9	0	0	0
Low Density	7	105	1,064	3,850	3.9	410	4,150	15,015
Low-Medium Density	12	294	294	2,001	3.8	1,117	1,117	7,604
Medium Density	18	5,022	6,948	12,060	3.7	18,581	25,708	44,622
High Density	30	6,789	6,789	13,027	3.7	25,119	25,119	48,200
Factory Built	7	0	0	0	2.3	0	0	0
Total Population		**12,210**	**15,095**	**30,938**		**45,227**	**56,094**	**115,441**
Declining Persons Per Household Trend								
	Max	Alt A	Alt B	Alt C		Alt A	Alt B	Alt C
Rural	4	0	0	0	3.5	0	0	0
Very Low Density	2	0	0	0	3.5	0	0	0
Low Density	7	105	1,064	3,850	3.5	368	3,724	13,475
Low-Medium Density	12	294	294	2,001	3.4	1,000	1,000	6,803
Medium Density	18	5,022	6,948	12,060	3.3	16,573	22,928	39,798
High Density	30	6,789	6,789	13,027	3.3	22,404	22,404	42,989
Factory Built	7	0	0	0	2.1	0	0	0
Total Population		**12,210**	**15,095**	**30,938**		**40,343**	**50,056**	**103,066**
						Alt A	Alt B	Alt C
Employment Total						**25,994**	**25,994**	**39,177**

Comparative Summary of Alternatives

The three alternatives are summarized below based on their evaluation on specified criteria.

Meets criteria

	Alternative A	Alternative B	Alternative C
Transit supportive			
Minimize construction of new roads			
Provides higher density residential options			
Provides workforce housing opportunity			
Promotes infill development			
Minimizes conversion of agricultural land			
Focus on redevelopment and reinvestment			
Preservation of CURB			
Compatibility with existing land use			
Minimize environmental disruption			
Optimize public investment			
Provides economic development opportuni-ties			
Protects visual resources			
Promotes recreational opportunities			
Enhances air quality			
Protects coastal land uses			
Promotes neighborhood identity			

Policy Commitments

Alternative A

Compact Concentric Infill

- City commits to growth is accommodated through infill development, higher densities, and transportation infrastructure.
- City supports the incorporation of transit infrastructure.
- The City would need to be committed to insisting on medium to high-density infill and planning of neighborhoods.
- Revitalization and reinvestment in designated "urban villages" would need to be facilitated.
- City commits to supporting mixed used developments emphasizing the integration of housing and employment opportunities into compact urban villages.
- City commits to the development of transit-oriented overlay districts on Oxnard Blvd. and Saviers Rd.

Alternative B

Compact Concentric Infill w/Workforce Housing Outside CURB

- City commits to support development outside the existing CURB in northern Oxnard for the provision of workforce housing opportunities.
- Revitalization and reinvestment in designated "urban villages" would need to be facilitated.
- City supports the incorporation of transit infrastructure, with emphasis on the connection of workforce housing developments to employment opportunities.
- City commits to supporting mixed used developments emphasizing the integration of housing and employment opportunities into compact urban villages.
- City commits to the development of transit-oriented overlay districts along Oxnard Blvd. and Saviers Rd.

Alternative C

Compact Concentric Infill w/ New Development Outside CURB

- City commits to support development outside the existing CURB in several areas adjacent to existing urban development, including Rose-Santa Clara; Southeast Urban Village; and Gonzales & Victoria.
- City supports the redevelopment of existing industrial uses east of Oxnard Blvd. Agriculture support industries would need to be relocated.
- City commits to capitalizing on natural resources through the promotion of eco-tourism activities.
- Revitalization and reinvestment in designated "urban villages" would need to be facilitated.
- City supports the incorporation of transit infrastructure, including the connection of workforce housing developments to employment opportunities and connecting CSUCI to Oxnard.
- City commits to supporting mixed used developments emphasizing the integration of housing and employment opportunities into compact urban villages.

Appendix C
General Plan Goals and Policies Report

ESA

APPENDIX C
General Plan Goals and Policies Report

Appendix C provides a copy of the Goals and Policies Report for the Proposed Project. This document contains the goals and policies (by general plan element) that will guide future decisions within the City. It also identifies the full set of implementation measures that will ensure the goals and policies in the Goals and Policies Report are carried out. The Goals and Policies Report also includes a description of the Preferred Land Use Alternative and the Circulation Diagram.

Appendix D
Traffic Circulation Study

ESA

APPENDIX D
Traffic Circulation Study

This appendix provides a copy of the Traffic Circulation Study prepared for the Proposed Project. This report identifies the background data and presents the existing traffic circulation conditions that exist in the City's Planning Area. Future travel demand projections generated from the model are documented in this report and projected circulation issues are identified. Recommended circulation improvements are also described.

FINAL REPORT

TRAFFIC CIRCULATION STUDY

CITY OF OXNARD

2020 GENERAL PLAN UPDATE / EIR

Prepared for:

City of Oxnard

"The City That Cares"

April 23, 2008

URS

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Project Number: 29866309

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ES - EXECUTIVE SUMMARY

The purpose of this Traffic Impact Study (TIS) Report is to document the traffic analysis conducted for the City of Oxnard 2020 General Plan Update EIR, identify potential traffic impacts from Update Alternatives and recommend mitigation measures to reduce those impacts to levels of insignificance. This traffic study was prepared according to the City of Oxnard General Plan Policies.

The proposed Update serves to explore land use and policy alternatives to the current 2020 General Plan, provide description of current conditions and trends shaping the City of Oxnard, identify planning issues and opportunities that should be addressed and ensure the Update is current and internally consistent.

The analysis also focuses on potential traffic impacts to the City of Oxnard roadway network and development of mitigation measures at any impacted locations. The traffic study area falls within the City of Oxnard Planning Area Boundary which includes the incorporated and unincorporated areas bearing a relation to the City's existing and future development. The study area is bordered by Beardsley Wash and Revolon Slough on the east, Santa Clara River on the north, Pacific Ocean on the south and west and the United States Naval Base and the Point Mugu Naval Air Station.

Current and future traffic analyses at one hundred and one (101) intersections within the City of Oxnard were performed during the course of this study. At these locations, traffic operations were studied for existing condition (2005), General Plan Buildout condition and three General Plan Update Land Use Alternative conditions. For all scenarios, deficiencies and impacts are identified, improvements and mitigation measures are proposed, their effectiveness are determined and residual traffic impacts, if any, are ascertained as part of this study.

The following summary highlights the key findings of this study:

- Under **Existing (2005) Conditions**, nineteen (19) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better. Sixteen (16) key roadway segments will operate at LOS D or worse while all other key segments will operate at LOS C or better.

- Under **Existing Conditions (2007 Updated)**[1], three (3) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better. Sixteen (16) key roadway segments will operate at LOS D or worse while all other key segments will operate at LOS C or better.

- Under **2020 General Plan Buildout Conditions**, twenty-three (23) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

- Under **2020 Update Alternative A Conditions**, twenty-five (25) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

[1] See Section 3.8 for more information about this scenario

- Under **2020 Update Alternative B Conditions,** twenty-five (25) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

- Under **2020 Update Alternative C Conditions,** forty-five (45) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

The traffic study evaluated the following analysis scenarios:

- Existing Conditions (2005)

- 2020 General Plan Buildout of the existing General Plan

- 2020 General Plan Update Land Use Alternative A

- 2020 General Plan Update Land Use Alternative B

- 2020 General Plan Update Land Use Alternative C

Intersection Analysis Summary

Table E.1 summarizes the results of the level of service (LOS) analyses conducted for the study intersections according to the City of Oxnard General Plan Policies.

Table E- 1 - Summary of Peak Hour Intersection Level of Service Analysis

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	C St & 3rd St	A	A	C	D	C	E	C	E	D	F	B	C
2	C St & 5th St	B	C	A	C	A	C	A	C	C	E	A	C
3	C St & Channel Islands	A	C	A	C	A	C	A	C	A	D	A	C
4	C St & Gonzales	B	E	A	E	A	E	A	E	A	F	A	C
5	C St & Pleasant Valley	A	A	A	A	A	A	A	A	A	B	A	A
6	C St & Wooley	A	B	A	D	B	D	B	D	B	D	B	D
7	Del Norte & Camino Del Sol	A	A	A	A	A	A	A	A	A	A	A	A
8	Del Norte & Gonzales*	--	--	A	C	A	C	A	C	A	D	A	C
9	Del Norte & SR-34 (5th St.)	A	E	A	C	A	B	A	C	B	D	A	C
10	Del Norte & Sturgis	A	A	A	A	A	A	A	A	A	A	A	A
11	Del Norte & US101 NB Ramps	A	A	B	B	B	B	B	B	C	B	B	B
12	Del Norte & US101 SB Ramps	A	C	A	A	A	A	A	A	A	B	A	A
13	Dupont & Channel Islands	A	C	A	A	A	A	A	A	A	A	A	A
14	H St & Gonzales	B	D	C	D	B	D	C	D	C	F	C	C
15	H St & Vineyard	A	A	A	A	A	A	A	A	B	C	A	A
16	Harbor & 5th St.	C	B	A	A	A	A	A	A	B	B	A	A
17	Harbor & Channel Islands	A	A	A	A	A	A	A	A	A	A	A	A
18	Harbor & Gonzales	C	C	A	A	A	A	A	A	A	B	A	A
19	Harbor & Wooley	A	A	A	A	A	B	A	B	C	C	A	B
20	Hobson/J St & Wooley	B	C	A	C	A	C	A	C	B	D	A	C
21	J St & Channel Islands	A	C	B	B	A	B	A	B	A	C	A	B
22	J St & Hueneme	A	A	A	A	A	A	A	A	A	A	A	A
23	J St & Pleasant Valley	A	A	A	A	A	A	A	A	A	A	A	A
24	Lombard & 5th St.*	--	--	B	C	A	B	A	B	B	D	A	B
25	Lombard & Gonzales	A	A	A	A	A	A	A	A	A	A	A	A
26	Oxnard & 2nd St.	A	B	A	C	A	C	A	C	B	D	A	C
27	Oxnard & 5th St.	A	C	B	C	A	C	A	C	C	E	A	C
28	Oxnard & Camino Del Sol*	--	--	A	C	A	C	A	C	C	E	A	C

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
29	Oxnard SB On Ramp & Channel Islands	A	A	A	B	A	B	A	B	B	B	A	B
30	Oxnard & Colonia	A	C	A	A	A	A	A	A	A	C	A	A
31	Oxnard & Esplanade	A	A	A	B	A	B	A	B	B	C	A	B
32	Oxnard & Gonzales	B	B	B	D	B	D	B	D	B	E	B	C
33	Oxnard & Pleasant Valley	A	B	B	C	B	B	B	C	C	E	B	C
34	Oxnard & Statham	A	A	A	A	A	A	A	A	A	B	A	A
35	Oxnard & Town Center	ND	ND	A	A	A	A	A	A	A	A	A	A
36	Oxnard & US101 NB Ramps	A	A	A	A	A	A	A	A	A	A	A	A
37	Oxnard & US101 SB Ramps	A	A	A	A	A	A	A	A	A	B	A	A
38	Oxnard & Vineyard	D	E	B	C	B	C	B	C	D	E	B	C
39	Oxnard-Saviers & Wooley	F	F	E	F	F	F	F	F	E	F	F	F
40	South Oxnard & Wooley**	--	--	--	--	--	--	--	--	F	F	--	--
41	Pacific & Wooley	B	A	A	A	A	A	A	A	A	D	A	A
42	Patterson & 5th St	A	C	A	A	A	A	A	A	A	A	A	A
43	Patterson & Channel Islands	A	B	A	A	A	A	A	A	A	B	A	A
44	Patterson & Doris	A	A	A	A	A	A	A	A	A	A	A	A
45	Patterson & Gonzales	B	A	A	A	A	A	A	A	A	C	A	A
46	Patterson & Hemlock	A	A	A	A	A	A	A	A	A	A	A	A
47	Patterson & Teal Club	A	A	A	A	A	A	A	A	A	A	A	A
48	Patterson & Wooley	A	A	A	A	A	B	A	B	A	C	A	B
49	Pleasant Valley & Bard	B	A	A	A	A	A	A	A	A	B	A	A
50	Rice & Channel Islands	A	C	A	E	A	E	A	E	B	F	A	A
51	Rice & Gonzales	A	C	F	F	F	F	F	F	F	F	C	D
52	Rice & Hueneme	A	A	A	A	A	A	A	A	A	A	A	A
53	Rice & US101 SB Ramps	A	B	A	A	A	A	A	A	C	A	A	A
54	Rice & Wooley	A	B	A	C	A	C	A	C	C	E	A	C
55	Rice & Camino Del Sol***	A	B	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol*	--	--	A	A	A	A	A	A	A	A	A	A
57	Rice SB Ramps & Camino Del Sol*	--	--	A	A	A	A	A	A	A	A	A	A

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
58	Rose & 5th+	D	F	C	F	C	F	C	F	F	F	--	--
59	Rose & Auto Center	A	D	A	D	A	D	A	D	C	E	A	C
60	Rose & Bard	A	A	C	B	D	B	D	B	D	C	C	B
61	Rose & Camino del Sol	C	E	B	C	B	C	B	C	E	F	B	C
62	Rose & Channel Islands	A	C	C	E	C	D	C	D	E	E	C	C
63	Rose & Emerson	A	A	A	B	A	B	A	B	C	D	A	B
64	Rose & Gonzales	B	E	D	E	D	E	D	E	D	F	C	C
65	Rose & Hueneme*	--	--	C	E	F	F	F	F	F	F	C	A
66	Rose & Lockwood	A	D	C	D	C	D	C	D	C	D	B	C
67	Rose & Oxnard	A	D	A	D	A	D	A	D	B	F	A	C
68	Rose & Pleasant Valley	A	C	D	E	F	F	F	F	F	F	C	D
69	Rose & Third	A	D	A	D	A	D	A	D	D	F	A	D
70	Rose & US101 NB Ramps	A	A	A	C	A	C	A	C	B	C	A	C
71	Rose & US101 SB Ramps	A	A	A	A	B	A	B	B	C	B	B	B
72	Rose & Wooley	A	D	A	D	C	D	C	D	E	F	B	C
73	Santa Clara & Auto Center	A	D	B	E	C	E	C	E	C	F	A	C
74	Saviers & Channel Islands	C	C	C	D	D	C	D	C	E	D	C	C
75	Saviers & Hueneme	A	A	A	A	A	A	A	A	A	A	A	A
76	Saviers & Pleasant Valley	B	C	A	A	A	B	A	B	A	B	A	B
77	SR-1/Rice NB & Pleasant Vly	A	B	A	C	A	C	A	C	C	C	A	C
78	Statham & Channel Islands	A	C	A	C	B	D	B	D	B	E	A	C
79	Ventura & 5th St	A	D	A	C	A	C	A	C	B	D	A	C
80	Ventura & Channel Islands	A	C	B	D	B	D	B	D	C	D	A	C
81	Ventura & Doris	A	B	A	A	A	B	A	B	B	C	A	B
82	Ventura & Gonzales	A	A	A	A	A	A	A	A	A	B	A	A
83	Ventura & Hemlock	A	A	A	A	A	A	A	A	A	A	A	A
84	Ventura & Hueneme	A	A	C	C	B	C	B	C	C	C	B	C
85	Ventura & Pleasant Valley	B	A	B	B	B	B	B	B	B	C	B	B
86	Ventura & Teal Club/2nd St	A	A	A	A	A	A	A	A	A	B	A	A

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
87	Ventura & Town Center	ND	ND	A	A	A	A	A	A	A	A	A	A
88	Ventura & Vineyard	A	A	A	A	A	A	A	A	A	B	A	A
89	Ventura & Wagon Wheel*	--	--	A	A	A	A	A	A	A	B	A	A
90	Ventura & Wooley	B	C	A	C	A	C	A	C	B	D	A	C
91	Victoria & 5th St	C	B	C	A	C	B	C	B	D	C	C	B
92	Victoria & Channel Islands	A	B	A	B	B	C	B	C	B	C	B	C
93	Victoria & Doris	D	D	C	B	C	B	C	B	C	C	C	B
94	Victoria & Gonzales	B	D	D	C	D	C	D	C	E	C	B	C
95	Victoria & Hemlock	A	A	A	A	A	A	A	A	A	A	A	A
96	Victoria & Teal Club	C	C	B	B	A	B	A	B	B	C	A	B
97	Victoria & Wooley	D	A	C	A	C	A	C	A	D	B	C	A
98	Vineyard & Esplanade	B	D	C	D	C	D	C	D	C	E	B	C
99	Vineyard & US101 NB Ramps	A	B	A	B	A	B	A	B	C	B	A	B
100	Vineyard & US101 SB Ramps	C	C	A	A	A	A	A	A	B	A	A	A
101	Vineyard & Ventura/Myrtle	A	B	A	A	A	A	A	A	A	A	A	A

Note: LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes this in detail.
ND = No existing data at this location
* Intersection does not exist in existing 2005 network but is included in General Plan Buildout and Update Alternatives.
** Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
*** Intersection is realigned in 2020 General Plan Buildout and all Update Alternatives.
+ Intersection is realigned in Update Alternative B Proposed Mitigation.

Ventura County Congestion Management Program Conformance

Adopted Level of Service Standard Level of Service "E" has been chosen as the minimum system-wide LOS traffic standard in the Ventura County CMP. Those roads with worse traffic congestion when the first CMP was adopted in 1991 have been accepted at their existing traffic level, LOS "F". In this way cities and the County will not be penalized, by losing gas tax funds, for not meeting the CMP LOS "E" standard at locations with a pre-existing problem. The only remaining pre-existing LOS "F" location is the State Route 1/Wooley Road/Saviers Road Five Points Intersection.

Section 7.0 of this report describes the preferred General Plan Update land use alternative, Alternative B, and proposed mitigations to bring it into conformance with City LOS standards. Under Alternative B conditions with proposed mitigation all of the intersections in the City of Oxnard are forecast to operate at LOS "C" or better, unless specifically accepted by the City Council. Although extensive mitigation is proposed at this location the intersection is forecast to operate at LOS "F" in the AM and PM peak periods. As noted earlier in this section, this intersection was accepted in the first CMP in 1991 at its existing traffic level, LOS "F". All other intersections within the City of Oxnard under General Plan Update land use Alternative B will meet or exceed the LOS standard of "E" in the Ventura County CMP.

State Facilities Analysis

The primary state facility within the City of Oxnard is the US-101 (Ventura Freeway). US-101 is heavily used by commuters traveling between Ventura, Los Angeles and Santa Barbara Counties and the route experiences heavy weekend and seasonal recreational traffic bound for vacation destinations along the coast. Regional activity centers such as Oxnard's Esplanade Shopping Center generate a great deal of localized traffic activity that impacts US-101. Weekend traffic, which has a high recreational component, also results in sporadic traffic congestion for US-101. Locations on US-101 with especially heavy traffic are the stretches between Camarillo and the Santa Clara River Bridge in Oxnard. In relation to Oxnard, US-101 has a junction with SR-1, SR-232 and SR-34.

Daily volumes and LOS for US-101 are analyzed in **Section 6.5**. The results of this analysis are summarized in the following bullet points:

- Traffic volume growths on US-101 within the City of Oxnard study area are minimal or negative from General Plan Buildout condition to General Plan Update Alternative A and Alternative B conditions.

- More significant traffic growths are forecasted on the US-101 between General Plan Buildout condition and General Plan Update Alternative C condition, reflecting the extensive developments outside the existing City Urban Restriction Boundary (CURB) line included in Alternative C**.**

- All of the analyzed freeway segments are operating at LOS D or worse under all existing and future scenarios. There are some decrease in volume to capacity ratios between Existing (2005) and General Plan Buildout conditions reflecting planned improvements to be done on US-101 in the future.

- Daily volumes on segments of US-101 within the City of Oxnard will increase 1% or less under General Plan Update Alternative B conditions, the preferred alternative.

- Daily congestion, measured by Volume-to-Capacity ratio, will increase 1% or less under General Plan Update Alternative B conditions, the preferred alternative.

Conclusion

This traffic study has analyzed four future scenarios as part of the City of Oxnard General Plan Update including the no action, existing General Plan Buildout, and three update land use alternatives. All of these options have unique benefits and potential obstacles. The purpose of this study was to compare them from the perspective of traffic impacts. The analysis revealed that all of the scenarios will result in significant impacts to the transportation network including impacts to intersections.

As discussed in the executive summary, Update Alternatives A and B both have 25 intersections operating at LOS D, E, or F under future conditions; this represents an increase of two (2) impacted intersections over General Plan Buildout conditions. Alternative C has 45 intersections operating at LOS D, E, or F under future conditions; this represents an increase of 22 impacted intersections over General Plan Buildout conditions. Although it accommodates more growth over a broader area, this level of impact to the transportation network makes Alternative C a less desirable alternative when compared to Alternatives A and B.

Although General Plan Buildout, Update Alternative A and Alternative B have comparable traffic impacts, Alternative B provides the City with the best vehicle to meet the needs of its residents from a land use perspective. Alternative B accommodates projected growth within the City and its sphere of influence while minimizing intersection impacts and encouraging non-motorized forms of transportation through land use planning and transit system development.

The level of mitigation required to produce acceptable LOS at the vast majority of studied locations throughout the City under Alternative B is considered reasonable from a cost-benefit and environmental standpoint. Proposed mitigation generally involves traditional intersection improvements such as adding lanes (either within the existing right-of-way or on adjacent vacant land), use of Intelligent Traffic System improvements, or grade separation (two locations). As a result only one intersection will operate at LOS F under Update Alternative B conditions (4 will operate at LOS D and the remaining 96 will operate at LOS C or better). Taking all of these aspects into consideration, Update Alternative B is recommended as the preferred General Plan Update land use alternative.

1.0 INTRODUCTION

1.1 STUDY PURPOSE

The purpose of this Traffic Impact Study (TIS) Report is to identify and document potential traffic impacts related to the City of Oxnard 2020 General Plan Update Alternatives, as well as to recommend mitigation for any identified transportation and circulation deficiencies associated with the General Plan Update.

The primary goal of this study is to analyze the traffic impacts of the implementation of the three (3) Land Use and Circulation Alternatives being considered for the City of Oxnard General Plan Update for the year 2020 Update. The three land use alternatives were developed through a process that involved input from City of Oxnard staff, previous consultant findings, and the city public.

Through consultation with the City of Oxnard, 101 intersections were analyzed as part of the study.

1.2 STUDY AREA AND SURROUNDING LAND USE

The traffic study area falls within the City of Oxnard Planning Area Boundary which includes the incorporated and unincorporated areas bearing a relation to the City's existing and future development. The study area is bordered by Beardsley Wash and Revolon Slough on the east, Santa Clara River on the north, Pacific Ocean on the south and west and the United States Naval Base and the Point Mugu Naval Air Station. **Figure 1.2-1** shows the location of the City of Oxnard in a regional context.

The City of Oxnard's land use pattern reflects the City's location and surrounding context. The City is currently characterized by low rise buildings, low density residential, and a large industrial base surrounded by agricultural and natural resources. Most of the City's higher intensity development lies adjacent to primary thoroughfares such as Oxnard Boulevard, State Route 101, Saviers Road and Hueneme Road.

Within the Planning Area, the largest land use is Agriculture. The agricultural areas comprise approximately 54% of the Planning Area and are mainly found in the northeastern, eastern, and northwestern edges of the Planning Area. Residential areas are the next predominant land use comprising over 15% of the acreage within the Planning Area. Approximately 60% of all residential units are single family dwellings while higher density units have been increasing in recent years. Industrial and commercial uses comprise 8% and 3% of the Planning Area respectively. Industrial land uses are primarily located in the eastern part of the City between Rice Avenue and Del Norte Boulevard and in southern Oxnard, south of Hueneme Road[2].

[2] Source: City of Oxnard, 2006

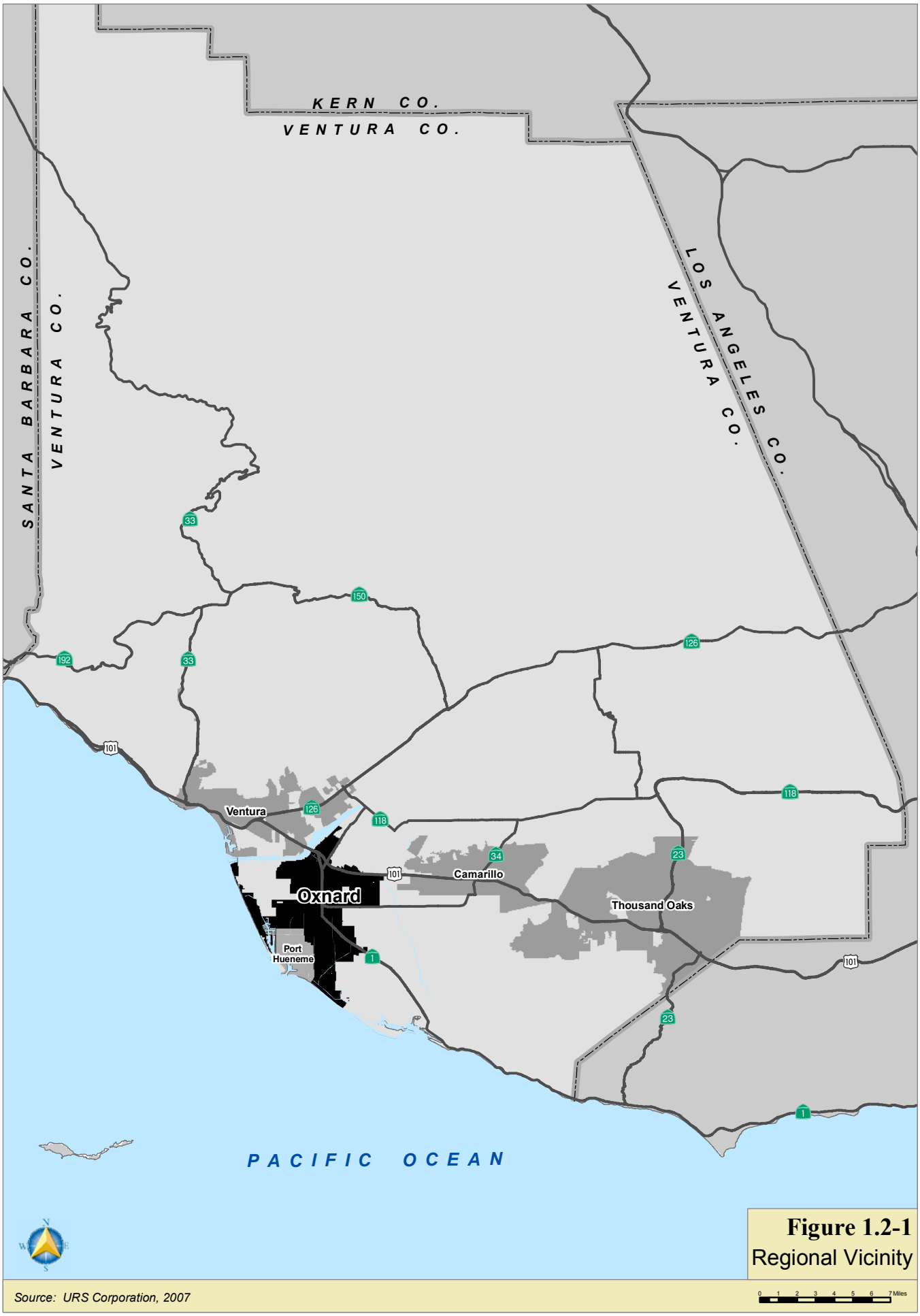


Figure 1.2-1
Regional Vicinity

Source: URS Corporation, 2007

The following scenarios were analyzed as a part of this study:

- Existing Conditions (2005) – utilized to establish the current level or existing baseline of traffic operations within the study area.
- 2020 General Plan Buildout – establishes a future baseline scenario based on buildout of existing General Plan against which traffic generated by the General Plan Update Alternatives was compared.
- 2020 General Plan Update Land Use Alternative A
- 2020 General Plan Update Land Use Alternative B
- 2020 General Plan Update Land Use Alternative C

This traffic study was prepared according to the City of Oxnard Policies, the California Environmental Quality Act (CEQA) project review process, and is consistent with the Ventura County Congestion Management Program (CMP) requirements.

1.3 General Plan Update Land Use and Circulation Alternatives

1.3.1 Alternative A – Compact Concentric Infill

Alternative A focuses on intensifying development at key locations which are currently identified with underutilized properties that are prime for revitalization and infill properties. There are five key locations, or "urban villages" that are identified throughout the city that provide sufficient densities for transit connectivity. The resulting transit-oriented land use pattern would encourage transit usage and reduce dependency on the automobile.

In terms of the roadway network, Alternative A proposes an extension of Del Norte Blvd. connecting the south end of Del Norte Blvd. at SR-34 (Fifth St.) to the eastern end of Wooley St. at Rice Ave. This extension is intended to enhance the city's eastern gateway by relieving traffic on Rose and Rice Avenues.

1.3.2 Alternative B – Compact Concentric Infill with Workforce Housing Outside CURB

Alternative B builds upon the transit-oriented principles established for Alternative A with the expansion of the City Urban Restriction Boundary (CURB) line at the City's northern boundary to include additional workforce housing opportunities for extremely-low to moderate income local residents. In addition, this alternative would convert a larger portion of the Central Industrial Area to an expansion of the downtown core in a "transit-oriented" format. The current uses of the Central Industrial Area would be disbursed to other parts of the city.

The roadway network in Alternative B would remain consistent with Alternative A with the Del Norte Blvd. extension.

1.3.3 Alternative C – Compact Concentric Infill with New Development Outside CURB

Alternative C focuses on developments outside of the currently established CURB boundary in areas including: Rose/Santa Clara, Southeast Urban Village, Gonzales/Victoria, and Mandalay Bay North. This alternative will also employ the use of Urban Villages as with Alternative A and B to increase urban densities and transit connectivity. The Ormond Beach area and Channel harbors area are enhanced to boost tourism opportunities. Workforce development in the northern boundary described in Alternative B would also be supported.

The roadway network in Alternative C includes the Five-Point intersection reconfiguration at Oxnard Blvd./Saviers Road and Wooley Road to enhance mobility within Downtown. The Del Norte Blvd. extension is also included.

1.4 REPORT ORGANIZATION

Following this Introduction chapter, this report is organized into the following sections:

2.0 **Analysis Methodology** – This chapter describes the methodologies and standards utilized to analyze roadway and intersection traffic conditions.

3.0 **Existing (2005) Conditions –** This chapter describes the existing traffic network within the study area and provides analysis results for existing traffic conditions.

4.0 **Traffic Model Trip Generation, Distribution, and Assignment –** This chapter describes the proposed general plan including general plan traffic generation, trip distribution patterns and project trip assignment.

5.0 **2020 General Plan Buildout Traffic Conditions –** This chapter describes future General Plan conditions.

6.0 **2020 General Plan Update Land Use Alternatives Traffic Analysis –** This chapter describes future General Plan Build Alternatives conditions. Analysis results are provided for the General Plan Update Land Use Alternative A, B, and C conditions. Mitigation measures, if necessary, will be identified for Alternatives conditions.

7.0 **General Plan Update Land Use Alternative Recommendation and Mitigation –** Outlines overall study findings for 2020 Update and describes recommended project-related mitigation measures, and reviews site access, circulation, and on-site parking issues.

2.0 ANALYSIS METHODOLOGY

The traffic analyses prepared for this study were performed in accordance with City of Oxnard policies. Detailed information on intersection and roadway segment analysis methodologies, standards, and thresholds are discussed in the following sections.

2.1 LEVEL OF SERVICE DESCRIPTIONS

Level of Service (LOS) is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from "A" to "F". These categories can be viewed much like school grades, with "A" representing the best traffic flow conditions and "F" representing poor conditions. LOS A indicates free-flowing traffic and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections. In the City of Oxnard 2020 General Plan, the acceptable LOS for intersections is grade C or better. The same measure for LOS applies to the 2020 Update General Plan horizon year. **Table 2.1-1** provides definitions of level of service for signalized intersections using the Intersection Capacity Utilization (ICU) methodology.

Table 2.1-1 – Level Of Service Descriptions

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersection are minimal.	0.00 – 0.59
B	Represents reasonably unimpeded operations at average travel speed. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.60 – 0.69
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections	0.70 – 0.79
D	Congestion occurs and a small change in volumes increases delays substantially.	0.80 – 0.89
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.90 – 0.99
F	Characterizes arterial flow at extremely low speeds and intersection congestion occur with high delays and traffic queuing.	≥ 1.00

Source: *2000 Highway Capacity Manual*, TRB Special Report 209

2.2 PEAK HOUR INTERSECTION LEVEL OF SERVICE STANDARDS AND THRESHOLDS

This section presents the methodologies used to perform peak hour intersection capacity analysis, including both signalized and unsignalized intersections.

2.2.1 Signalized Intersection Analysis

The analysis of signalized intersections utilized the analysis procedure consistent with the City of Oxnard Policies and General Plan. This procedure is known as Intersection Capacity Utilization (ICU)

methodology and defines LOS in terms of Volume-to-Capacity (V/C) ratio. This technique uses 1,600 vehicles per hour per lane (VPHPL) and 3,200 (VPHPL) for dual left turn lanes as the maximum saturation volume of intersections. The LOS criteria used for this technique was earlier described in **Table 2.1-1**. The computerized analysis of intersection operations was performed utilizing *Traffix 7.6* traffic analysis software (Dowling Associates, 2003).

2.2.2 Roadway Segment Analysis

The level of service for two way roadway segment is based upon the capacity of the roadway facility and the ratio of daily vehicles to that capacity. The higher the capacity, the more vehicles the roadway can carry. As the capacity of a given roadway nears its peak, the level of service begins to degrade. The LOS results presented in this study are based on the volume to capacity (V/C) ratios from the travel demand model described in **Chapter 4**. The roadway capacities utilized in the model are based on roadway facility class and are summarized in **Table 2.2-2.**

Table 2.2-1 – Roadway Facility Capacity

Roadway Class	Capacity (vehicle/lane)
Freeway	22500
Major (6 lane)	9,000
Primary (4 lane)	9,000
Secondary (4 lane)	8,000
Local Street / Ramps (2 lane)	8,000

According to policies of the City of Oxnard 2020 General Plan, all roadway segments should operate at level of service (LOS) C or better. For the purpose of this traffic study, all roadway segments operating at LOS grade D, E, or F will be considered unacceptable.

3.0 EXISTING (2005) CONDITIONS

This section describes existing conditions for the following subjects:

- Key Roadways Segments and Intersections
- Transit and Pedestrian Facilities
- Truck and Rail Facilities
- Existing Daily Roadway and Peak Hour Intersection Traffic Volumes
- Level Of Service Analysis Results

3.1 EXISTING ROADWAY NETWORK

This section describes key roadways segments and intersections, existing daily roadway and peak hour intersection traffic volume information and LOS analysis results for existing conditions.

Several regionally and locally significant roadways traverse the study area. Each of the key roadways, as well as associated study intersections within the study area is discussed below.

North-South Facilities

SR-1 - SR-1 (Pacific Coast Highway) is a 656-mile north-south route and is a part of the California Scenic Highway System. SR-1 extends from the Los Angeles County line to Santa Barbara County and provides interregional, recreational, commuter and local travel through both rural and urban settings. In relation to Oxnard, SR-1 has a junction with SR-34, SR-232, and US-101.

State Route 232 (SR-232) - SR-232 (Vineyard Avenue) is a 4-mile north-south route and extends from SR-1 to SR-118 within Ventura County. SR-232 starts on the west at the intersection of SR-1 / Oxnard Boulevard and Vineyard Avenue. SR-232 continues northeast on Vineyard Avenue, intersects with US-101, and ends at SR-118. According to the 2003 Caltrans District 7 Master System Plan Status, SR-232 will be realigned from Vineyard Avenue to Santa Clara Avenue. In relation to Oxnard, SR-232 has a junction with SR-1, SR-118 and US-101.

US Highway 101 (US-101) – US-101 is a 1,540-mile north-south route that terminates in Washington State. US-101 extends from the Los Angeles County line to the Santa Barbara County line within Ventura County. US-101 is heavily used by commuters traveling between Ventura, Los Angeles and Santa Barbara Counties and the route experiences heavy seasonal recreational traffic bound for vacation destinations along the coast. Regional activity centers such as Oxnard's Esplanade Shopping Center generate a great deal of localized traffic activity that impacts US-101. Weekend traffic, which has a high recreational component, also results in sporadic traffic congestion for US-101. Locations on US-101 with especially heavy traffic are the stretches between Camarillo and the Santa Clara River Bridge in Oxnard. In relation to Oxnard, US-101 has a junction with SR-1, SR-232 and SR-34.

C Street – C Street functions as a local arterial from Gonzales Road to Bard Road. Although C Street does not have a cross section consistent with the local arterial standard, it functions as one carrying traffic parallel to relatively congested Oxnard Boulevard.

Del Norte Boulevard – Del Norte Boulevard provides access to US-101 from the Northeast Industrial Area. Del Norte Boulevard functions as a secondary arterial from US-101 to Sturgis Road and as a local roadway from Sturgis Road south to Fifth Street (SR-34).

Dupont Street – Dupont Street is a two-lane undivided roadway trending in a north-south direction. The posted speed limit on Dupont Street is 25 miles per hour and on-street parking is permitted. Dupont Street terminates on the south at Channel Islands Boulevard.

Harbor Boulevard - From the Santa Clara River south to Fifth Street in Oxnard, Harbor Boulevard is a two lane road serving primarily recreational and agricultural uses. South of Fifth Street to Channel Islands Boulevard, Harbor Boulevard is a four lane city street with limited driveway access.

H Street/ J Street – H and J Street presently function as local arterials from Vineyard Avenue to Channel Islands Boulevard. H and J Streets don't have cross sections consistent with the local arterial standard.

Lombard Avenue – Lombard Avenue functions as a local arterial serving a portion of the Oxnard Northeast Industrial Area.

Oxnard Boulevard (SR-1) – Oxnard Boulevard is one of the principal entrances to Oxnard from both the north and south. Oxnard Boulevard is also the principal north south access to the Central Area and continues southerly through the Five Points intersection to southeast commercial and residential areas. Although Oxnard Boulevard's development as a commercial strip is an obstacle, its location in the center of Oxnard has led to its functioning as a primary arterial. Oxnard Boulevard is currently designated as SR-1 and the State of California is responsible for operations and maintenance. Oxnard Boulevard is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road). The City is attempting to expedite the relocation of SR-1 to Rice Avenue prior to 2009.

Patterson Road – Patterson Road is a local arterial which provides access to residential neighborhoods in the northwest and southwest areas of Oxnard. Patterson Road provides access to the Oxnard Airport, the City of Port Hueneme and the U.S. Navy Construction Battalion Center.

Rice Avenue – From US-101 south to Fifth Street in Oxnard, Rice Avenue is primarily a six lane city street with limited access serving light industrial areas. South of Fifth Street to SR-1, Rice Avenue is a four lane divided rural highway in Ventura County and extends to Hueneme Road. Rice Avenue is part of the National Highway System and is a Port of Hueneme access route.

Rose Avenue – From US-101 south to Pleasant Valley Road, Rose Avenue is primarily a four lane road with six lanes at certain locations.

Santa Clara Avenue – From SR-118 to north of US-101 in Oxnard, Santa Clara Avenue is a two lane rural road through agricultural areas.

Saviers Road – From Oxnard Boulevard south to Hueneme Road in Oxnard, Saviers Road is a four lane city street serving primarily commercial and residential areas. Saviers Road is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

Ventura Road – From US-101 in Oxnard south to Hueneme Road in the City of Port Hueneme, Ventura Road is a four lane city street with limited driveway access that serves commercial and residential areas.

Victoria Avenue – From Olivas Park Drive in the City of Ventura south to Channel Islands Boulevard, Victoria Avenue is a four lane, divided street that serves the agricultural areas north of Wooley Road and the residential and commercial areas south of Wooley Road.

Vineyard Avenue (SR-232) - Vineyard Avenue is an important connection between Route 101 and central Oxnard via Oxnard Boulevard. Between Oxnard Boulevard and the Route 101 interchange, Vineyard Avenue is a six lane divided facility. Northeast of Route 101, Vineyard Avenue is a secondary arterial facility. Vineyard Avenue is a principal entrance to Oxnard for westbound traffic on US-101.

East-West Facilities

State Route 34 (SR-34) – SR-34 (Fifth Street) is a 13-mile east-west route that starts on the west at the intersection of SR-1 / Oxnard Boulevard and Fifth Street in Oxnard. SR-34 continues to the City of Camarillo and ends at SR-118. According to the 2003 Caltrans District 7 Master System Plan Status, SR-34 will be realigned from Fifth Street to a north-south alignment to SR-1. In relation to Oxnard, SR-34 has a junction with SR-118 and US-101.

Auto Center Drive – Auto Center Drive is a four-lane divided roadway with a raised median and left-turn channel at the intersection trending in an east-west direction. The posted speed limit on Auto Center Drive is 40 miles per hour and on-street parking is prohibited. Auto Center Drive terminates on the east at Santa Clara Avenue and on the west at Rose Avenue.

Bard Road – Bard Road serves as a secondary arterial from Saviers Road to Pleasant Valley Road. Bard Road provides east-west access to Oxnard's south central and southeast neighborhoods and also serves as a route from the City of Port Hueneme and the Navy's Construction Battalion Center to SR-1.

Camino Del Sol – Camino Del Sol is a four-lane divided roadway with a raised median, within the study area, trending in an east-west direction. The posted speed limit on Camino Del Sol is 40 miles per hour and on-street parking is permitted in certain areas. Camino Del Sol transitions to a four-lane divided roadway with a painted median from of Rose Avenue to Gibraltar Street. Between Gibraltar Street and Rice Avenue, Camino Del Sol transitions to a four-lane roadway with a raised median.

Channel Islands Boulevard – From Harbor Boulevard in Oxnard through the City of Port Hueneme to Rice Avenue, Channel Islands Boulevard is primarily a four lane street with limited driveway access in commercial and residential areas.

Emerson Avenue – Emerson Avenue is a local arterial that provides access to the Channel Islands Business Center from Rose Avenue and SR-1 via Statham Boulevard. East of Rose Avenue, Emerson Avenue functions as a collector street for the Lemonwood Neighborhood.

Fifth Street (SR-34) – Fifth Street is the principal east-west street serving the Central Business District of Oxnard and the mid Oxnard region on both the east and west sides of Oxnard. Fifth Street is currently designated SR-34 east of Oxnard Boulevard. Fifth Street functions as a secondary arterial except for the segments from Patterson Road to H Street and Oxnard Boulevard to Rose Avenue, which presently function as primary arterials. Fifth Street provides access to Harbor Boulevard, which is a major route into and out of Oxnard.

Gonzales Road – From Victoria Avenue to Rice Avenue in Oxnard, Gonzales Road is a four lane divided primary arterial serving mostly residential and commercial areas. Gonzales Road is also a six lane road at certain locations including east of Entrada. Gonzales Road extends out to Harbor Boulevard into Ventura County.

Hueneme Road – From Ventura Road in the City of Port Hueneme to J Street in Oxnard, Hueneme Road is a four lane divided roadway. From J Street in Oxnard east to Las Posas Road, Hueneme Road is primarily a two lane road serving light industrial and agricultural areas. Hueneme Road is part of the National Highway System and is a Port of Hueneme access route.

Pleasant Valley Road – From US-101 in the City of Camarillo south to SR-1 in Oxnard, Pleasant Valley Road is a two lane road serving light industrial and agricultural areas. South of SR-1 to Ventura Road in the City of Port Hueneme, Pleasant Valley Road is a four lane city street serving residential and commercial areas.

Sturgis Road – Sturgis Road is a four-lane divided roadway with a continuous left-turn lane trending in an east-west direction. The posted speed limit on Sturgis Road is 40 miles per hour and on-street parking is prohibited. Sturgis Road transitions to a two-lane divided roadway with a continuous left-turn lane west of Rice Avenue. Sturgis Road terminates on the east at Pleasant Valley Road and on the west at Lombard Street.

Third Street – Third Street is a four-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit on Third Street is 40 miles per hour and on-street parking is permitted in certain areas. Third Street terminates on the east at Rose Avenue.

Wooley Road – In Oxnard from Victoria Avenue east to Rose Avenue, Wooley Road is a divided four lane city street serving residential, commercial areas and light industrial areas. Wooley Road from Harbor Boulevard to Victoria Avenue is a secondary arterial with two to four lanes. Wooley Road also extends out to Rice Avenue with two lanes into Ventura County as a collector west of Harbor Boulevard. Wooley Road is one of the three major arterials that create the Five Points Intersection (Oxnard Boulevard/ Saviers Road/ Wooley Road).

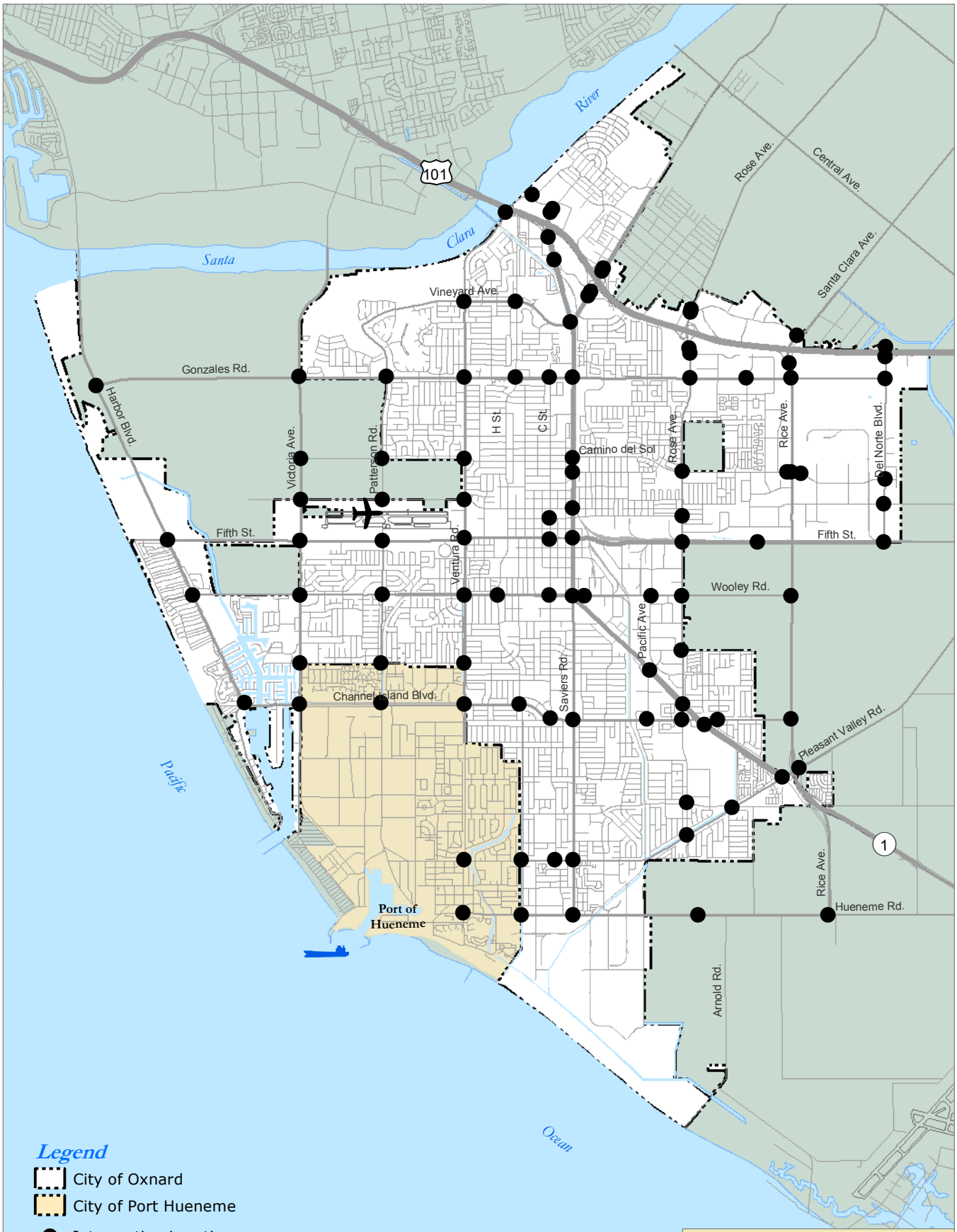
3.2 STUDY INTERSECTIONS

In consultation with City of Oxnard staff and comments received during the Notice of Preparation process, the following one hundred and one (101) key study area intersections have been identified for analysis in the traffic study. **Figure 3.2-1** shows the locations of the study intersections. The existing intersection geometrics are included in the Intersection LOS Worksheets in **Appendix A**.

Table 3.2-1 – Study Intersections

Int #	Intersection Name	Int #	Intersection Name	Int #	Intersection Name
1	C St & 3rd St	35	Oxnard & Town Center	69	Rose & Third
2	C St & 5th St	36	Oxnard & US101 NB Ramps	70	Rose & US101 NB Ramps
3	C St & Channel Islands	37	Oxnard & US101 SB Ramps	71	Rose & US101 SB Ramps
4	C St & Gonzales	38	Oxnard & Vineyard	72	Rose & Wooley
5	C St & Pleasant Valley	39	Oxnard-Saviers & Wooley	73	Santa Clara & Auto Center
6	C St & Wooley	40	South Oxnard & Wooley**	74	Saviers & Channel Islands
7	Del Norte & Camino Del Sol	41	Pacific & Wooley	75	Saviers & Hueneme
8	Del Norte & Gonzales*	42	Patterson & 5th St	76	Saviers & Pleasant Valley
9	Del Norte & SR-34 (5th St.)	43	Patterson & Channel Islands	77	SR-1/Rice NB & Pleasant Valley
10	Del Norte & Sturgis	44	Patterson & Doris	78	Statham & Channel Islands
11	Del Norte & US101 NB Ramps	45	Patterson & Gonzales	79	Ventura & 5th St
12	Del Norte & US101 SB Ramps	46	Patterson & Hemlock	80	Ventura & Channel Islands
13	Dupont & Channel Islands	47	Patterson & Teal Club	81	Ventura & Doris
14	H St & Gonzales	48	Patterson & Wooley	82	Ventura & Gonzales
15	H St & Vineyard	49	Pleasant Valley & Bard	83	Ventura & Hemlock
16	Harbor & 5th St.	50	Rice & Channel Islands	84	Ventura & Hueneme
17	Harbor & Channel Islands	51	Rice & Gonzales	85	Ventura & Pleasant Valley
18	Harbor & Gonzales	52	Rice & Hueneme	86	Ventura & Teal Club/2nd St
19	Harbor & Wooley	53	Rice & US101 SB Ramps	87	Ventura & Town Center
20	Hobson/J St & Wooley	54	Rice & Wooley	88	Ventura & Vineyard
21	J St & Channel Islands	55	Rice & Camino Del Sol***	89	Ventura & Wagon Wheel*
22	J St & Hueneme	56	Rice NB Ramps & Camino Del Sol*	90	Ventura & Wooley
23	J St & Pleasant Valley	57	Rice SB Ramps & Camino Del Sol*	91	Victoria & 5th St
24	Lombard & 5th St.*	58	Rose & 5th	92	Victoria & Channel Islands
25	Lombard & Gonzales	59	Rose & Auto Center	93	Victoria & Doris
26	Oxnard & 2nd St.	60	Rose & Bard	94	Victoria & Gonzales
27	Oxnard & 5th St.	61	Rose & Camino del Sol	95	Victoria & Hemlock
28	Oxnard & Camino Del Sol*	62	Rose & Channel Islands	96	Victoria & Teal Club
29	Oxnard & Channel Islands	63	Rose & Emerson	97	Victoria & Wooley
30	Oxnard & Colonia	64	Rose & Gonzales*	98	Vineyard & Esplanade
31	Oxnard & Esplanade	65	Rose & Hueneme	99	Vineyard & US101 NB Ramps
32	Oxnard & Gonzales	66	Rose & Lockwood	100	Vineyard & US101 SB Ramps
33	Oxnard & Pleasant Valley	67	Rose & Oxnard	101	Vineyard & Ventura/Myrtle
34	Oxnard & Statham	68	Rose & Pleasant Valley		

Notes: * Intersection does not exist in existing 2005 network but is included in 2020 General Plan Buildout and Update Alternatives.
** Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
*** Intersection is realigned in General Plan Buildout and Update Alternatives.


River
Santa
Clara
101
Rose Ave.
Central Ave
Santa Clara Ave.
Vineyard Ave.
Gonzales Rd.
Harbor Blvd.
Victoria Ave.
Patterson Rd.
H St.
C St.
Camino del Sol
Rose Ave.
Rice Ave.
Del Norte Blvd.
Fifth St.
Ventura Rd.
Wooley Rd.
Pacific Ave
Savers Rd.
Channel Island Blvd.
Pleasant Valley Rd.
Pacific
1
Rice Ave.
Hueneme Rd.
Port of Hueneme
Arnold Rd.
Ocean
Legend
City of Oxnard
City of Port Hueneme
Intersection Locations
N
W
E
S
Figure 3.2-1
Study Intersection Locations
Source: URS Corporation, 2007
0
1
2
Miles

3.3 EXISTING TRANSIT SERVICES

The City of Oxnard has public transportation transfer centers where passengers can make convenient transfers between local bus lines and also between commuter buses or trains. These transit centers include the OTC that provides transfers between Gold Coast Transit, Metrolink, Amtrak and VISTA along with the C Street Transfer Center at the Centerpoint Mall in Oxnard. There are also a number of locations where VISTA meets local transit services, although there is no large passenger facility or parking. VISTA centers include Oxnard's Esplanade Shopping Center that provides connections between VISTA and Gold Coast Transit in northern Oxnard.

The County of Ventura offers "smart card" technology for those utilizing public transportation called Go Ventura. This service utilizes an electronic fare card allowing transit patrons to purchase fares and monthly passes prior to boarding a bus. When riders enter a bus they tap their smart card on the card reader located near the fare box. The reader system will instruct the bus driver whether or not the fare card is a valid monthly pass or deduct the appropriate fare for that operator from the account electronically. The card reader will also tell the rider the current cash balance on their card and warns them when the balance is low.

3.3.1 Public Transit

Public transit provides transportation for local shopping, work, school and recreational activities. Public transit is provided by fixed route buses or general public Dial a Ride (DAR) services. DAR service is typically within a city or urban area and is characterized by short rides and frequent stops. **Table 3.3-1** illustrates the public transportation ridership growth for Oxnard between 2000 and 2004.

Table 3.3-1 – Ridership Growth in Oxnard Public Transportation

Oxnard Service	2000	2004	% Growth
Metrolink**	464,100*	485,888*	4.7
Oxnard Harbor and Beaches Dial-A-Ride	4,250	12,054	184
Gold Coast Transit*	3,687,762	3,372,170	-8.6
Gold Coast Transit ACCESS	46,898*	108,024*	130

Notes: *Total Gold Coast Transit (formerly South Coast Area Transit) ridership for Ventura County
**Ventura County percentage of total Metrolink ridership
Source: *Ventura County Congestion Management Plan,* 2005

Gold Coast Transit – The cities of Ojai, Oxnard, Port Hueneme, Santa Paula and San Buenaventura along with Ventura County formed Gold Coast Transit to provide bus service within and between their communities. Gold Coast Transit serves the cities of Ojai, Oxnard, Port Hueneme, and Ventura, as well as the unincorporated areas around those cities, including the El Rio/ Nyland Acres area. Gold Coast Transit buses connect with VISTA, Metrolink, Amtrak, Greyhound, and the Oxnard Harbor and Beaches DAR and the OTC.

Gold Coast Transit's services carry approximately 3.4 million passengers a year operating with 43 buses in its fleet, according to the Ventura County CMP. Gold Coast Transit operates seven days a week with 14 different routes as presented on Figure 4-5. Gold Coast Transit buses are able to transport bicycles by means of racks mounted on the front of the bus. No storage space is available on board for bicycles,

surfboards, skateboards or luggage. All Gold Coast Transit busses are fully accessible with wheelchair lifts and kneeling features.

Oxnard Harbors and Beaches Dial a Ride (DAR) – Although inside the Gold Coast Transit service area, the City of Oxnard, the City of Port Hueneme, and Ventura County jointly operate the Oxnard Harbors and Beaches DAR serving the Channel Islands Harbor area, portions of Port Hueneme, and unincorporated beach communities near Oxnard, the Oxnard Airport, C Street Transfer Center, and the OTC. The Oxnard Harbors and Beaches DAR provides circulation within the beach communities and serves as a feeder service to Gold Coast Transit and Amtrak. The Oxnard Harbors and Beaches DAR service operates Monday through Saturday and carries approximately 12,000 passengers per year, according to the Ventura County CMP.

Inter-City Express Service – Inter-city express service provides a way for people to get to work, school, and other destinations. Inter-city service is typically provided by vehicles designed for long distance travel with limited stops. The express services are provided both between cities and urban areas in Oxnard and Ventura County and to adjacent communities.

VISTA – VISTA connects all municipal transit operators in Ventura County and makes it possible for people to travel by bus throughout Ventura County. VISTA service primarily operates on the freeway corridors and stops are limited to transit stations, transfer points, colleges, and major employment centers. VISTA operates six days a week on the VISTA US-101 route between Ventura, Oxnard, Camarillo, and Thousand Oaks. VISTA operates twenty peak hour buses throughout Ventura County. In 2004, VISTA carried almost 600,000 passengers, according to the Ventura County CMP.

Conejo Connection – The Conejo Connection is a commuter service between Oxnard and Los Angeles County and provides two peak hour round trips per weekday between Los Angeles and the OTC.

3.3.2 Para Transit Services

Paratransit service provides local curb to curb or door to door service for people who are unable to use fixed route bus service. Paratransit is an important link to mobility within the county and is required to parallel all fixed route local transit services. Para transit service is not usually considered a congestion management tool.

ACCESS – Gold Coast Transit ACCESS provides curb to curb service to Americans with Disabilities Act (ADA) certified riders and seniors throughout all of the Gold Coast Transit service area. Gold Coast Transit ACCESS operates 20 vehicles, seven days a week, and connects with Camarillo and Santa Paula DAR as well as Thousand Oaks Transit DAR services. In 2004, ACCESS' annual ridership was 110,000, according to the Ventura County CMP.

3.3.3 Private Bus Operators

Greyhound – Greyhound offers bus service in the City of Oxnard. Greyhound makes stops in all major adjacent cities and also serves inter regional travel as well. Besides Greyhound, other recreational tour busses operate in the region, but these are not scheduled nor intended to serve inter community travel needs.

Transportes Intercalifornias – Transportes Intercalifornias provides trips to Los Angeles, Santa Ana, and Mexico.

Ventura County Airporter – The Ventura County Airporter provides trips to LAX. A number of other private shuttle operators provide regular van service to the Los Angeles International Airport (LAX) and Burbank Airport, since these airports are used heavily by residents of Oxnard.

3.4 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

3.4.1 Pedestrian Routes

Pedestrian travel constitutes a very small portion of total urban travel for the City of Oxnard. Providing sidewalks and paths becomes more relevant as the population increases. Oxnard provides pedestrian facilities within and between residential neighborhoods along with commercial and industrial areas. Pedestrian facilities are especially important in those parts of Oxnard where sidewalks are not currently provided, including Oxnard Boulevard, Pleasant Valley Road and Vineyard Avenue.

3.4.2 Bicycling

As an alternative to the automobile, bicycles are non polluting, quiet, inexpensive, and a reasonably available source of transportation. The combination of the bicycle's advantages and the public' increased interest in physical fitness has made the bicycle a much larger part of the transportation system than previously. Bicycles can be used for many short commuting trips and for recreational purposes.

There are limited commuter bicycle lanes in Ventura County as a whole. The Santa Clara River Bridge on US-101 has a new Class I bicycle and pedestrian path for the City of Oxnard. The descriptions below illustrate the three classes of bikeway facilities standards and designations established by the California Department of Transportation (Caltrans).

Bike Path (Class I) – Class I bike paths are separated from roadways by distance or barriers and cross traffic by automobiles is minimized. Bike paths are facilities completely separated from the roadway and expressly for bicyclists. Bike paths can provide recreational opportunities or serve as desirable commuter routes. Design standards require two way bicycle paths to be a minimum of eight feet wide plus shoulders. Bike paths are usually shared with pedestrians. If pedestrian use is expected to be significant on the bike path, the desirable width is twelve feet.

Bike Lane (Class II) – A Class II bikeway is a lane on a road way that is reserved for bicycles. The lane is signed and painted with pavement lines and markings. The lane markings decrease the potential for conflicts between drivers and bicyclists. Bike lanes are one way, with a lane on each side of the roadway between the travel lane and the edge of paving. If parking is permitted, bike lanes are between the travel lane and the parking lane. The bike lanes are at least four feet wide and five feet if parking is permitted.

Bike Route (Class III) – Class III bike routes share existing roadways and provide continuity to other bikeways or designated preferred routes through high traffic areas. There is no separate lane for bike routes. Bike routes provide for limited pedestrian and driver use for the exclusive use of bicyclists. Bike routes are established by placing signs that direct bicyclists and warn drivers of the presence of bicyclists.

Since bicyclists are permitted on all roadways, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand and the desire to connect discontinuous segments of bike routes.

Oxnard is served by approximately fifteen miles of designated bike paths, lanes and routes. There are gaps in the bike path network which must be completed to facilitate bicycle travel. The bicycle system provides facilities to serve all types of bicycle trips including work, school, recreational, physical training and sport. All of Oxnard's future bicycle route facilities will be provided along public ROW.

Future bicycle facilities may be available for the Doris Avenue Drain, Ventura County Railroad, the Santa Clara River levee, UPRR ROW and for certain public utilities easements. Additional bicycle facilities may be available for redevelopment areas and private developments requiring public access improvements with special consideration to service recreational areas such as beaches, golf courses and parks. Also, many bikeways may take advantage of scenic views and other visual resources. Regionally, the system will serve all areas of Ventura County by tying into state and other local facilities, such as the Pacific Coast Trail.

3.5 EXISTING FREIGHT AND RAIL FACILITIES

Freight is moved within and in/out of Oxnard both by rail and commercial vehicles. The goods movement function is essential for Oxnard and the continued economic development of the city and the region.

3.5.1 Freight Rail

Railroads have the potential to reduce road congestion when goods are shipped by train rather than trucks. However, trains on at-grade rail lines stop traffic during peak commuting periods causing significant congestion and air pollution from vehicles that idle. One way to reduce traffic congestion and improve safety for pedestrians and drivers is to separate the vehicles from trains with grade separations. Grade separations are usually bridges over railroad tracks that are referred to as flyovers. The primary rail lines are described in the following paragraphs.

Union Pacific Railroad – The Union Pacific Railroad (UPRR) Coast Main Line is the only intercity freight rail provider. The railroad connects the City of Oxnard to all major west coast destinations and markets. The freight terminal facilities provide for the delivery of products, goods, and raw materials out of Oxnard.

Due to UPRR grade crossings, the flow of vehicle traffic can be significantly delayed in Oxnard. Traffic is interrupted by rail movements and by the proximity of the rail crossings to major intersections along Oxnard Boulevard and Fifth Street. The UPRR ROW also creates a physical barrier across Oxnard. UPRR freight service levels are approximately eight through freight trains plus local service daily and this level is expected to continue or increase.

Santa Paula Branch Line – Although primarily a passenger rail line, the Santa Paula Branch currently has limited freight service. When the branch line is reconnected to Santa Clarita, there may be an increase in east-west freight movements to and from the Port of Hueneme. Service to the Branch Line is based at the UPRR yard in Oxnard.

Ventura County Railway (VCRR) – The Ventura County Railway (VCRR) line, operated by the Ventura County Railroad Company (Rail America), transfers freight from the Port of Hueneme and connects with the UPRR Coast Main Line in downtown Oxnard. It is particularly important to customers of the Port of Hueneme as well as the U.S. Navy Construction Battalion Center. The VCRR interrupts traffic movement along Wooley Road and at other locations, especially at the Five Points intersection. Due to the type of equipment and operating standards, the Ventura County Railway has less impact on Oxnard than UPRR. The Ventura County Railway alignments have potential for adding passenger service as well as increasing freight use along this route.

3.5.2 Port of Hueneme

Ventura County has an important center for freight activity that impacts the City of Oxnard substantially and the City of Port Hueneme. The Port of Hueneme is served by both local roads and a railroad that connects to the Union Pacific Coast Main Line. The Port of Hueneme has seen a large increase in activity. Because of this, the Port of Hueneme has made significant improvements to its facilities and expanded its capacity to meet its growing needs. The Port of Hueneme cannot continue to expand at the current rate without significant regional road improvements, often referred to as landside improvements.

The Port of Hueneme currently has two primary access routes for the port including Rice Avenue/ Hueneme Road and Victoria Avenue. Victoria Avenue's bridge over the Santa Clara River has been widened to reduce the impacts of a major bottleneck. The Port of Hueneme Intermodal Corridor project is the reconstruction of the SR-1/ Rice Avenue/ Pleasant Valley Road interchange that was built in conjunction with the Rice Avenue extension to Hueneme Road. The City of Oxnard is designing the reconstruction of the Rice Avenue/ US-101 interchange which will complete the link from the Port of Hueneme to US-101, the major route connecting the City of Oxnard to adjoining regions.

3.5.3 Trucks

Goods movement is an integral part of the circulation system in the City of Oxnard. Large trucks are the operational equivalent of five passenger cars in traffic. These commercial vehicles cause more extensive damage to road surfaces than the average automobile. While large trucks are necessary for the delivery of agricultural goods, products and materials, the size and weight of the commercial vehicle often leads to this excessive wear on roadways and traffic congestion. Commercial vehicle volumes continue to increase, causing delays for passenger vehicles, pavement failures, damaged goods due to congestion and diminished air quality.

There has been a shift in goods movement from the largest proportion of commodities being shipped via rail, to the largest proportion of commodities being shipped by the trucking industry. Some of the factors involved in this shift include the deregulation of the rail and shipping industry, the completion of major highway networks and the flexibility and speed of truck operations.

The establishment of truck routes is one method of addressing the damage to roadways, even though truck routes can be ignored by commercial vehicle drivers. Specific roadways have been designated as truck routes within the City of Oxnard. These roadways are generally arterial streets with few or no adjacent residential properties. These routes were selected to minimize the noise and vibration impacts.

Two key components of the truck route system are the two primary routes serving the Port of Hueneme. The designated western access route is Victoria Avenue while Hueneme Road and Rice Avenue form the eastern access route. Given the volume of truck traffic generated by the Port of Hueneme, the improvement of these two access routes is critical to the success of the overall truck route system. Figure 4-4 presents the primary commercial vehicle routes within the City of Oxnard.

3.5.4 Passenger Rail

Passenger rail provides a way for people to get to work, school, and other destinations. Passenger rail services in Oxnard are provided by Metrolink and Amtrak rail services. The inter-city and inter-regional rail passenger services are provided both between Oxnard and many of the cities in Ventura County and areas outside Ventura County.

Amtrak – There are two Amtrak services for the City of Oxnard. The Coast Starlight provides a daily long distance train from San Diego to Seattle with north and southbound stops at Simi Valley and Oxnard, in Ventura County. The Pacific Surfliner Route connects Ventura County to San Diego, Los Angeles, Santa Barbara, and San Luis Obispo. The SE Amtrak trains stop at Simi Valley, Moorpark, Camarillo, Oxnard, and Ventura. Amtrak Surfliner operates eight trains seven days per week, with three of the round trips currently traveling as far north as San Luis Obispo.

Amtrak shares the rail stations in Ventura County with Metrolink commuter train service weekdays. In places where Amtrak cannot run because a gap in train service exists or on trips where Amtrak doesn't have enough ridership to operate a train, there is Amtrak Bus Service to provide connections for rail service.

Metrolink – The Counties of Ventura, Los Angeles, Orange, Riverside, and San Bernardino joined to create the Southern California Regional Rail Authority (SCRRA) or Metrolink commuter rail system. Metrolink currently operates service from the Oxnard Transportation Center (OTC) east to Los Angeles. Oxnard is served by three eastbound trains in the morning and three westbound trains in the early evening. Metrolink schedules are geared to commuters, but the service is available for other intercity travelers. There is interest in extending commuter service to Santa Barbara.

California High Speed Rail Authority – The California High Speed Rail Authority is a new California State agency, to develop a high speed train system for California. California has identified that a high speed train system is feasible and the basic design, cost, and routing options are available. One of the routing options is through Ventura County, which would enable residents of the City of Oxnard to travel to Northern and Southern California. The high speed train system is estimated to carry thirty two million intercity passengers and ten million commuters by 2020.

3.6 EXISTING TRAFFIC VOLUME

Traffic data collected for the City of Oxnard Draft EIR traffic analysis included one hundred and nineteen (119) 24-hour roadway counts conducted during the period between November 29th and December 7th, 2005. Additionally, seventy-one (71) AM and PM peak hour study intersection counts were conducted during the month of November in 2005. The traffic counts for the remaining study intersections were provided by the City of Oxnard dating the months of September and October of 2005.

For analysis purposes morning peak hour data were collected during the 7-9 AM peak hours and the evening peak hour data during the 4-6 PM peak hours. These peak hours are the standard adjacent street traffic peak hours used in the ITE Trip Generation Manual and the majority of traffic analyses documentations.

Table 3.6-1 through **3.6-4** show the Existing (2005) AM and PM peak hour turning movement volumes for study intersections.

Table 3.6-1 – Existing (2005) AM Peak Hour Intersection Turning Movements Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	33	353	232	67	301	17	32	351	19	131	257	22
2	C St & 5th St	65	517	40	29	375	74	115	373	26	17	145	6
3	C St & Channel Islands	88	184	94	70	93	62	113	952	31	52	784	44
4	C St & Gonzales	98	179	372	98	97	95	178	975	112	115	567	110
5	C St & Pleasant Valley	28	92	19	72	50	141	166	537	8	14	779	98
6	C St & Wooley	157	510	70	27	293	59	174	651	211	50	409	56
7	Del Norte & Camino Del Sol	109	345	10	34	353	212	122	5	13	4	8	4
8	Del Norte & Gonzales*	--	--	--	--	--	--	--	--	--	--	--	--
9	Del Norte & SR-34 (5th St.)	0	0	0	59	0	158	259	588	0	0	263	59
10	Del Norte & Sturgis	24	245	22	80	182	128	96	91	17	28	59	32
11	Del Norte & US101 NB Ramps	84	100	0	0	137	23	0	0	0	530	0	26
12	Del Norte & US101 SB Ramps	0	145	284	96	573	0	41	0	187	0	0	1
13	Dupont & Channel Islands	3	78	400	81	150	42	7	20	71	297	112	46
14	H St & Gonzales	143	318	352	174	336	96	124	721	90	160	589	114
15	H St & Vineyard	63	21	372	152	40	14	6	724	28	149	405	39
16	Harbor & 5th St.	23	1063	104	77	465	19	105	83	22	52	32	209
17	Harbor & Channel Islands	138	0	230	0	0	0	0	381	59	116	558	0
18	Harbor & Gonzales	0	1117	57	98	358	0	0	0	0	31	0	218
19	Harbor & Wooley	63	527	38	59	557	21	35	44	42	38	34	137
20	Hobson/J St & Wooley	106	253	33	143	231	21	116	883	45	86	510	72
21	J St & Channel Islands	90	181	23	77	108	93	116	1066	29	14	932	64
22	J St & Hueneme	0	0	0	18	0	26	40	437	0	27	345	33
23	J St & Pleasant Valley	27	49	29	23	0	12	46	223	0	0	634	20
24	Lombard & 5th St.*	191	55	95	31	7	8	148	748	254	189	361	32
25	Lombard & Gonzales	191	55	95	31	7	8	148	748	254	189	361	32
26	Oxnard & 2nd St.	57	974	0	0	1022	71	113	0	81	0	0	0
27	Oxnard & 5th St.	37	823	59	163	890	51	27	355	14	45	143	53
28	Oxnard & Camino Del Sol*	--	--	--	--	--	--	--	--	--	--	--	--
29	Oxnard SB On Ramp & Channel Islands	572	0	18	0	0	0	0	389	508	0	0	0
30	Oxnard & Colonia	0	969	110	157	1079	0	0	0	0	187	0	186
31	Oxnard & Esplanade	0	171	169	1	517	0	0	0	0	0	0	15
32	Oxnard & Gonzales	110	742	323	241	625	60	291	853	70	321	663	228
33	Oxnard & Pleasant Valley	100	6	54	266	231	40	85	699	75	11	340	84
34	Oxnard & Statham	246	386	99	59	337	34	32	200	50	93	236	7
35	Oxnard & Town Center	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
36	Oxnard & US101 NB Ramps	0	219	0	0	26	0	0	0	0	68	0	83
37	Oxnard & US101 SB Ramps	0	151	51	7	102	0	83	0	492	0	0	0
38	Oxnard & Vineyard	163	287	972	238	448	182	148	1302	214	770	551	29
39	Oxnard-Saviers & Wooley	See Table 3.6-2											

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
40	South Oxnard & Wooley**	--	--	--	--	--	--	--	--	--	--	--	--
41	Pacific & Wooley	131	68	71	5	52	46	44	490	72	40	395	93
42	Patterson & 5th St	139	4	209	10	2	19	11	452	121	206	233	10
43	Patterson & Channel Islands	0	0	0	274	0	67	26	1001	0	0	1170	148
44	Patterson & Doris	6	76	10	200	121	84	5	0	2	4	252	152
45	Patterson & Gonzales	181	143	43	131	131	293	153	561	289	8	699	26
46	Patterson & Hemlock	20	236	36	45	244	31	75	48	40	38	82	116
47	Patterson & Teal Club	0	2	19	120	2	3	38	55	2	7	44	53
48	Patterson & Wooley	46	201	118	119	175	61	121	295	46	58	364	50
49	Pleasant Valley & Bard	34	797	6	33	451	365	5	5	23	249	5	17
50	Rice & Channel Islands	90	557	0	0	578	121	411	0	97	0	0	0
51	Rice & Gonzales	198	1040	0	0	1481	544	526	0	105	0	0	0
52	Rice & Hueneme	0	0	0	35	0	86	138	540	0	0	322	9
53	Rice & US101 SB Ramps	0	821	761	76	1208	0	63	2	823	0	0	0
54	Rice & Wooley	43	892	0	0	710	253	508	0	28	0	0	0
55	Rice & Camino Del Sol***	81	1006	107	230	1174	91	131	237	95	34	83	35
56	Rice NB Ramps & Camino Del Sol*	--	--	--	--	--	--	--	--	--	--	--	--
57	Rice SB Ramps & Camino Del Sol*	--	--	--	--	--	--	--	--	--	--	--	--
58	Rose & 5th	9	1102	26	21	1287	161	333	681	24	137	328	13
59	Rose & Auto Center	112	385	397	194	597	14	13	62	101	146	34	86
60	Rose & Bard	15	529	58	67	313	163	394	213	57	33	111	172
61	Rose & Camino del Sol	203	1420	162	148	1156	219	228	178	140	152	108	148
62	Rose & Channel Islands	91	794	108	86	767	175	571	590	152	179	351	25
63	Rose & Emerson	100	845	14	73	577	149	182	23	35	64	46	133
64	Rose & Gonzales	240	1149	207	337	1109	294	782	838	252	60	288	114
65	Rose & Hueneme*	--	--	--	--	--	--	--	--	--	--	--	--
66	Rose & Lockwood	226	1181	83	66	1773	23	22	41	102	161	53	18
67	Rose & Oxnard	253	1157	29	30	826	16	0	267	201	2	293	66
68	Rose & Pleasant Valley	61	95	29	227	73	207	381	704	25	27	537	127
69	Rose & Third	107	1443	0	0	1253	221	275	0	234	0	0	0
70	Rose & US101 NB Ramps	0	1072	731	0	942	171	0	0	0	430	0	126
71	Rose & US101 SB Ramps	0	1519	349	0	1205	155	302	0	514	0	0	0
72	Rose & Wooley	19	773	121	19	1095	363	368	408	34	76	203	14
73	Santa Clara & Auto Center	56	307	35	125	231	84	409	84	23	42	32	100
74	Saviers & Channel Islands	269	681	146	128	474	72	97	1017	94	258	538	99
75	Saviers & Hueneme	0	0	0	131	0	115	131	568	0	0	275	40
76	Saviers & Pleasant Valley	50	233	97	235	307	215	220	444	36	108	697	148
77	SR-1/Rice NB & Pleasant Vly	108	5	12	0	0	0	455	850	0	0	565	153
78	Statham & Channel Islands	0	0	0	84	0	129	440	1265	0	0	696	92
79	Ventura & 5th St	120	855	165	122	689	213	285	502	48	115	315	62
80	Ventura & Channel Islands	573	565	109	224	443	63	92	530	658	170	664	88
81	Ventura & Doris	165	939	97	18	641	37	68	220	234	96	172	29
82	Ventura & Gonzales	63	1651	580	69	366	108	21	140	28	166	376	35
83	Ventura & Hemlock	0	696	44	0	642	44	0	0	96	0	0	54
84	Ventura & Hueneme	22	213	58	397	109	113	89	183	21	89	107	301

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
85	Ventura & Pleasant Valley	98	523	121	388	495	67	143	102	38	103	235	385
86	Ventura & Teal Club/2nd St	31	766	37	56	716	23	26	34	45	50	21	61
87	Ventura & Town Center	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
88	Ventura & Vineyard	36	105	453	12	29	16	30	276	30	361	261	14
89	Ventura & Wagon Wheel*	--	--	--	--	--	--	--	--	--	--	--	--
90	Ventura & Wooley	93	744	83	170	544	46	172	547	77	87	438	102
91	Victoria & 5th St	0	2	19	201	949	20	140	172	13	87	156	345
92	Victoria & Channel Islands	170	441	181	156	464	271	245	369	152	157	242	120
93	Victoria & Doris	4	2104	92	59	1201	6	5	0	2	120	0	213
94	Victoria & Gonzales	63	1651	580	240	929	29	21	140	28	260	220	584
95	Victoria & Hemlock	35	812	35	91	796	60	62	1	17	62	2	101
96	Victoria & Teal Club	6	2139	56	33	1224	3	1	1	4	0	0	48
97	Victoria & Wooley	37	1669	61	114	836	49	43	47	17	83	76	437
98	Vineyard & Esplanade	67	1616	49	447	1201	176	256	14	69	45	13	105
99	Vineyard & US101 NB Ramps	0	1091	643	0	1161	287	0	0	0	459	0	116
100	Vineyard & US101 SB Ramps	0	1916	929	0	1375	280	267	0	292	0	0	0
101	Vineyard & Ventura/Myrtle	20	998	165	46	1220	18	23	6	74	195	8	65

Note: *Intersection does not exist in existing 2005 network but is included in 2020 General Plan Buildout and Update Alternatives.
**Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
***Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 3.6-2 – Existing (2005) AM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	210	521	85	77	95	426	288	14	10	97
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		206	36	85	303	531	45	98	491	204	103

Table 3.6-3 – Existing (2005) PM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	35	574	154	80	561	14	17	184	29	279	424	54
2	C St & 5th St	78	573	30	68	594	161	95	307	57	45	409	59
3	C St & Channel Islands	105	350	107	92	405	116	79	941	87	121	1080	71
4	C St & Gonzales	200	350	293	261	386	338	341	1022	93	417	1187	163
5	C St & Pleasant Valley	18	79	44	78	97	99	169	702	28	92	602	75
6	C St & Wooley	146	608	7	34	771	71	215	591	76	240	815	44
7	Del Norte & Camino Del Sol	175	494	11	53	383	251	156	11	19	9	13	5
8	Del Norte & Gonzales*	--	--	--	--	--	--	--	--	--	--	--	--
9	Del Norte & SR-34 (5th St.)	0	0	0	44	0	252	157	398	0	0	974	80
10	Del Norte & Sturgis	16	210	14	66	249	94	238	93	15	24	234	218
11	Del Norte & US101 NB Ramps	343	113	0	0	49	11	0	0	0	383	0	64
12	Del Norte & US101 SB Ramps	0	412	626	47	375	0	35	0	78	0	0	0
13	Dupont & Channel Islands	2	104	354	53	140	44	23	17	203	694	150	119
14	H St & Gonzales	90	315	222	179	486	64	122	969	102	255	1271	197
15	H St & Vineyard	56	37	211	75	21	6	12	690	56	193	607	64
16	Harbor & 5th St.	29	571	60	203	1177	44	36	60	23	126	55	103
17	Harbor & Channel Islands	98	0	186	0	0	0	0	673	134	252	603	0
18	Harbor & Gonzales	0	750	48	187	1176	0	0	0	0	84	0	188
19	Harbor & Wooley	63	527	38	249	958	62	35	44	42	51	50	110
20	Hobson/J St & Wooley	31	365	36	132	357	47	122	655	25	225	864	124
21	J St & Channel Islands	108	225	57	65	167	65	87	884	73	109	1222	76
22	J St & Hueneme	0	0	0	41	0	33	46	413	0	17	549	44
23	J St & Pleasant Valley	26	146	71	36	2	103	67	755	0	7	529	68
24	Lombard & 5th St.*	--	--	--	--	--	--	--	--	--	--	--	--
25	Lombard & Gonzales	291	59	63	57	26	64	170	487	156	114	846	26
26	Oxnard & 2nd St.	149	1356	0	0	1398	91	115	0	67	0	0	0
27	Oxnard & 5th St.	76	946	82	123	1250	75	75	252	52	87	319	89
28	Oxnard & Camino Del Sol*	--	--	--	--	--	--	--	--	--	--	--	--
29	Oxnard SB On Ramp & Channel Islands	867	0	6	0	0	0	0	149	401	0	0	0
30	Oxnard & Colonia	0	1441	169	163	1393	0	0	0	0	250	0	251
31	Oxnard & Esplanade	0	187	227	8	1319	0	0	0	0	4	0	50
32	Oxnard & Gonzales	138	875	287	342	1109	86	213	729	97	378	966	359
33	Oxnard & Pleasant Valley	77	593	34	14	444	1268	289	205	141	296	6	63
34	Oxnard & Statham	159	331	118	172	657	61	117	370	162	139	250	23
35	Oxnard & Town Center	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
36	Oxnard & US101 NB Ramps	0	113	0	0	229	0	0	0	0	245	0	12
37	Oxnard & US101 SB Ramps	0	99	42	69	392	0	21	0	860	0	0	0
38	Oxnard & Vineyard	504	455	1368	255	578	282	209	835	127	1043	972	26
39	Oxnard-Saviers & Wooley	See Table 3.6-4											
40	South Oxnard & Wooley**	--	--	--	--	--	--	--	--	--	--	--	--
41	Pacific & Wooley	213	100	117	16	128	98	51	423	101	74	641	19
42	Patterson & 5th St	137	4	230	9	9	22	15	457	161	358	334	33

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
43	Patterson & Channel Islands	0	0	0	227	0	156	52	1491	0	0	1329	221
44	Patterson & Doris	0	39	6	69	62	48	50	96	0	3	122	98
45	Patterson & Gonzales	97	64	35	52	89	218	93	80	887	17	561	12
46	Patterson & Hemlock	37	185	51	110	298	118	66	97	54	38	53	51
47	Patterson & Teal Club	2	1	5	76	0	7	10	164	0	4	69	39
48	Patterson & Wooley	83	245	70	137	364	82	106	793	79	116	679	58
49	Pleasant Valley & Bard	36	699	4	13	797	445	4	3	9	211	4	0
50	Rice & Channel Islands	384	803	0	0	553	651	196	0	63	0	0	0
51	Rice & Gonzales	373	238	0	0	1335	622	806	0	273	0	0	0
52	Rice & Hueneme	0	0	0	13	0	88	139	397	0	0	758	64
53	Rice & US101 SB Ramps	0	1367	724	224	1421	0	109	1	549	0	0	0
54	Rice & Wooley	73	1004	0	0	1262	342	591	0	46	0	0	0
55	Rice & Camino Del Sol***	209	1274	23	86	1292	217	185	138	76	63	345	102
56	Rice NB Ramps & Camino Del Sol*	--	--	--	--	--	--	--	--	--	--	--	--
57	Rice SB Ramps & Camino Del Sol*	--	--	--	--	--	--	--	--	--	--	--	--
58	Rose & 5th	11	1329	20	10	2004	171	405	584	35	396	829	28
59	Rose & Auto Center	221	844	841	253	802	25	20	78	167	945	212	241
60	Rose & Bard	54	460	21	96	545	211	249	121	52	32	218	209
61	Rose & Camino del Sol	131	1971	85	120	1562	202	141	169	97	236	486	127
62	Rose & Channel Islands	218	814	87	131	952	387	431	507	80	229	825	35
63	Rose & Emerson	177	803	34	120	849	87	252	113	75	45	65	71
64	Rose & Gonzales	431	1261	133	356	1721	507	725	520	266	234	920	239
65	Rose & Hueneme*	--	--	--	--	--	--	--	--	--	--	--	--
66	Rose & Lockwood	223	1954	331	319	1451	41	114	123	158	424	52	70
67	Rose & Oxnard	291	1024	16	48	1313	54	0	194	274	0	819	93
68	Rose & Pleasant Valley	78	74	141	133	177	436	275	617	31	64	905	155
69	Rose & Third	588	1894	0	0	1992	465	335	0	400	0	0	0
70	Rose & US101 NB Ramps	0	1342	720	0	1162	388	0	0	0	661	0	113
71	Rose & US101 SB Ramps	0	1677	344	0	1531	233	377	0	437	0	0	0
72	Rose & Wooley	39	858	130	25	1705	421	380	461	87	142	314	42
73	Santa Clara & Auto Center	40	433	39	195	287	172	450	208	34	64	25	333
74	Saviers & Channel Islands	316	1013	213	213	1088	85	148	549	249	248	722	160
75	Saviers & Hueneme	0	0	0	61	0	147	170	320	0	0	536	134
76	Saviers & Pleasant Valley	72	353	110	355	254	218	229	568	54	126	662	172
77	SR-1/Rice NB & Pleasant Vly	410	9	24	0	0	0	126	822	0	0	1336	238
78	Statham & Channel Islands	0	0	0	99	0	451	236	936	0	0	1336	66
79	Ventura & 5th St	142	790	92	104	862	346	382	461	145	258	625	82
80	Ventura & Channel Islands	756	672	249	273	595	92	90	688	670	160	798	137
81	Ventura & Doris	157	939	110	11	896	41	39	272	143	191	161	57
82	Ventura & Gonzales	233	433	223	62	548	86	137	539	165	363	431	53
83	Ventura & Hemlock	0	881	103	0	943	33	0	0	65	0	0	44
84	Ventura & Hueneme	24	241	37	406	143	78	86	102	21	186	151	411
85	Ventura & Pleasant Valley	22	643	104	490	417	104	95	230	96	107	117	278
86	Ventura & Teal Club/2nd St	33	1154	67	44	1029	4	12	68	76	52	36	81
87	Ventura & Town Center	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
88	Ventura & Vineyard	93	92	394	10	106	65	35	268	55	504	350	19

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
89	Ventura & Wagon Wheel*	--	--	--	--	--	--	--	--	--	--	--	--
90	Ventura & Wooley	172	651	68	260	711	127	223	706	36	250	796	142
91	Victoria & 5th St	24	1294	111	473	1774	47	71	218	29	135	133	122
92	Victoria & Channel Islands	178	740	114	299	740	245	489	217	163	204	463	210
93	Victoria & Doris	2	1491	154	213	2266	6	14	25	35	105	0	79
94	Victoria & Gonzales	60	1274	267	767	2152	19	32	248	122	234	178	334
95	Victoria & Hemlock	18	1278	83	136	1111	49	29	6	21	74	9	79
96	Victoria & Teal Club	4	1521	28	152	2283	5	3	0	15	16	1	65
97	Victoria & Wooley	44	1052	84	182	1396	56	34	63	36	154	132	154
98	Vineyard & Esplanade	213	1476	63	162	1694	340	464	16	164	359	45	425
99	Vineyard & US101 NB Ramps	0	919	494	0	1256	408	0	0	0	839	0	69
100	Vineyard & US101 SB Ramps	0	1913	944	0	2144	262	263	0	241	0	0	0
101	Vineyard & Ventura/Myrtle	52	762	249	31	1010	22	17	25	274	421	20	74

Note: *Intersection does not exist in existing 2005 network but is included in 2020 General Plan Buildout and Update Alternatives.
**Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
***Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 3.6-4 – Existing (2005) PM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	201	600	42	68	71	540	437	14	7	296
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		445	43	58	389	865	94	99	273	171	67

3.7 EXISTING LEVEL OF SERVICE ANALYSIS

LOS analyses under existing conditions were conducted using the methodologies described in Chapter 2.0. The intersection LOS results are discussed below.

3.7.1 Intersection Analysis

Table 3.7-1 displays intersection LOS and volume to capacity results for the key study area intersections under Existing conditions. The location of each intersection and its corresponding LOS are illustrated in **Figure 3.7-1**. All intersections are signalized unless otherwise noted. The detailed LOS calculation worksheets for Existing conditions are provided in **Appendix A.**

Table 3.7-1 – Peak Hour Intersection Level of Service Results Existing (2005) Conditions

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
1	C St & 3rd St	A	0.538	A	0.587
2	C St & 5th St	B	0.601	C	0.772
3	C St & Channel Islands	A	0.557	C	0.752
4	C St & Gonzales	B	0.670	E	0.962
5	C St & Pleasant Valley	A	0.560	A	0.500
6	C St & Wooley	A	0.443	B	0.689
7	Del Norte & Camino Del Sol	A	0.287	A	0.381
8	Del Norte & Gonzales*	--	--	--	--
9	Del Norte & SR-34 (5th St.)	A	0.466	E	0.914
10	Del Norte & Sturgis	A	0.205	A	0.392
11	Del Norte & US101 NB Ramps**	A	0.486	A	0.564
12	Del Norte & US101 SB Ramps**	A	0.561	C	0.749
13	Dupont & Channel Islands	A	0.367	C	0.701
14	H St & Gonzales	B	0.682	D	0.854
15	H St & Vineyard	A	0.584	A	0.515
16	Harbor & 5th St.	C	0.798	B	0.600
17	Harbor & Channel Islands	A	0.218	A	0.320
18	Harbor & Gonzales	C	0.779	C	0.787
19	Harbor & Wooley	A	0.531	A	0.535
20	Hobson/J St & Wooley	B	0.612	C	0.718
21	J St & Channel Islands	A	0.566	C	0.703
22	J St & Hueneme	A	0.170	A	0.240
23	J St & Pleasant Valley	A	0.311	A	0.379
24	Lombard & 5th St.*	--	--	--	--
25	Lombard & Gonzales	A	0.398	A	0.451
26	Oxnard & 2nd St.	A	0.448	B	0.630
27	Oxnard & 5th St.	A	0.521	C	0.708
28	Oxnard & Camino Del Sol*	--	--	--	--
29	Oxnard SB On Ramp & Channel Islands	A	0.428	A	0.366
30	Oxnard & Colonia	A	0.518	C	0.709
31	Oxnard & Esplanade	A	0.281	A	0.583
32	Oxnard & Gonzales	B	0.644	B	0.635
33	Oxnard & Pleasant Valley	A	0.425	B	0.648
34	Oxnard & Statham	A	0.390	A	0.526
35	Oxnard & Town Center	ND	ND	ND	ND
36	Oxnard & US101 NB Ramps	A	0.120	A	0.189
37	Oxnard & US101 SB Ramps	A	0.058	A	0.129
38	Oxnard & Vineyard	D	0.822	E	0.985
39	Oxnard-Saviers & Wooley	F	1.065	F	1.215
40	South Oxnard & Wooley*	--	--	--	--
41	Pacific & Wooley	B	0.615	A	0.445
42	Patterson & 5th St	A	0.581	C	0.707
43	Patterson & Channel Islands	A	0.553	B	0.608
44	Patterson & Doris**	A	0.396	A	0.425
45	Patterson & Gonzales	B	0.610	A	0.508

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
46	Patterson & Hemlock	A	0.284	A	0.259
47	Patterson & Teal Club**	A	0.177	A	0.164
48	Patterson & Wooley	A	0.358	A	0.559
49	Pleasant Valley & Bard	B	0.689	A	0.576
50	Rice & Channel Islands	A	0.365	C	0.708
51	Rice & Gonzales	A	0.566	C	0.757
52	Rice & Hueneme	A	0.359	A	0.525
53	Rice & US101 SB Ramps	A	0.418	B	0.636
54	Rice & Wooley	A	0.438	B	0.625
55	Rice & Camino Del Sol	A	0.461	B	0.668
56	Rice NB Ramps & Camino Del Sol*	--	--	--	--
57	Rice SB Ramps & Camino Del Sol*	--	--	--	--
58	Rose & 5th	D	0.819	F	1.072
59	Rose & Auto Center	A	0.370	D	0.822
60	Rose & Bard	A	0.561	A	0.493
61	Rose & Camino del Sol	C	0.771	E	0.931
62	Rose & Channel Islands	A	0.590	C	0.740
63	Rose & Emerson	A	0.507	A	0.574
64	Rose & Gonzales	B	0.660	E	0.911
65	Rose & Hueneme*	--	--	--	--
66	Rose & Lockwood	A	0.581	D	0.840
67	Rose & Oxnard	A	0.508	D	0.848
68	Rose & Pleasant Valley	A	0.578	C	0.775
69	Rose & Third	A	0.453	D	0.800
70	Rose & US101 NB Ramps	A	0.397	A	0.521
71	Rose & US101 SB Ramps	A	0.486	A	0.519
72	Rose & Wooley	A	0.537	D	0.817
73	Santa Clara & Auto Center	A	0.528	D	0.853
74	Saviers & Channel Islands	C	0.761	C	0.768
75	Saviers & Hueneme	A	0.437	A	0.366
76	Saviers & Pleasant Valley	B	0.621	C	0.736
77	SR-1/Rice NB & Pleasant Vly	A	0.495	B	0.624
78	Statham & Channel Islands	A	0.566	C	0.727
79	Ventura & 5th St	A	0.586	D	0.818
80	Ventura & Channel Islands	A	0.589	C	0.737
81	Ventura & Doris	A	0.510	B	0.668
82	Ventura & Gonzales	A	0.465	A	0.521
83	Ventura & Hemlock	A	0.291	A	0.348
84	Ventura & Hueneme	A	0.434	A	0.513
85	Ventura & Pleasant Valley	B	0.615	A	0.587
86	Ventura & Teal Club/2nd St	A	0.371	A	0.518
87	Ventura & Town Center	ND	ND	ND	ND
88	Ventura & Vineyard	A	0.499	A	0.511
89	Ventura & Wagon Wheel*	--	--	--	--
90	Ventura & Wooley	B	0.609	C	0.775
91	Victoria & 5th St	C	0.711	B	0.681
92	Victoria & Channel Islands	A	0.504	B	0.658

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
93	Victoria & Doris	D	0.859	D	0.823
94	Victoria & Gonzales	B	0.633	D	0.899
95	Victoria & Hemlock	A	0.413	A	0.547
96	Victoria & Teal Club**	C	0.737	C	0.761
97	Victoria & Wooley	D	0.841	A	0.545
98	Vineyard & Esplanade	B	0.637	D	0.835
99	Vineyard & US101 NB Ramps	A	0.506	B	0.655
100	Vineyard & US101 SB Ramps	C	0.781	C	0.748
101	Vineyard & Ventura/Myrtle	A	0.522	B	0.683

Note: V/C = Volume to Capacity ratio, a percentage derived from the volume of vehicles on an intersection lane divided by the capacity of that lane. LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes these terms in detail.
ND = No existing data at this location
*Intersection does not exist in existing 2005 network but is included in 2020 General Plan Buildout and Update Alternatives.
**Currently operating as un-signalized intersection; analysis based on ICU 1 Methodology for Signalized Intersection per City of Oxnard Policy.

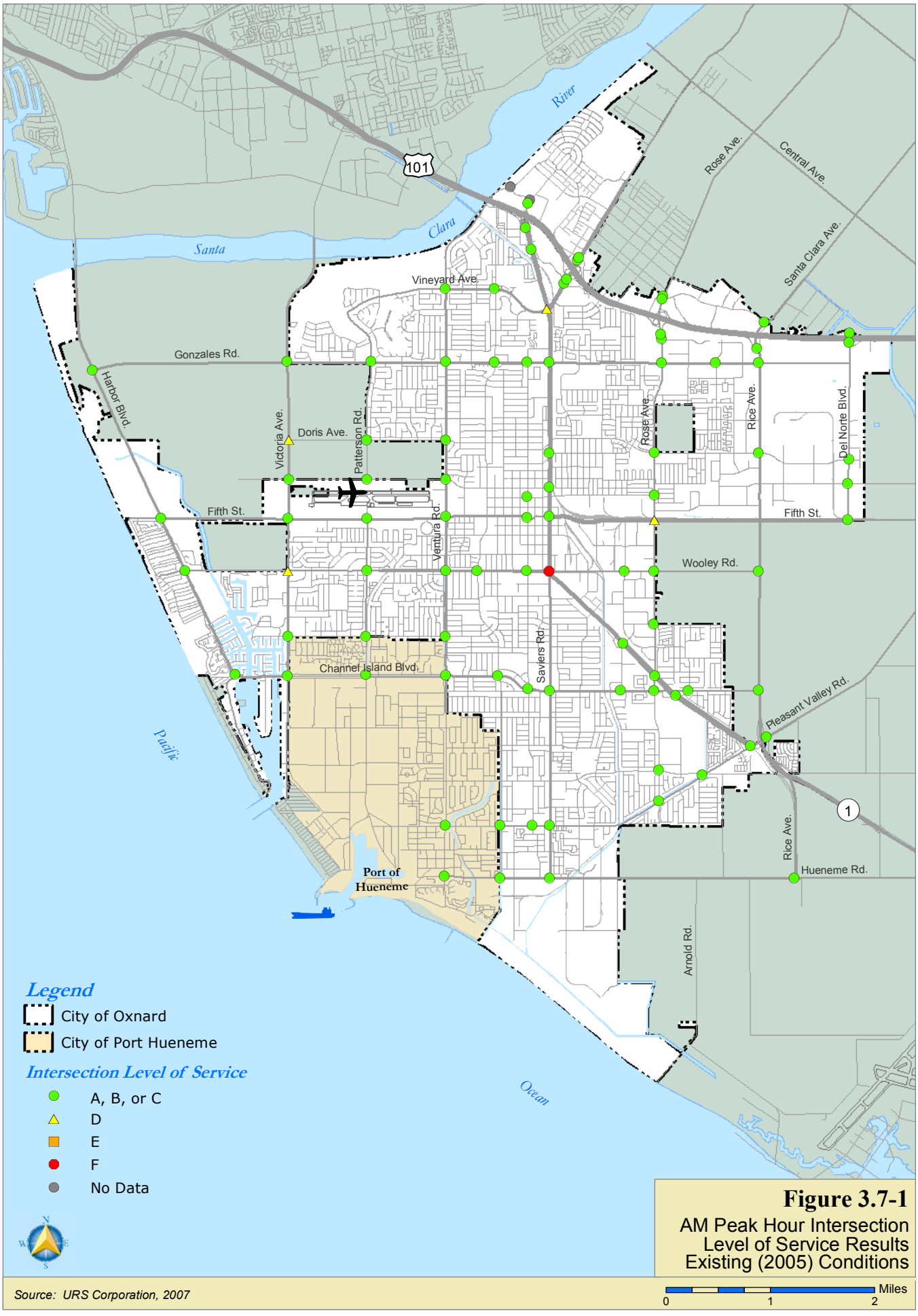

Santa Clara River
Santa Clara River
101
Rose Ave.
Central Ave
Santa Clara Ave.
Vineyard Ave.
Gonzales Rd.
Harbor Blvd.
Victoria Ave.
Doris Ave.
Patterson Rd.
Rose Ave.
Rice Ave.
Del Norte Blvd.
Fifth St.
Ventura Rd.
Fifth St.
Wooley Rd.
Channel Island Blvd.
Saviers Rd.
Pleasant Valley Rd.
1
Rice Ave.
Hueneme Rd.
Port of Hueneme
Arnold Rd.
Pacific Ocean
Legend
City of Oxnard
City of Port Hueneme
Intersection Level of Service
A, B, or C
D
E
F
No Data
N
W
E
S
Figure 3.7-1
AM Peak Hour Intersection Level of Service Results Existing (2005) Conditions
Source: URS Corporation, 2007
0
1
2
Miles

Figure 3.7-2
PM Peak Hour Intersection Level of Service Results Existing (2005) Conditions

Source: URS Corporation, 2007

As shown in **Table 3.7-1**, all but nineteen (19) of the study area intersections are currently operating at LOS C or better under Existing conditions. **Table 3.7-2** lists the nineteen (19) intersections that were forecasted to be operating at LOS D, E or F:

Table 3.7-2 – Existing (2005) Critical Intersections Level of Service

Intersection	AM Peak Hour	PM Peak Hour
Most Critical Intersections		
Oxnard & Vineyard	D	E
Oxnard-Saviers & Wooley	E	F
Rose & 5th	D	F
Victoria & Doris	D	D
Critical AM Intersections		
Victoria & Wooley	D	A
Critical PM Intersections		
C St & Gonzales	B	E
Del Norte & SR-34 (5th St.)	A	E
H St & Gonzales	B	D
Rose & Auto Center	A	D
Rose & Camino del Sol	C	E
Rose & Gonzales	B	E
Rose & Lockwood	A	D
Rose & Oxnard	A	D
Rose & Third	A	D
Rose & Wooley	A	D
Santa Clara & Auto Center	A	D
Ventura & 5th St	A	D
Victoria & Gonzales	B	D
Vineyard & Esplanade	B	D

3.7.2 Roadway Segment Conditions

Table 3.7-3 and **Table 3.7-4** summarize the 24-hour traffic counts conducted on major study roadway segments.

Table 3.7-3 – Existing (2005) Daily Volumes for Major North-South Roadways

Roadway	From Gonzales	From Fifth	From Wooley	From Channel Islands	From Pleasant Valley
	To Fifth	To Wooley	To Channel Islands	To Pleasant Valley	To Hueneme
Harbor Blvd.	12,600	22,000	19,000	NA	NA
Victoria Ave.	40,800	37,300	30,000	NA	NA
Ventura Rd.	28,500	31,400	22,100	34,200	NA
Oxnard Blvd.	39,800	34,900	18,300	13,500	12,700
Rose Ave.	52,700	35,800	30,500	25,200	NA
Rice Ave.	42,200	33,900	27,000	20,000	4,600
Del Norte Blvd	15,000	NA	NA	NA	NA

Note: NA = Roadway segment does not exist at this location

Table 3.7-4 – Existing (2005) Daily Volumes for Major East-West Roadways

	From Harbor	From Victoria	From Ventura	From Oxnard	From SR-101
	To Victoria	To Ventura	To Oxnard	To SR-101	To Stroube
Vineyard Ave	NA	NA	18,500	48,200	30,900
	From Harbor	From Victoria	From Ventura	From Oxnard /Saviers	From Rose
	To Victoria	To Ventura	To Oxnard/ Saviers	To Rose	To Rice
Gonzales Rd.	5,900	17,200	23,000	39,600	20,900
Fifth St.	6,300	14,000	13,400	15,600	13,000
Wooley	6,300	16,700	25,400	15,400	11,900
Channel Islands Bl.	20,700	32,700	33,700	25,000	13,500
Pleasant Valley Rd.	NA	NA	18,500	26,000	20,700
Hueneme Rd.	NA	NA	14,000	15,900	NA

Note: NA = Roadway segment does not exist at this location

3.7.3 Roadway Segment Analysis

As shown in **Table 3.7-5** and **Table 3.7-6**, the most deficient roadway segments under Existing (2005) conditions are Victoria Ave., Oxnard Blvd., Rose Ave., Fifth St., Hueneme Ave., and Channel Islands Blvd. **Table 3.7-5** and **Table 3.7-6** summarize the major roadway segments in the City of Oxnard that are forecasted at LOS D, E or F.

Table 3.7-5 – Existing (2005) V/C Ratios and Level of Service on City of Oxnard Major North-South Facilities

Roadway	From: Gonzales To: Fifth	LOS	From: Fifth To: Wooley	LOS	From: Wooley To Channel Islands	LOS	From: Channel Islands To: Pleasant Valley	LOS	From: Pleasant Valley To: Hueneme	LOS
Harbor Blvd.	0.700	C	0.611	B	0.528	A	NA	NA	NA	NA
Victoria Ave.	1.133	F	1.036	F	0.833	D	NA	NA	NA	NA
Ventura Rd.	0.792	C	0.872	D	0.614	B	0.760	C	NA	NA
Oxnard Blvd.	1.106	F	0.969	E	0.508	A	0.375	A	0.141	A
Rose Ave.	0.976	E	0.994	E	0.847	D	0.560	A	NA	NA
Rice Ave.	0.375	A	0.377	A	0.750	C	0.556	A	0.128	A
Del Norte Blvd.	0.556	A	NA	NA	NA	NA	NA	NA	NA	NA

Table 3.7-6 – Existing (2005) V/C Ratios and Level of Service on City of Oxnard Major East-West Facilities

Roadway	From: Harbor To: Victoria	LOS	From: Victoria To: Ventura	LOS	From: Ventura To: Oxnard	LOS	From: Oxnard To: SR101	LOS	From: SR101 To: Stroube	LOS
Vineyard Ave	NA	NA	NA	NA	0.343	A	0.893	D	0.858	D
Roadway	**From: Harbor To: Victoria**	**LOS**	**From: Victoria To: Ventura**	**LOS**	**From: Ventura To: Oxnard**	**LOS**	**From: Oxnard To: Rose**	**LOS**	**From: Rose To: Rice**	**LOS**
Gonzales Rd.	0.369	A	0.478	A	0.639	B	0.733	C	0.387	A
Fifth St.	0.394	A	0.389	A	0.838	D	0.433	A	0.722	C
Wooley Rd.	0.197	A	0.464	A	0.706	C	0.428	A	0.744	C
Roadway	**From: Harbor To: Victoria**	**LOS**	**From: Victoria To: Ventura**	**LOS**	**From: Ventura To: Saviers**	**LOS**	**From: Saviers To: Rose**	**LOS**	**From: Rose To: Rice**	**LOS**
Channel Islands Blvd.	0.575	A	0.908	E	0.936	E	0.694	B	0.844	D
Pleasant Valley Rd.	NA	NA	NA	NA	0.514	A	0.722	C	0.575	A
Hueneme Rd.	NA	NA	NA	NA	0.389	A	0.883	D	NA	NA

3.8 2007 INTERSECTION TRAFFIC COUNT UPDATE

As part of the 2020 General Plan Update, traffic counts were taken in 2005 and used to calculate LOS for 91 city intersections. Based on the 2005 data, 19 intersections had an LOS below 'C' in either the AM and/or PM peak travel hours (See Tables 3.7-1 and 3.7-2 in the previous section). Between 2005 and 2007, the Santa Clara River Highway 101 bridge and the Oxnard Blvd./101 interchange were completed and opened, sewer line construction ended along Ventura and Gonzales Roads, and various other intersection improvements were completed. In September, 2007 new traffic counts were taken for 33 intersections and new LOS calculations were made that result in only three intersections operating below LOS C: 1) Oxnard-Saviers & Wooley (Five Points), 2) Rose Avenue at Gonzales Road, and 3) Auto Center Drive at Rice/Santa Clara Avenue and Fifth Street. This revised analysis based on the updated counts results in 88 of the 91 analyzed intersections operating at LOS "C" or better in both the AM and PM peak hours.

Table 3.8-1 - Existing (2007) Critical Intersections Level of Service

Intersection	AM Peak Hour	PM Peak Hour
Most Critical Intersections		
Oxnard-Saviers & Wooley	E	F
Critical AM Intersections		
Oxnard-Saviers & Wooley	E	F
Critical PM Intersections		
Rose & Gonzales	B	E
Santa Clara & Auto Center	A	D

4.0 OXNARD TRAFFIC MOVDEL TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

This section describes the major components of the City of Oxnard Traffic Model that was used to forecast trips for each General Plan Update Land Use Alternative for the purpose of traffic analysis.

4.1 PROJECT TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

The City of Oxnard Traffic Model (OTM) is a sub-area traffic forecasting model that is designed to be used for preparing traffic forecast data for the City of Oxnard, which is located in western Ventura County[3]. The OTM was developed for use in the City of Oxnard General Plan Update, and traffic forecasts from the OTM are also intended for application in the traffic impact assessment of significant land use and transportation projects in the City of Oxnard.

The OTM is a sub-area derivation of the Ventura Countywide Traffic Model (VCTM), which is maintained by the Ventura County Transportation Commission (VCTC). It is designed as a focused sub-area model that has the capability to forecast peak hour as well as average daily traffic (ADT) conditions and therefore can be used as a traffic forecasting tool for a variety of traffic studies in the OTM primary modeling area. The VCTC's VCTM regional model was developed to satisfy the forecasting requirements of the Ventura County Congestion Management Program (CMP), and the OTM provides local sub-area model compatibility with the VCTM. As a derivative of the VCTM, the OTM retains the basic regional forecasting features of the VCTM while producing more refined data in the City of Oxnard.

4.1.1 Project Trip Generation

The network definition component of the OTM follows that of traditional traffic demand models, with the highway network designed to support the appropriate level of detail in the primary modeling area (i.e., the City of Oxnard). The trip generation component uses land use data as input, and trip generation within the primary modeling area is calculated in the form of daily vehicle trips and AM and PM peak hour trips.

[3] The information in this section was taken directly from the *Traffic Model Description and Validation Report* prepared by Austin-Foust Associates, Inc as part of the General Plan EIR project, November 17, 2006

4.1.2 Project Trip Distribution

In the trip distribution/mode choice component of the OTM, use is made of regional travel forecast data (i.e., trip tables) from the VCTM, thereby incorporating regional trip patterns into the local sub-area model. The regional traffic data is obtained from the VCTM in the form of vehicle trips, and hence also incorporates mode choice relationships established by the VCTM parent model. The VCTM is documented in detail in a traffic model report prepared by the VCTC and some pertinent aspects of the VCTM are discussed in this report where appropriate.

4.1.3 Project Trip Assignment

The traffic assignment component of the OTM applies procedures that are sensitive to the capacity of the network and which are able to forecast peak hour (AM and PM) and ADT traffic volumes with reasonable reliability. Both link and intersection capacity constraints are applied in the assignment process, and post-processing procedures are applied in the OTM to refine raw traffic model forecast data using techniques described in the National Cooperative Highway Research Program Report 255 (NCHRP 255) published by the Transportation Research Board (TRB).

5.0 2020 General Plan Buildout Traffic Conditions

This section provides an analysis of 2020 General Plan Buildout Traffic Conditions.

5.1 2020 General Plan Buildout Traffic Conditions

Based on discussions with the City Staff, the nature of the study area, and consistent with the traffic growth assumptions from similar traffic studies within the study area; City of Oxnard Traffic Model was used to develop future baseline conditions from existing traffic data as described in **Chapter 4**. Under 2020 General Plan buildout conditions, it was assumed that all planned and funded roadway and intersection improvements would have been implemented by Year 2020. These improvements include all traffic mitigations from other development projects and have been incorporated into the 2020 network. The 2020 General Plan buildout intersection geometric configurations are shown included in the Intersection LOS Worksheets in **Appendix B**.

Table 5.1-1 through **5.1-4** show the 2020 General Plan Buildout AM and PM peak hour intersection turning movement volumes. The forecasted ADT for major roadway segments in the City of Oxnard are illustrated in **Figure 5.1-1.**

Table 5.1-1 – 2020 General Plan Buildout AM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	290	60	300	230	20	50	360	20	130	270	90
2	C St & 5th St	90	410	50	10	340	70	10	430	20	10	220	10
3	C St & Channel Islands	120	190	90	70	110	80	120	770	40	50	790	10
4	C St & Gonzales	80	130	230	100	100	100	180	1270	120	60	820	110
5	C St & Pleasant Valley	20	60	10	30	50	150	190	700	10	10	870	180
6	C St & Wooley	210	540	160	20	340	60	180	830	270	50	600	10
7	Del Norte & Camino Del Sol	80	430	20	20	260	20	630	10	20	20	10	10
8	Del Norte & Gonzales	100	380	160	180	990	760	30	110	70	30	50	40
9	Del Norte & SR-34 (5th St.)	0	0	0	50	0	170	270	1060	0	0	490	120
10	Del Norte & Sturgis	30	290	20	100	150	70	40	130	30	30	170	60
11	Del Norte & US101 NB Ramps	140	130	0	0	420	20	0	0	0	1350	0	30
12	Del Norte & US101 SB Ramps	0	230	210	100	1620	0	50	0	190	0	0	0
13	Dupont & Channel Islands	0	0	0	40	0	160	20	910	0	0	630	60
14	H St & Gonzales	180	320	390	210	370	110	100	910	150	170	750	140
15	H St & Vineyard	50	100	220	120	60	10	10	440	80	160	330	30
16	Harbor & 5th St.	20	1380	20	100	710	50	140	70	20	30	10	240
17	Harbor & Channel Islands	150	0	230	0	0	0	0	450	70	110	610	0
18	Harbor & Gonzales	0	1370	180	90	560	0	0	0	0	40	0	170
19	Harbor & Wooley	30	980	40	90	760	20	70	30	30	30	50	180
20	Hobson/J St & Wooley	90	180	30	140	160	10	100	1320	60	100	720	160
21	J St & Channel Islands	210	100	10	80	60	90	150	930	70	10	1030	40
22	J St & Hueneme	0	0	0	20	0	50	40	670	0	0	850	40
23	J St & Pleasant Valley	20	60	40	20	10	10	40	290	10	10	640	30
24	Lombard & 5th St.	10	680	130	0	140	60	110	1300	10	30	530	0
25	Lombard & Gonzales	70	70	130	50	10	20	170	1680	100	190	960	120
26	Oxnard & 2nd St.	70	990	0	0	1220	120	100	0	60	0	0	0
27	Oxnard & 5th St.	40	850	130	180	970	10	30	490	10	50	230	60
28	Oxnard & Camino Del Sol	0	1160	670	150	1240	0	0	0	0	240	0	190
29	Oxnard SB On Ramp & Channel Islands	100	100	10	20	270	0	10	930	390	20	660	110
30	Oxnard & Colonia	0	1050	100	10	1510	0	0	0	0	60	0	80
31	Oxnard & Esplanade	20	910	240	40	1560	200	350	0	160	50	10	60
32	Oxnard & Gonzales	140	1060	210	370	980	50	350	890	120	330	830	270
33	Oxnard & Pleasant Valley	160	10	100	270	70	10	20	1300	60	20	780	80
34	Oxnard & Statham	200	450	100	90	260	40	30	170	50	80	260	20
35	Oxnard & Town Center	20	280	190	0	660	0	0	70	200	10	40	0
36	Oxnard & US101 NB Ramps	840	220	0	0	310	560	0	0	0	60	0	260
37	Oxnard & US101 SB Ramps	0	980	340	110	270	0	80	0	1520	0	0	0
38	Oxnard & Vineyard	150	750	1020	170	1120	190	160	810	220	750	470	10
39	Oxnard-Saviers & Wooley	See Table 5.1-2											
40	South Oxnard & Wooley*	--	--	--	--	--	--	--	--	--	--	--	--
41	Pacific & Wooley	140	130	40	10	50	40	60	670	150	40	600	90

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
42	Patterson & 5th St	160	10	230	10	10	20	10	350	120	220	300	10
43	Patterson & Channel Islands	0	0	0	250	0	50	20	1340	0	0	1370	180
44	Patterson & Doris	30	20	10	140	190	10	10	170	120	100	210	50
45	Patterson & Gonzales	60	10	10	60	20	240	130	950	340	10	770	10
46	Patterson & Hemlock	20	350	20	30	290	20	80	30	40	40	70	130
47	Patterson & Teal Club	20	10	20	40	10	40	50	90	20	10	50	10
48	Patterson & Wooley	60	210	160	100	180	40	120	410	50	50	410	50
49	Pleasant Valley & Bard	10	10	20	190	10	10	50	990	10	30	770	350
50	Rice & Channel Islands	60	1260	0	0	620	360	890	0	80	0	0	0
51	Rice & Gonzales	580	1900	970	620	2170	620	60	1090	250	220	600	290
52	Rice & Hueneme	0	0	0	30	0	160	860	730	0	0	480	10
53	Rice & US101 SB Ramps	0	1310	860	40	2160	0	160	0	1140	0	0	0
54	Rice & Wooley	90	2040	0	0	1000	360	390	0	30	0	0	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	200	0	240	0	0	0	0	340	170	0	10	470
57	Rice SB Ramps & Camino Del Sol	0	0	0	210	0	650	0	380	50	0	180	20
58	Rose & 5th	10	1180	300	40	1410	160	340	1180	20	230	430	30
59	Rose & Auto Center	80	510	420	270	970	10	20	210	200	180	20	50
60	Rose & Bard	30	1450	10	80	890	190	450	140	80	30	110	140
61	Rose & Camino del Sol	230	1580	80	290	1240	250	380	340	210	100	110	170
62	Rose & Channel Islands	120	1430	280	70	1240	150	670	600	160	250	540	40
63	Rose & Emerson	100	1340	10	70	850	160	200	20	50	60	50	140
64	Rose & Gonzales	320	1100	420	760	990	210	230	1420	390	140	470	220
65	Rose & Hueneme	520	460	410	210	210	70	60	610	150	90	620	10
66	Rose & Lockwood	20	1300	170	700	1750	20	130	20	20	70	10	310
67	Rose & Oxnard	410	1700	40	30	1150	10	0	120	270	0	160	60
68	Rose & Pleasant Valley	130	1080	200	240	680	240	360	770	130	250	630	150
69	Rose & Third	160	1470	0	0	1440	130	320	0	290	0	0	0
70	Rose & US101 NB Ramps	0	810	630	0	1100	180	0	0	0	620	0	210
71	Rose & US101 SB Ramps	0	1230	410	0	1570	140	250	0	830	0	0	0
72	Rose & Wooley	40	1000	350	30	1460	300	430	760	10	180	330	30
73	Santa Clara & Auto Center	130	620	0	0	690	120	140	0	320	1290	280	10
74	Saviers & Channel Islands	300	800	300	120	460	50	80	880	70	270	510	110
75	Saviers & Hueneme	0	0	0	160	0	60	20	1010	0	0	720	250
76	Saviers & Pleasant Valley	80	400	70	360	350	240	290	490	40	110	830	180
77	SR-1/Rice NB & Pleasant Vly	100	0	30	0	0	0	380	1390	0	0	710	160
78	Statham & Channel Islands	0	0	0	80	0	120	400	1300	0	0	860	70
79	Ventura & 5th St	180	1230	170	90	930	230	290	430	40	130	350	70
80	Ventura & Channel Islands	620	860	140	70	600	70	130	650	830	180	840	130
81	Ventura & Doris	190	1140	150	20	900	120	60	280	240	110	190	30
82	Ventura & Gonzales	230	650	210	180	720	210	290	670	180	270	430	70
83	Ventura & Hemlock	10	1130	30	10	730	30	20	10	40	10	10	20
84	Ventura & Hueneme	20	230	40	700	120	180	140	230	20	110	190	540
85	Ventura & Pleasant Valley	100	850	190	420	820	90	150	80	40	90	250	410
86	Ventura & Teal Club/2nd	30	1270	80	60	1070	10	20	20	60	40	10	180

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	St												
87	Ventura & Town Center	0	1080	270	0	320	0	0	0	0	50	0	0
88	Ventura & Vineyard	40	700	350	110	710	130	90	230	40	240	130	100
89	Ventura & Wagon Wheel	0	770	360	140	900	0	0	0	0	110	0	30
90	Ventura & Wooley	100	1080	80	330	590	40	180	750	60	150	500	150
91	Victoria & 5th St	60	2000	70	160	1160	10	100	130	10	60	170	390
92	Victoria & Channel Islands	170	450	160	310	470	290	230	430	160	140	260	200
93	Victoria & Doris	10	2440	60	230	1440	10	10	10	10	40	10	190
94	Victoria & Gonzales	70	1720	870	170	1250	30	30	270	40	370	180	440
95	Victoria & Hemlock	40	900	10	90	1010	60	70	10	20	60	10	100
96	Victoria & Teal Club	10	2440	80	40	1360	10	10	10	10	40	10	70
97	Victoria & Wooley	50	1920	100	130	940	100	40	60	20	70	100	480
98	Vineyard & Esplanade	40	1820	20	650	1110	100	420	10	120	40	10	160
99	Vineyard & US101 NB Ramps	0	770	450	0	1350	190	0	0	0	950	0	210
100	Vineyard & US101 SB Ramps	0	1150	1240	0	1730	580	70	0	210	0	0	0
101	Vineyard & Ventura/Myrtle	30	620	290	40	1260	10	10	50	50	210	10	60

Note: *Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
**Intersection is realigned in 2020 General Plan Buildout and Update Alternatives..

Table 5.1-2 – 2020 General Plan Buildout AM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	190	475	65	90	45	520	325	50	8	120
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		270	27	65	175	365	100	98	780	232	85

Table 5.1-3 – 2020 General Plan Buildout PM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	30	560	150	90	520	10	20	180	30	270	440	110
2	C St & 5th St	60	580	30	70	640	150	70	410	30	40	400	60
3	C St & Channel Islands	300	320	80	90	490	90	80	830	160	130	920	70
4	C St & Gonzales	190	340	230	260	390	350	340	1150	110	260	1770	100
5	C St & Pleasant Valley	20	60	40	110	70	90	170	840	30	80	720	170
6	C St & Wooley	160	670	10	10	940	50	250	800	240	270	1150	20
7	Del Norte & Camino Del Sol	200	320	10	50	930	530	30	10	10	10	10	10
8	Del Norte & Gonzales	40	1590	30	60	570	270	890	60	170	140	90	200
9	Del Norte & SR-34 (5th St.)	0	0	0	240	0	320	170	880	0	0	1350	90
10	Del Norte & Sturgis	10	200	10	130	540	190	150	140	20	20	260	200
11	Del Norte & US101 NB Ramps	570	890	0	0	180	20	0	0	0	710	0	20
12	Del Norte & US101 SB Ramps	0	1390	1180	100	760	0	10	0	140	0	0	0
13	Dupont & Channel Islands	0	0	0	60	0	160	60	660	0	0	1010	170
14	H St & Gonzales	120	440	270	170	530	70	140	1090	230	270	1680	290
15	H St & Vineyard	70	170	310	80	20	10	10	640	110	210	370	60
16	Harbor & 5th St.	30	960	20	180	1430	70	10	10	10	60	40	120
17	Harbor & Channel Islands	120	0	170	0	0	0	0	720	110	270	700	0
18	Harbor & Gonzales	0	1080	120	50	1350	0	0	0	0	170	0	220
19	Harbor & Wooley	60	720	60	330	1030	110	10	20	20	30	50	180
20	Hobson/J St & Wooley	10	320	50	140	260	20	100	1060	20	280	1210	190
21	J St & Channel Islands	120	140	30	90	120	70	80	900	170	90	1300	40
22	J St & Hueneme	0	0	0	40	0	40	60	890	0	0	840	90
23	J St & Pleasant Valley	30	180	100	70	20	110	50	810	10	10	520	70
24	Lombard & 5th St.	10	250	160	0	710	250	80	860	20	50	1640	0
25	Lombard & Gonzales	50	60	80	80	100	60	190	840	220	210	1730	70
26	Oxnard & 2nd St.	170	1600	0	0	1450	230	130	0	50	0	0	0
27	Oxnard & 5th St.	70	960	90	150	1240	70	70	450	30	90	430	120
28	Oxnard & Camino Del Sol	0	1670	470	200	1670	0	0	0	0	670	0	340
29	Oxnard SB On Ramp & Channel Islands	380	600	10	70	170	10	10	550	370	20	1070	50
30	Oxnard & Colonia	0	1760	130	90	1710	0	0	0	0	160	0	130
31	Oxnard & Esplanade	50	1270	470	50	1540	400	270	10	180	240	10	360
32	Oxnard & Gonzales	130	1580	140	280	1470	50	220	720	130	320	1270	590
33	Oxnard & Pleasant Valley	350	10	60	340	60	60	40	1040	20	30	1410	560

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
34	Oxnard & Statham	110	290	100	170	750	60	150	350	140	150	250	40
35	Oxnard & Town Center	30	420	430	0	780	10	10	260	100	30	110	0
36	Oxnard & US101 NB Ramps	1080	510	0	0	440	470	0	0	0	180	0	370
37	Oxnard & US101 SB Ramps	0	1440	460	100	530	0	150	0	1470	0	0	0
38	Oxnard & Vineyard	470	1370	1460	190	1120	300	220	780	120	830	680	10
39	Oxnard-Saviers & Wooley	See Table 5.1-4											
40	South Oxnard & Wooley*	--	--	--	--	--	--	--	--	--	--	--	--
41	Pacific & Wooley	210	150	100	10	210	270	50	580	150	70	950	10
42	Patterson & 5th St	140	10	230	10	10	20	20	520	150	250	330	30
43	Patterson & Channel Islands	0	0	0	190	0	120	60	1880	0	0	1810	190
44	Patterson & Doris	40	20	10	10	40	60	40	290	40	10	70	80
45	Patterson & Gonzales	130	10	10	10	20	280	160	860	160	10	1030	10
46	Patterson & Hemlock	10	220	30	90	270	80	60	70	50	60	20	20
47	Patterson & Teal Club	10	20	20	90	20	20	10	90	10	20	110	10
48	Patterson & Wooley	60	250	50	100	300	60	100	940	70	100	940	90
49	Pleasant Valley & Bard	10	10	10	230	10	20	40	1010	10	10	1090	310
50	Rice & Channel Islands	150	1050	0	0	1280	1190	400	0	50	0	0	0
51	Rice & Gonzales	560	2230	500	140	2250	620	190	520	430	700	1080	280
52	Rice & Hueneme	0	0	0	10	0	650	340	620	0	0	1100	40
53	Rice & US101 SB Ramps	0	1700	810	250	2190	0	160	0	720	0	0	0
54	Rice & Wooley	90	1470	0	0	2580	320	540	0	170	0	0	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	120	0	80	0	0	0	0	690	320	0	170	120
57	Rice SB Ramps & Camino Del Sol	0	0	0	540	0	230	0	660	260	0	200	80
58	Rose & 5th	40	1480	50	20	2300	180	330	980	70	570	1590	150
59	Rose & Auto Center	270	840	780	270	610	50	40	250	220	850	370	230
60	Rose & Bard	70	1200	20	110	1530	270	200	140	70	30	180	140
61	Rose & Camino del Sol	200	1990	60	160	1860	270	290	260	90	280	750	350
62	Rose & Channel Islands	290	1310	170	80	1770	400	390	610	130	460	1020	40
63	Rose & Emerson	200	1130	30	100	1390	140	240	90	110	50	70	70
64	Rose & Gonzales	420	1550	370	310	1900	510	160	880	480	230	1780	560
65	Rose & Hueneme	210	380	270	10	630	40	150	690	570	340	1230	20
66	Rose & Lockwood	340	1710	100	610	1810	100	270	70	80	450	60	320
67	Rose & Oxnard	420	1340	20	50	2050	40	0	200	330	0	580	80
68	Rose & Pleasant Valley	160	960	340	130	1290	500	210	770	130	260	1040	50
69	Rose & Third	750	2040	0	0	2260	510	250	0	390	0	0	0
70	Rose & US101 NB Ramps	0	1580	580	0	1300	310	0	0	0	940	0	250
71	Rose & US101 SB Ramps	0	1930	440	0	1980	180	240	0	570	0	0	0
72	Rose & Wooley	50	1090	210	40	2260	410	360	740	100	400	630	50
73	Santa Clara & Auto Center	230	490	0	0	870	380	360	0	740	1150	510	170
74	Saviers & Channel Islands	310	1110	400	180	1380	90	140	450	200	280	630	140
75	Saviers & Hueneme	0	0	0	210	0	180	80	820	0	0	950	290
76	Saviers & Pleasant Valley	90	550	100	470	480	250	240	730	60	140	810	180
77	SR-1/Rice NB & Pleasant Vly	230	0	30	0	0	0	190	1260	0	0	1810	290

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
78	Statham & Channel Islands	0	0	0	100	0	400	220	1020	0	0	1520	70
79	Ventura & 5th St	200	970	140	40	1600	340	330	410	230	200	510	70
80	Ventura & Channel Islands	900	1000	290	180	1010	210	190	850	750	180	980	60
81	Ventura & Doris	110	1490	200	20	1120	60	30	310	40	230	230	110
82	Ventura & Gonzales	320	960	330	290	900	50	320	540	90	420	670	100
83	Ventura & Hemlock	10	1260	80	20	1490	40	10	10	30	10	10	30
84	Ventura & Hueneme	20	390	40	780	190	180	160	180	30	210	240	570
85	Ventura & Pleasant Valley	20	1160	130	520	870	190	90	190	100	100	140	250
86	Ventura & Teal Club/2nd St	10	1370	90	80	1720	10	20	50	80	100	40	110
87	Ventura & Town Center	0	1130	370	0	430	0	0	0	0	150	0	0
88	Ventura & Vineyard	40	800	410	110	1040	310	100	200	110	230	370	80
89	Ventura & Wagon Wheel	0	690	330	310	1480	0	0	0	0	220	0	70
90	Ventura & Wooley	260	870	130	610	1140	120	230	800	60	400	1050	150
91	Victoria & 5th St	20	1460	90	550	1990	60	30	160	20	110	90	160
92	Victoria & Channel Islands	180	720	120	370	780	270	470	290	150	180	570	380
93	Victoria & Doris	10	1860	160	180	2500	10	10	30	40	110	10	60
94	Victoria & Gonzales	70	1350	540	450	2250	10	30	180	110	370	300	550
95	Victoria & Hemlock	10	1430	60	150	1290	50	30	10	20	30	10	70
96	Victoria & Teal Club	10	1850	10	80	2620	10	20	10	20	20	10	130
97	Victoria & Wooley	60	1140	60	190	1530	80	30	90	40	100	90	190
98	Vineyard & Esplanade	240	2360	60	160	1350	220	370	70	140	410	30	700
99	Vineyard & US101 NB Ramps	0	1110	920	0	1390	340	0	0	0	1020	0	150
100	Vineyard & US101 SB Ramps	0	1980	1250	0	1700	640	100	0	80	0	0	0
101	Vineyard & Ventura/Myrtle	130	710	370	40	900	10	10	110	160	580	140	80

Note: *Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
**Intersection is realigned in 2020 General Plan Buildout and Update Alternatives..

Table 5.1-4 – 2020 General Plan Buildout PM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	170	505	35	120	60	545	380	35	10	275
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		795	115	55	330	690	100	130	375	240	75

Figure 5.1-1
General Plan No Build (2020)
Daily Volumes for
Major Roadway Segments

Source: URS Corporation, 2007

Miles
0 1 2

5.1.1 Intersection Analysis

Table 5.1-3 displays the results of intersection LOS and volume to capacity analysis under 2020 General Plan Buildout conditions. The location of each intersection and its corresponding LOS are illustrated in **Figure 5.1-2** and **5.1-3**. The detailed LOS calculation worksheets for the Future (2020) conditions are provided in **Appendix B.**

Table 5.1-5 – Peak Hour Intersection Level of Service Results 2020 General Plan Buildout Conditions

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
1	C St & 3rd St	C	0.725	D	0.856
2	C St & 5th St	A	0.556	C	0.769
3	C St & Channel Islands	A	0.544	C	0.759
4	C St & Gonzales	A	0.533	E	0.977
5	C St & Pleasant Valley	A	0.584	A	0.516
6	C St & Wooley	A	0.517	D	0.809
7	Del Norte & Camino Del Sol	A	0.318	A	0.478
8	Del Norte & Gonzales	A	0.356	C	0.772
9	Del Norte & SR-34 (5th St.)	A	0.438	C	0.728
10	Del Norte & Sturgis	A	0.205	A	0.377
11	Del Norte & US101 NB Ramps	B	0.650	B	0.641
12	Del Norte & US101 SB Ramps	A	0.538	A	0.503
13	Dupont & Channel Islands	A	0.384	A	0.453
14	H St & Gonzales	C	0.702	D	0.879
15	H St & Vineyard	A	0.450	A	0.575
16	Harbor & 5th St.	A	0.556	A	0.509
17	Harbor & Channel Islands	A	0.238	A	0.347
18	Harbor & Gonzales	A	0.509	A	0.528
19	Harbor & Wooley	A	0.556	A	0.575
20	Hobson/J St & Wooley	A	0.569	C	0.719
21	J St & Channel Islands	B	0.616	B	0.631
22	J St & Hueneme	A	0.334	A	0.353
23	J St & Pleasant Valley	A	0.303	A	0.446
24	Lombard & 5th St.	B	0.638	C	0.791
25	Lombard & Gonzales	A	0.459	A	0.514
26	Oxnard & 2nd St.	A	0.525	C	0.713
27	Oxnard & 5th St.	B	0.606	C	0.766
28	Oxnard & Camino Del Sol	A	0.541	C	0.794
29	Oxnard & Channel Islands	A	0.45	B	0.631
30	Oxnard & Colonia	A	0.365	A	0.550
31	Oxnard & Esplanade	A	0.507	B	0.632
32	Oxnard & Gonzales	B	0.625	D	0.854
33	Oxnard & Pleasant Valley	B	0.65	C	0.716
34	Oxnard & Statham	A	0.325	A	0.550
35	Oxnard & Town Center	A	0.309	A	0.447
36	Oxnard & US101 NB Ramps	A	0.441	A	0.591
37	Oxnard & US101 SB Ramps	A	0.366	A	0.528

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
38	Oxnard & Vineyard	B	0.605	C	0.758
39	Oxnard-Saviers & Wooley	E	0.980	F	1.04
40	South Oxnard & Wooley*	--	--	--	--
41	Pacific & Wooley	A	0.315	A	0.531
42	Patterson & 5th St	A	0.397	A	0.466
43	Patterson & Channel Islands	A	0.492	A	0.573
44	Patterson & Doris	A	0.381	A	0.275
45	Patterson & Gonzales	A	0.429	A	0.571
46	Patterson & Hemlock	A	0.309	A	0.247
47	Patterson & Teal Club	A	0.094	A	0.125
48	Patterson & Wooley	A	0.397	A	0.575
49	Pleasant Valley & Bard	A	0.459	A	0.516
50	Rice & Channel Islands	A	0.541	E	0.963
51	Rice & Gonzales	F	1.096	F	1.131
52	Rice & Hueneme	A	0.438	A	0.456
53	Rice & US101 SB Ramps	A	0.500	A	0.506
54	Rice & Wooley	A	0.547	C	0.763
55	Rice & Camino Del Sol*	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	A	0.221	A	0.219
57	Rice SB Ramps & Camino Del Sol	A	0.282	A	0.306
58	Rose & 5th	C	0.738	F	1.092
59	Rose & Auto Center	A	0.529	D	0.842
60	Rose & Bard	C	0.723	B	0.644
61	Rose & Camino del Sol	B	0.645	C	0.790
62	Rose & Channel Islands	C	0.720	E	0.900
63	Rose & Emerson	A	0.538	B	0.638
64	Rose & Gonzales	D	0.840	E	0.948
65	Rose & Hueneme	C	0.706	E	0.947
66	Rose & Lockwood	C	0.759	D	0.852
67	Rose & Oxnard	A	0.546	D	0.871
68	Rose & Pleasant Valley	D	0.839	E	0.959
69	Rose & Third	A	0.508	D	0.890
70	Rose & US101 NB Ramps	A	0.489	C	0.701
71	Rose & US101 SB Ramps	A	0.586	A	0.591
72	Rose & Wooley	A	0.546	D	0.802
73	Santa Clara & Auto Center	B	0.697	E	0.924
74	Saviers & Channel Islands	C	0.748	D	0.816
75	Saviers & Hueneme	A	0.366	A	0.428
76	Saviers & Pleasant Valley	A	0.546	A	0.590
77	SR-1/Rice NB & Pleasant Vly	A	0.491	C	0.756
78	Statham & Channel Islands	A	0.582	C	0.759
79	Ventura & 5th St	A	0.597	C	0.783
80	Ventura & Channel Islands	B	0.634	D	0.870
81	Ventura & Doris	A	0.538	A	0.576
82	Ventura & Gonzales	A	0.446	A	0.557
83	Ventura & Hemlock	A	0.279	A	0.356

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
84	Ventura & Hueneme	C	0.700	C	0.790
85	Ventura & Pleasant Valley	B	0.698	B	0.644
86	Ventura & Teal Club/2nd St	A	0.444	A	0.479
87	Ventura & Town Center	A	0.353	A	0.400
88	Ventura & Vineyard	A	0.447	A	0.528
89	Ventura & Wagon Wheel	A	0.363	A	0.531
90	Ventura & Wooley	A	0.561	C	0.788
91	Victoria & 5th St	C	0.773	A	0.595
92	Victoria & Channel Islands	A	0.498	B	0.644
93	Victoria & Doris	C	0.711	B	0.648
94	Victoria & Gonzales	D	0.809	C	0.721
95	Victoria & Hemlock	A	0.350	A	0.454
96	Victoria & Teal Club	B	0.606	B	0.654
97	Victoria & Wooley	C	0.746	A	0.459
98	Vineyard & Esplanade	C	0.722	D	0.852
99	Vineyard & US101 NB Ramps	A	0.578	B	0.608
100	Vineyard & US101 SB Ramps	A	0.492	A	0.463
101	Vineyard & Ventura/Myrtle	A	0.386	A	0.527

Note: V/C = Volume to Capacity ratio, a percentage derived from the volume of vehicles on an intersection lane divided by the capacity of that lane. LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes these terms in detail.
* Intersection exists under Five-Point intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.

Figure 5.1-2
AM Peak Hour Intersection Level of Service Results
Future (2020) General Plan Buildout Conditions

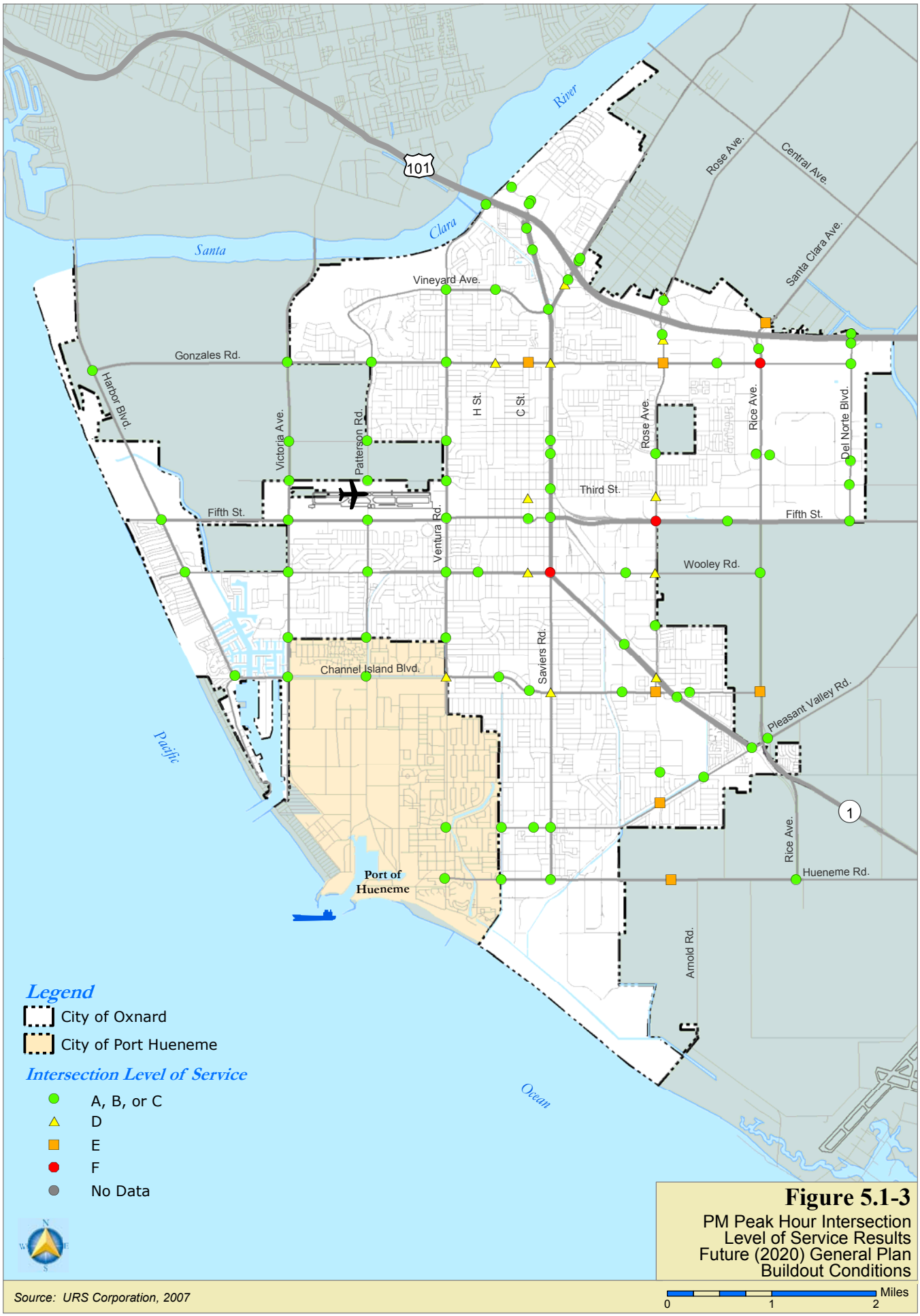


Figure 5.1-3
PM Peak Hour Intersection Level of Service Results
Future (2020) General Plan Buildout Conditions

As shown in **Table 5.1-3** twenty-three (23) of the study area intersections are currently operating at LOS D or worse under Future (2020) No Build conditions. **Table 5.1-6** summarizes the twenty-three (23) intersections that are forecasted at LOS D, E or F:

Table 5.1-6 – 2020 General Plan Buildout Critical Intersections Level of Service

Intersection	AM Peak Hour	PM Peak Hour
Most Critical Intersections		
Oxnard-Saviers & Wooley	E	F
Rice & Gonzales	F	F
Rose & Gonzales	D	E
Rose & Pleasant Valley	D	E
Critical AM Intersections		
Victoria & Gonzales	D	C
Critical PM Intersections		
C St & 3rd St	C	D
C St & Gonzales	A	E
C St & Wooley	A	D
H St & Gonzales	C	D
Oxnard & Gonzales	B	D
Rice & Channel Islands	A	E
Rose & 5th	C	F
Rose & Auto Center	A	D
Rose & Channel Islands	C	E
Rose & Hueneme	C	E
Rose & Lockwood	C	D
Rose & Oxnard	A	D
Rose & Third	A	D
Rose & Wooley	A	D
Santa Clara & Auto Center	B	E
Saviers & Channel Islands	C	D
Ventura & Channel Islands	B	D
Vineyard & Esplanade	C	D

6.0 2020 General Plan Update Alternatives Analysis

6.1 General Plan Update Land Use Alternative A

Table 6.1-1 through **6.1-4** show the General Plan Update Alternative A peak hours intersection traffic volumes. The forecasted ADT for major roadway segments in the City of Oxnard are illustrated in **Figure 6.1-1.**

Table 6.1-1 – 2020 General Plan Update Land Use Alternative A AM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	290	60	300	240	20	50	360	20	120	270	50
2	C St & 5th St	90	390	40	10	360	60	10	450	20	10	190	10
3	C St & Channel Islands	100	120	100	70	180	80	110	920	60	50	790	10
4	C St & Gonzales	80	130	220	100	100	100	180	1290	120	60	720	110
5	C St & Pleasant Valley	20	60	10	110	60	200	160	750	10	10	810	140
6	C St & Wooley	210	430	120	20	440	70	180	1010	340	50	650	10
7	Del Norte & Camino Del Sol	90	1060	20	20	480	30	70	10	20	20	10	10
8	Del Norte & Gonzales	60	470	170	160	940	760	40	130	90	40	40	40
9	Del Norte & SR-34 (5th St.)	10	670	420	70	160	190	270	740	0	70	330	90
10	Del Norte & Sturgis	30	890	40	130	350	60	80	80	30	30	130	60
11	Del Norte & US101 NB Ramps	210	140	0	0	390	20	0	0	0	1340	0	30
12	Del Norte & US101 SB Ramps	0	320	220	110	1590	0	50	0	170	0	0	0
13	Dupont & Channel Islands	0	0	0	60	0	180	20	870	0	0	670	60
14	H St & Gonzales	180	340	380	220	380	100	110	950	110	160	660	140
15	H St & Vineyard	60	100	260	120	60	10	10	460	80	170	270	30
16	Harbor & 5th St.	20	1410	20	100	730	50	140	80	20	30	10	240
17	Harbor & Channel Islands	280	0	340	0	0	0	0	400	100	180	580	0
18	Harbor & Gonzales	0	1400	180	80	570	0	0	0	0	40	0	180
19	Harbor & Wooley	30	1040	80	130	750	20	80	20	30	50	50	170
20	Hobson/J St & Wooley	90	150	30	150	180	20	100	1450	70	100	720	170
21	J St & Channel Islands	170	80	10	90	70	90	130	1110	70	10	1000	30
22	J St & Hueneme	0	0	0	20	0	50	30	780	0	0	620	20
23	J St & Pleasant Valley	20	50	50	30	20	10	40	310	10	10	630	20
24	Lombard & 5th St.	0	560	150	0	90	50	90	1000	10	70	430	0
25	Lombard & Gonzales	60	70	110	60	10	20	160	1740	60	170	960	120
26	Oxnard & 2nd St.	70	990	0	0	1240	130	110	0	60	0	0	0
27	Oxnard & 5th St.	40	870	100	170	1020	10	30	470	10	40	200	60
28	Oxnard & Camino Del Sol	0	1160	690	160	1260	0	0	0	0	210	0	180
29	Oxnard SB On Ramp & Channel Islands	80	140	10	20	380	10	10	890	410	30	770	50
30	Oxnard & Colonia	0	1060	100	20	1540	0	0	0	0	60	0	80
31	Oxnard & Esplanade	20	930	230	40	1580	170	350	10	180	50	10	50
32	Oxnard & Gonzales	150	1100	190	400	970	40	370	890	120	340	740	260
33	Oxnard & Pleasant Valley	220	10	80	300	80	50	40	1170	60	20	1120	70
34	Oxnard & Statham	210	380	90	70	440	30	20	170	60	80	340	20

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
35	Oxnard & Town Center	10	270	180	0	630	0	0	80	180	10	30	0
36	Oxnard & US101 NB Ramps	840	220	0	0	300	520	0	0	0	70	0	250
37	Oxnard & US101 SB Ramps	0	980	360	100	270	0	80	0	1520	0	0	0
38	Oxnard & Vineyard	150	770	1050	180	1150	180	160	900	220	720	430	10
39	Oxnard-Saviers & Wooley	See Table 6.1-2											
40	South Oxnard & Wooley*	60	0	10	60	0	40	10	970	330	10	510	30
41	Pacific & Wooley	130	70	70	10	60	40	30	960	160	40	550	90
42	Patterson & 5th St	150	10	200	10	10	20	10	470	120	210	320	10
43	Patterson & Channel Islands	0	0	0	270	0	50	30	1500	0	0	1220	140
44	Patterson & Doris	30	20	10	140	110	10	10	200	50	90	230	50
45	Patterson & Gonzales	80	10	10	60	20	240	140	960	280	10	820	10
46	Patterson & Hemlock	20	310	20	30	310	20	90	40	50	40	70	140
47	Patterson & Teal Club	30	10	20	160	20	60	10	50	10	10	30	10
48	Patterson & Wooley	70	190	170	110	170	60	120	470	60	60	480	40
49	Pleasant Valley & Bard	10	10	20	190	10	40	30	920	10	30	930	560
50	Rice & Channel Islands	30	910	0	0	890	430	870	0	90	0	0	0
51	Rice & Gonzales	560	1830	900	660	2210	630	60	1090	290	210	660	300
52	Rice & Hueneme	0	0	0	30	0	410	450	540	0	0	560	10
53	Rice & US101 SB Ramps	0	1200	920	40	2250	0	170	0	1120	0	0	0
54	Rice & Wooley	60	1340	370	0	1240	320	450	700	50	120	110	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	130	0	40	0	0	0	0	360	260	0	20	490
57	Rice SB Ramps & Camino Del Sol	0	0	0	220	0	530	0	400	70	0	130	20
58	Rose & 5th	10	990	160	30	1670	110	430	1020	30	180	360	20
59	Rose & Auto Center	80	510	440	260	990	10	20	220	210	180	20	40
60	Rose & Bard	80	1070	30	100	1630	120	490	150	280	280	130	170
61	Rose & Camino del Sol	200	1570	50	280	1360	250	390	340	220	90	70	140
62	Rose & Channel Islands	160	1170	270	70	1650	240	670	600	270	340	540	30
63	Rose & Emerson	110	1160	10	70	1180	160	190	20	40	70	50	140
64	Rose & Gonzales	280	1120	430	750	1060	210	230	1400	400	140	450	220
65	Rose & Hueneme	90	400	250	20	2280	20	100	570	550	150	760	10
66	Rose & Lockwood	20	1300	180	680	1820	20	130	20	20	70	10	310
67	Rose & Oxnard	330	1520	50	30	1520	10	0	190	390	0	140	50
68	Rose & Pleasant Valley	120	950	160	200	1890	230	220	790	340	340	640	50
69	Rose & Third	130	1370	0	0	1580	130	340	0	300	0	0	0
70	Rose & US101 NB Ramps	0	830	640	0	1140	180	0	0	0	570	0	210
71	Rose & US101 SB Ramps	0	1250	390	0	1570	140	250	0	880	0	0	0
72	Rose & Wooley	20	910	330	20	1710	330	220	1460	60	160	400	50
73	Santa Clara & Auto Center	110	650	0	0	710	120	120	0	330	1340	280	10
74	Saviers & Channel Islands	300	630	310	110	660	60	80	970	140	290	530	90
75	Saviers & Hueneme	0	0	0	320	0	180	20	1030	0	0	550	100
76	Saviers & Pleasant Valley	70	300	70	330	560	220	260	630	50	110	760	140
77	SR-1/Rice NB & Pleasant Vly	150	0	20	0	0	0	380	1270	0	0	950	150
78	Statham & Channel Islands	0	0	0	90	0	130	430	1440	0	0	890	60
79	Ventura & 5th St	210	950	200	20	1060	210	240	480	150	120	370	40

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
80	Ventura & Channel Islands	430	880	120	60	810	90	140	780	890	190	800	90
81	Ventura & Doris	180	1210	170	20	800	70	60	300	230	110	140	20
82	Ventura & Gonzales	280	650	190	160	620	210	280	710	190	160	450	80
83	Ventura & Hemlock	10	1040	40	10	940	40	20	10	50	10	10	20
84	Ventura & Hueneme	20	200	40	850	130	190	140	230	20	110	180	370
85	Ventura & Pleasant Valley	110	650	190	420	990	90	140	80	40	90	250	390
86	Ventura & Teal Club/2nd St	30	950	40	200	1060	10	40	60	80	40	10	110
87	Ventura & Town Center	0	1100	260	0	290	0	0	0	0	40	0	0
88	Ventura & Vineyard	40	710	320	120	640	130	80	270	60	190	120	90
89	Ventura & Wagon Wheel	0	790	320	140	860	0	0	0	0	100	0	30
90	Ventura & Wooley	170	930	80	410	740	40	190	800	120	170	520	90
91	Victoria & 5th St	60	1920	90	240	1150	10	100	150	10	80	170	400
92	Victoria & Channel Islands	220	630	290	200	550	320	160	510	200	180	230	90
93	Victoria & Doris	10	2470	90	160	1460	10	10	10	10	50	10	210
94	Victoria & Gonzales	70	1750	870	170	1170	30	20	250	40	380	190	490
95	Victoria & Hemlock	40	910	20	110	1040	60	60	10	20	60	10	80
96	Victoria & Teal Club	10	2500	40	10	1440	10	10	10	10	40	10	70
97	Victoria & Wooley	60	1850	110	150	930	100	50	90	40	100	120	530
98	Vineyard & Esplanade	40	1910	20	650	1070	100	380	10	110	40	10	160
99	Vineyard & US101 NB Ramps	0	770	510	0	1340	190	0	0	0	900	0	210
100	Vineyard & US101 SB Ramps	0	1220	1220	0	1670	580	60	0	240	0	0	0
101	Vineyard & Ventura/Myrtle	30	620	300	40	1240	10	10	60	60	210	10	50

Note: **Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
***Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 6.1-2 – 2020 General Plan Update Land Use Alternative A AM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	166	380	39	100	45	495	305	25	8	142
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		357	28	43	250	425	77	112	863	317	108

Table 6.1-3 – 2020 General Plan Update Land Use Alternative A PM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	600	160	90	550	10	20	190	20	150	450	240
2	C St & 5th St	60	620	40	70	650	160	70	390	30	30	340	50
3	C St & Channel Islands	310	370	80	100	440	130	80	850	130	120	980	70
4	C St & Gonzales	190	340	220	250	400	350	340	1090	120	250	1780	100
5	C St & Pleasant Valley	20	70	40	100	60	80	170	860	30	80	790	220
6	C St & Wooley	210	730	20	20	900	60	240	820	210	240	1240	30
7	Del Norte & Camino Del Sol	190	470	10	50	1210	420	40	10	10	10	10	10
8	Del Norte & Gonzales	40	1700	30	60	650	310	830	50	210	170	90	180
9	Del Norte & SR-34 (5th St.)	0	120	200	170	490	240	180	680	0	90	1290	90
10	Del Norte & Sturgis	10	330	10	170	880	70	140	100	10	30	260	230
11	Del Norte & US101 NB Ramps	560	930	0	0	170	20	0	0	0	840	0	10
12	Del Norte & US101 SB Ramps	0	1420	1190	90	890	0	10	0	120	0	0	0
13	Dupont & Channel Islands	0	0	0	50	0	150	70	640	0	0	980	190
14	H St & Gonzales	130	440	250	170	530	70	140	1060	240	270	1680	290
15	H St & Vineyard	60	170	320	80	30	10	10	610	100	210	380	50
16	Harbor & 5th St.	30	970	20	200	1430	60	10	30	20	70	40	140
17	Harbor & Channel Islands	210	0	260	0	0	0	0	610	150	440	640	0
18	Harbor & Gonzales	0	1100	130	60	1360	0	0	0	0	190	0	190
19	Harbor & Wooley	70	700	120	390	1000	100	30	50	40	40	40	220
20	Hobson/J St & Wooley	10	330	50	150	240	20	90	1060	10	290	1310	220
21	J St & Channel Islands	140	160	30	90	110	60	90	870	110	100	1380	60
22	J St & Hueneme	0	0	0	40	0	40	60	660	0	0	940	50
23	J St & Pleasant Valley	30	180	70	50	10	90	50	850	10	10	580	80
24	Lombard & 5th St.	10	230	150	0	540	250	90	660	20	110	1410	0
25	Lombard & Gonzales	50	70	80	80	100	70	190	860	200	200	1760	80
26	Oxnard & 2nd St.	170	1640	0	0	1400	250	140	0	50	0	0	0
27	Oxnard & 5th St.	70	1040	80	120	1240	70	70	420	30	80	420	100
28	Oxnard & Camino Del Sol	0	1700	420	190	1690	0	0	0	0	660	0	330
29	Oxnard SB On Ramp & Channel Islands	350	630	10	60	140	10	10	560	350	10	1060	50
30	Oxnard & Colonia	0	1800	140	90	1700	0	0	0	0	160	0	120
31	Oxnard & Esplanade	40	1220	490	50	1540	400	240	10	180	250	0	340
32	Oxnard & Gonzales	140	1590	130	270	1490	50	210	680	130	310	1260	590
33	Oxnard & Pleasant Valley	360	10	50	310	50	50	50	1180	30	30	1350	550
34	Oxnard & Statham	110	360	130	180	660	50	130	400	150	90	240	40
35	Oxnard & Town Center	30	420	400	0	760	10	10	260	110	40	100	0
36	Oxnard & US101 NB Ramps	1000	490	0	0	460	450	0	0	0	190	0	360
37	Oxnard & US101 SB Ramps	0	1360	430	90	550	0	130	0	1440	0	0	0
38	Oxnard & Vineyard	470	1320	1500	190	1120	310	220	760	130	830	690	20
39	Oxnard-Saviers & Wooley	See Table 6.1-4											
40	South Oxnard & Wooley*	30	0	10	70	0	40	130	610	260	10	1340	60
41	Pacific & Wooley	220	190	150	10	100	160	50	730	60	80	1330	10

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
42	Patterson & 5th St	130	10	230	10	10	20	20	550	140	250	380	30
43	Patterson & Channel Islands	0	0	0	180	0	140	60	1790	0	0	1940	180
44	Patterson & Doris	20	10	10	30	40	30	20	330	40	10	120	70
45	Patterson & Gonzales	90	10	10	10	10	230	160	950	160	10	1100	10
46	Patterson & Hemlock	10	230	30	90	280	100	70	80	50	50	40	30
47	Patterson & Teal Club	10	20	20	70	10	10	10	130	10	30	120	10
48	Patterson & Wooley	60	260	70	110	300	70	120	950	70	140	990	100
49	Pleasant Valley & Bard	10	10	10	270	10	20	50	1110	10	10	970	410
50	Rice & Channel Islands	150	1420	0	0	990	1180	380	0	50	0	0	0
51	Rice & Gonzales	590	2240	570	150	2260	610	170	590	420	650	1100	260
52	Rice & Hueneme	0	0	0	10	0	320	720	800	0	0	860	40
53	Rice & US101 SB Ramps	0	1680	810	240	2220	0	170	0	700	0	0	0
54	Rice & Wooley	90	1700	80	0	1990	410	570	260	100	290	290	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	110	0	120	0	0	0	0	630	290	0	110	120
57	Rice SB Ramps & Camino Del Sol	0	0	0	540	0	240	0	580	190	0	190	20
58	Rose & 5th	60	1600	20	10	2190	140	330	810	80	500	1420	160
59	Rose & Auto Center	260	870	770	270	600	50	40	250	230	850	370	220
60	Rose & Bard	130	1570	20	120	1210	290	240	200	140	30	240	180
61	Rose & Camino del Sol	220	2020 Update	50	160	1830	290	290	230	90	280	700	340
62	Rose & Channel Islands	500	1600	160	80	1500	340	390	610	110	490	940	40
63	Rose & Emerson	210	1320	30	90	1190	220	250	80	100	50	80	70
64	Rose & Gonzales	430	1530	370	340	1870	490	210	840	460	270	1730	510
65	Rose & Hueneme*	150	1670	1060	30	630	270	60	440	220	110	980	10
66	Rose & Lockwood	340	1670	110	550	1790	100	260	70	80	470	60	400
67	Rose & Oxnard	550	1500	20	50	1780	40	0	150	260	0	590	90
68	Rose & Pleasant Valley	530	1380	270	270	1000	360	180	830	140	230	950	100
69	Rose & Third	760	2070	0	0	2210	520	240	0	350	0	0	0
70	Rose & US101 NB Ramps	0	1550	610	0	1260	340	0	0	0	920	0	300
71	Rose & US101 SB Ramps	0	1930	470	0	1910	190	240	0	570	0	0	0
72	Rose & Wooley	80	1160	280	40	2050	440	410	930	100	460	960	50
73	Santa Clara & Auto Center	230	490	0	0	930	400	370	0	720	1200	500	180
74	Saviers & Channel Islands	320	1330	350	180	1190	40	150	470	200	280	720	160
75	Saviers & Hueneme	0	0	0	80	0	60	80	610	0	0	930	380
76	Saviers & Pleasant Valley	110	700	110	420	310	250	280	680	60	140	890	210
77	SR-1/Rice NB & Pleasant Vly	280	0	50	0	0	0	190	1370	0	0	1670	280
78	Statham & Channel Islands	0	0	0	100	0	390	240	1030	0	0	1630	70
79	Ventura & 5th St	250	1060	160	30	1410	340	360	400	250	230	510	70
80	Ventura & Channel Islands	920	1160	300	160	970	250	200	770	700	160	1050	60
81	Ventura & Doris	140	1330	120	20	1160	70	40	310	70	250	290	110
82	Ventura & Gonzales	340	900	280	300	950	60	280	590	110	410	690	80
83	Ventura & Hemlock	10	1390	110	10	1450	40	10	10	40	10	10	40
84	Ventura & Hueneme	20	400	30	550	190	170	170	170	30	210	250	680
85	Ventura & Pleasant Valley	20	1230	160	510	690	170	100	220	100	100	170	270

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
86	Ventura & Teal Club/2nd St	20	1560	40	80	1480	20	20	50	80	130	40	130
87	Ventura & Town Center	0	1140	380	0	440	0	0	0	0	140	0	0
88	Ventura & Vineyard	40	730	370	120	1100	280	100	200	90	250	360	80
89	Ventura & Wagon Wheel	0	660	310	340	1490	0	0	0	0	220	0	100
90	Ventura & Wooley	230	1010	130	530	1080	140	240	840	50	420	1140	170
91	Victoria & 5th St	20	1510	100	550	1910	60	30	190	30	120	100	180
92	Victoria & Channel Islands	260	930	190	320	1070	280	440	240	220	260	600	340
93	Victoria & Doris	10	1890	190	220	2440	10	10	30	40	120	10	50
94	Victoria & Gonzales	70	1350	570	530	2230	10	30	200	110	360	290	540
95	Victoria & Hemlock	20	1590	70	150	1490	40	30	10	20	70	10	80
96	Victoria & Teal Club	10	1920	10	120	2520	10	20	10	20	20	10	130
97	Victoria & Wooley	100	1230	120	120	1600	70	50	110	40	160	90	160
98	Vineyard & Esplanade	250	2390	60	170	1340	230	410	60	140	410	30	700
99	Vineyard & US101 NB Ramps	0	1110	970	0	1400	360	0	0	0	1010	0	160
100	Vineyard & US101 SB Ramps	0	2050	1250	0	1690	650	100	0	90	0	0	0
101	Vineyard & Ventura/Myrtle	150	700	380	40	920	10	10	100	170	590	150	80

Note: *Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
**Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 6.1-4 – 2020 General Plan Update Land Use Alternative A PM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	210	600	50	145	65	620	425	65	15	215
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		850	145	100	260	650	80	120	430	225	55

Figure 6.1-1
General Plan Alt. A (2030)
Daily Volumes for
Major Roadway Segments

Source: URS Corporation, 2007

Miles
0 1 2

6.1.1 Intersection Analysis

Table 6.1-5 displays intersection level of service (LOS) and volume to capacity ratio (V/C) result under 2020 General Plan Update Land Use Alternative A conditions. The location of each intersection and its corresponding LOS are illustrated in **Figure 6.1-2** and **Figure 6.1-3.** The LOS calculation worksheets for the General Plan Update Land Use Alternative A conditions are provided in **Appendix C.**

Table 6.1-5 – Peak Hour Intersection Level Of Service Results 2020 General Plan Update Land Use Alternative A Traffic Conditions

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
1	C St & 3rd St	C	0.719	E	0.975
2	C St & 5th St	A	0.581	C	0.725
3	C St & Channel Islands	A	0.519	C	0.753
4	C St & Gonzales	A	0.531	E	0.973
5	C St & Pleasant Valley	A	0.572	A	0.553
6	C St & Wooley	B	0.603	D	0.846
7	Del Norte & Camino Del Sol	A	0.272	A	0.483
8	Del Norte & Gonzales	A	0.34	C	0.764
9	Del Norte & SR-34 (5th St.)	A	0.556	B	0.694
10	Del Norte & Sturgis	A	0.366	A	0.435
11	Del Norte & US101 NB Ramps	B	0.681	B	0.669
12	Del Norte & US101 SB Ramps	A	0.528	A	0.506
13	Dupont & Channel Islands	A	0.384	A	0.444
14	H St & Gonzales	B	0.696	D	0.879
15	H St & Vineyard	A	0.488	A	0.572
16	Harbor & 5th St.	A	0.566	A	0.528
17	Harbor & Channel Islands	A	0.269	A	0.394
18	Harbor & Gonzales	A	0.512	A	0.544
19	Harbor & Wooley	A	0.594	B	0.675
20	Hobson/J St & Wooley	A	0.585	C	0.735
21	J St & Channel Islands	A	0.566	B	0.681
22	J St & Hueneme	A	0.275	A	0.372
23	J St & Pleasant Valley	A	0.294	A	0.449
24	Lombard & 5th St.	A	0.531	B	0.672
25	Lombard & Gonzales	A	0.475	A	0.520
26	Oxnard & 2nd St.	A	0.541	C	0.709
27	Oxnard & 5th St.	A	0.584	C	0.759
28	Oxnard & Camino Del Sol	A	0.547	C	0.797
29	Oxnard & Channel Islands	A	0.466	B	0.600
30	Oxnard & Colonia	A	0.371	A	0.560
31	Oxnard & Esplanade	A	0.502	B	0.610
32	Oxnard & Gonzales	B	0.646	D	0.850
33	Oxnard & Pleasant Valley	B	0.616	B	0.694
34	Oxnard & Statham	A	0.391	A	0.503
35	Oxnard & Town Center	A	0.291	A	0.447
36	Oxnard & US101 NB Ramps	A	0.434	A	0.571
37	Oxnard & US101 SB Ramps	A	0.363	A	0.494

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
38	Oxnard & Vineyard	B	0.624	C	0.760
39	Oxnard-Saviers & Wooley	F	1.053	F	1.150
40	South Oxnard & Wooley*	--	--	--	--
41	Pacific & Wooley	A	0.377	A	0.548
42	Patterson & 5th St	A	0.422	A	0.466
43	Patterson & Channel Islands	A	0.481	A	0.592
44	Patterson & Doris	A	0.319	A	0.269
45	Patterson & Gonzales	A	0.458	A	0.529
46	Patterson & Hemlock	A	0.309	A	0.250
47	Patterson & Teal Club	A	0.144	A	0.131
48	Patterson & Wooley	A	0.413	B	0.616
49	Pleasant Valley & Bard	A	0.441	A	0.528
50	Rice & Channel Islands	A	0.559	E	0.950
51	Rice & Gonzales	F	1.061	F	1.121
52	Rice & Hueneme	A	0.334	A	0.500
53	Rice & US101 SB Ramps	A	0.522	A	0.516
54	Rice & Wooley	A	0.479	C	0.709
55	Rice & Camino Del Sol*	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	A	0.156	A	0.206
57	Rice SB Ramps & Camino Del Sol	A	0.249	A	0.290
58	Rose & 5th	C	0.726	F	1.022
59	Rose & Auto Center	A	0.542	D	0.851
60	Rose & Bard	D	0.827	B	0.688
61	Rose & Camino del Sol	B	0.624	C	0.782
62	Rose & Channel Islands	C	0.772	D	0.884
63	Rose & Emerson	A	0.554	B	0.628
64	Rose & Gonzales	D	0.839	E	0.950
65	Rose & Hueneme	F	1.219	F	1.219
66	Rose & Lockwood	C	0.755	D	0.874
67	Rose & Oxnard	A	0.582	D	0.899
68	Rose & Pleasant Valley	F	1.125	F	1.053
69	Rose & Third	A	0.544	D	0.881
70	Rose & US101 NB Ramps	A	0.481	C	0.704
71	Rose & US101 SB Ramps	B	0.602	A	0.576
72	Rose & Wooley	C	0.735	D	0.835
73	Santa Clara & Auto Center	C	0.725	E	0.941
74	Saviers & Channel Islands	D	0.822	C	0.778
75	Saviers & Hueneme	A	0.426	A	0.370
76	Saviers & Pleasant Valley	A	0.484	B	0.643
77	SR-1/Rice NB & Pleasant Vly	A	0.581	C	0.728
78	Statham & Channel Islands	B	0.611	D	0.803
79	Ventura & 5th St	A	0.565	C	0.778
80	Ventura & Channel Islands	B	0.666	D	0.830
81	Ventura & Doris	A	0.514	B	0.604
82	Ventura & Gonzales	A	0.415	A	0.555
83	Ventura & Hemlock	A	0.269	A	0.354

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
84	Ventura & Hueneme	B	0.634	C	0.793
85	Ventura & Pleasant Valley	B	0.638	B	0.680
86	Ventura & Teal Club/2nd St	A	0.425	A	0.515
87	Ventura & Town Center	A	0.356	A	0.400
88	Ventura & Vineyard	A	0.459	A	0.538
89	Ventura & Wagon Wheel	A	0.366	A	0.534
90	Ventura & Wooley	A	0.566	C	0.791
91	Victoria & 5th St	C	0.788	B	0.618
92	Victoria & Channel Islands	B	0.61	C	0.750
93	Victoria & Doris	C	0.708	B	0.642
94	Victoria & Gonzales	D	0.806	C	0.731
95	Victoria & Hemlock	A	0.346	A	0.494
96	Victoria & Teal Club	A	0.592	B	0.633
97	Victoria & Wooley	C	0.771	A	0.530
98	Vineyard & Esplanade	C	0.732	D	0.868
99	Vineyard & US101 NB Ramps	A	0.56	B	0.607
100	Vineyard & US101 SB Ramps	A	0.498	A	0.483
101	Vineyard & Ventura/Myrtle	A	0.389	A	0.541

Note: V/C = Volume to Capacity ratio, a percentage derived from the volume of vehicles on an intersection lane divided by the capacity of that lane. LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes these terms in detail.
* Intersection exists under Five-Point intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
** Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

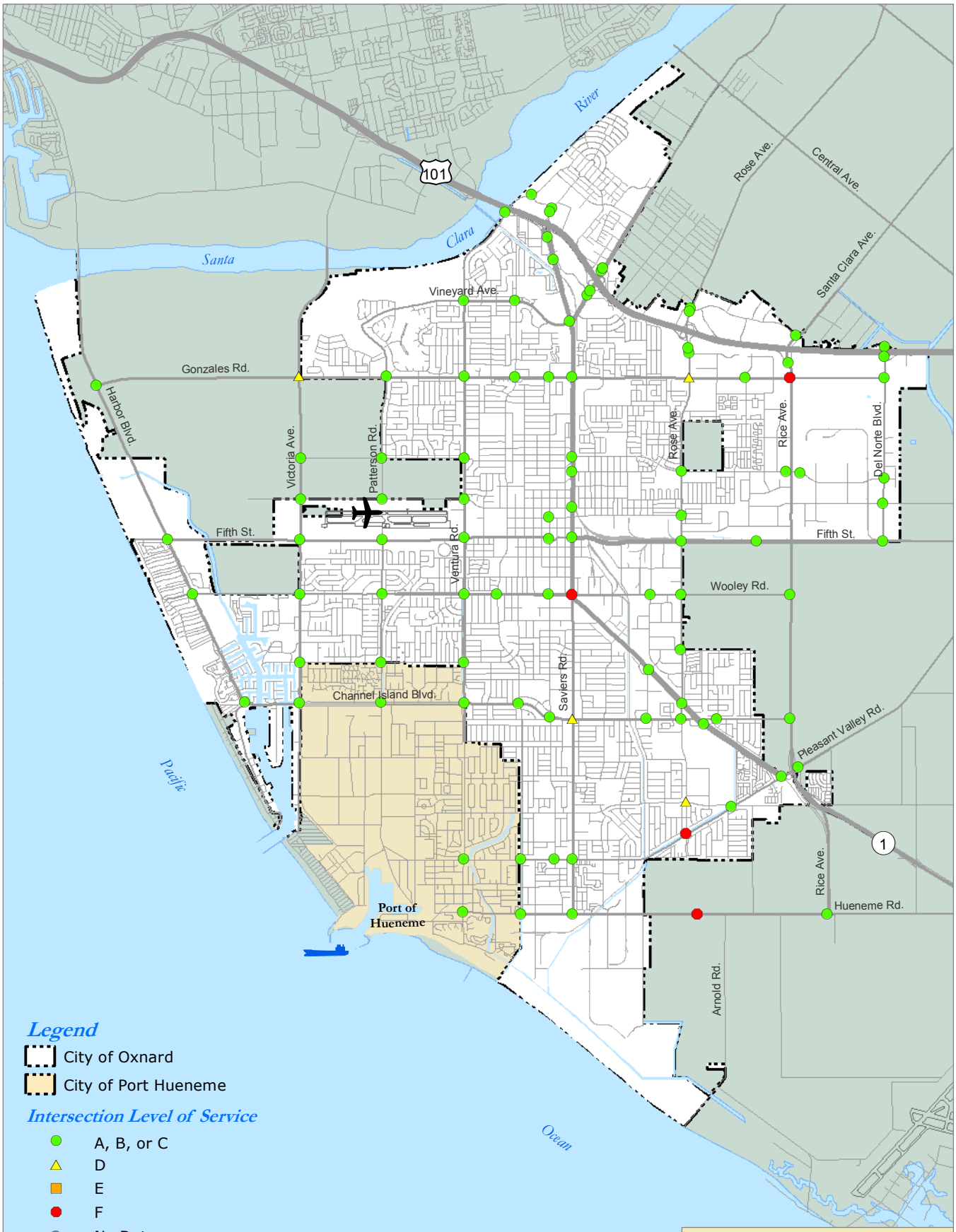


Figure 6.1-2
AM Peak Hour Intersection Level of Service Results
Future (2030) General Plan Land Use Alt. A Conditions

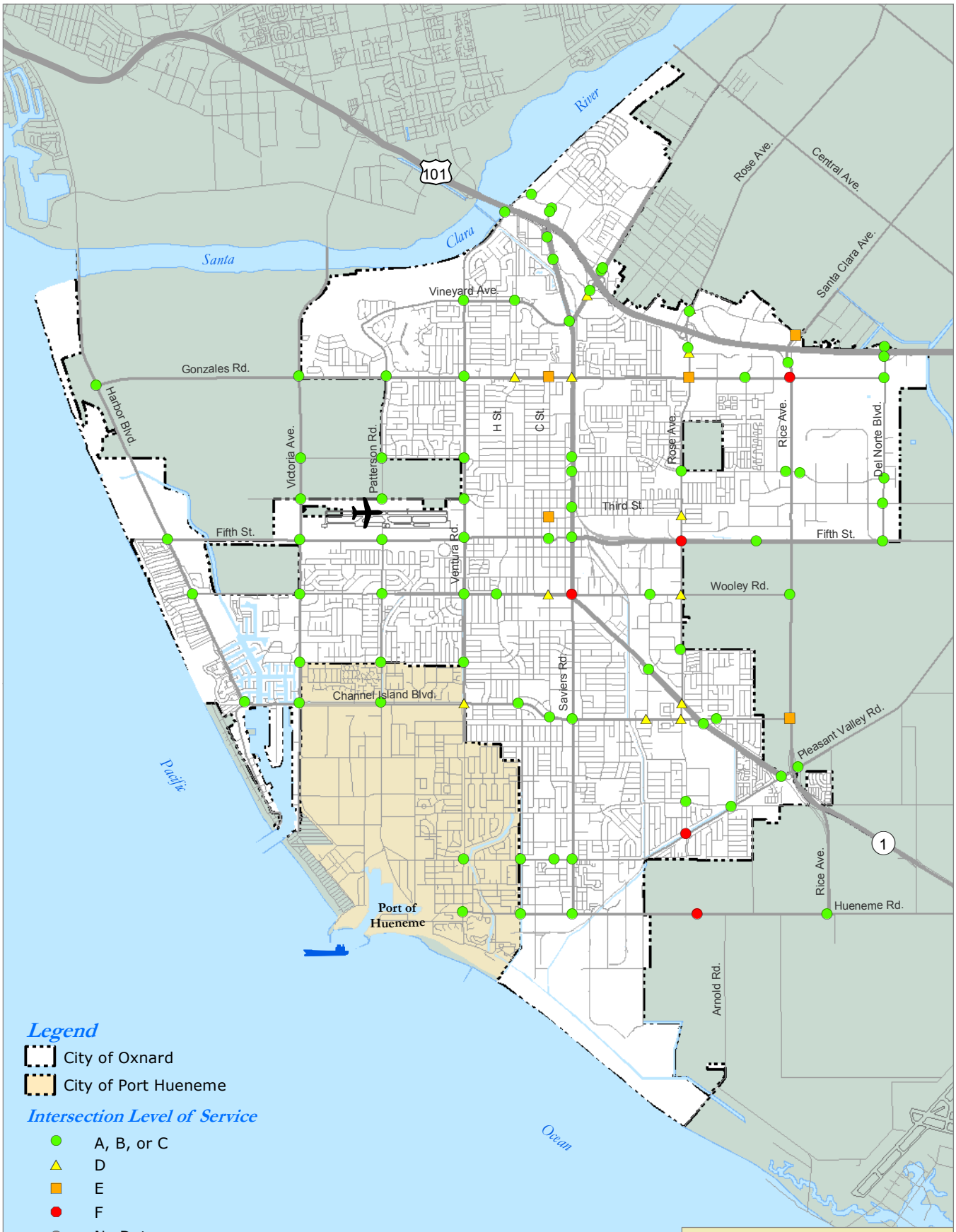


Figure 6.1-3
PM Peak Hour Intersection Level of Service Results
Future (2030) General Plan Land Use Alt. A Conditions

Source: URS Corporation, 2007

As shown in **Table 6.1-5,** Update Alternative A level of service conditions are similar to those found under General Plan Buildout Conditions at studied intersections. Twenty-five (25) of the study area intersections are currently operating at LOS D or worse under 2020 Update General Plan Alternative A conditions. **Table 6.1-6** lists the twenty-six (25) intersections that are forecasted at LOS D, E or F:

Table 6.1-6 – 2020 General Plan Update Land Use Alternative A Critical Intersections Level of Service

Intersection	AM Peak Hour	PM Peak Hour
Most Critical Intersections		
Oxnard-Saviers & Wooley	F	F
Rice & Gonzales	F	F
Rose & Gonzales	D	E
Rose & Hueneme	F	F
Rose & Pleasant Valley	F	F
Critical AM Intersections		
Rose & Bard	D	B
Saviers & Channel Islands	D	C
Victoria & Gonzales	D	C
Critical PM Intersections		
C St & 3rd St	C	E
C St & Gonzales	A	E
C St & Wooley	B	D
H St & Gonzales	B	D
Oxnard & Gonzales	B	D
Rice & Channel Islands	A	E
Rose & 5th	C	F
Rose & Auto Center	A	D
Rose & Channel Islands	C	D
Rose & Lockwood	C	D
Rose & Oxnard	A	D
Rose & Third	A	D
Rose & Wooley	C	D
Santa Clara & Auto Center	C	E
Statham & Channel Islands	B	D
Ventura & Channel Islands	B	D
Vineyard & Esplanade	C	D

6.2 GENERAL PLAN UPDATE LAND USE ALTERNATIVE B

Table 6.2-1 through **6.2-4** show the 2020 General Plan Update Alternative B peak hour intersection traffic volumes. The forecasted ADT for major roadway segments in the City of Oxnard are illustrated in **Figure 6.2-1.**

Table 6.2-1 – 2020 General Plan Update Land Use Alternative B AM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	290	60	320	240	20	50	350	20	120	270	50
2	C St & 5th St	80	390	40	10	360	60	10	450	20	10	190	10
3	C St & Channel Islands	100	120	90	80	180	70	110	920	60	50	790	10
4	C St & Gonzales	80	130	230	100	100	100	180	1260	130	70	730	110
5	C St & Pleasant Valley	20	60	10	90	60	190	160	770	10	10	820	140
6	C St & Wooley	210	430	120	20	450	60	180	990	350	50	650	10
7	Del Norte & Camino Del Sol	110	1060	20	20	570	30	60	10	20	20	10	10
8	Del Norte & Gonzales	70	480	170	140	950	780	40	140	110	50	40	40
9	Del Norte & SR-34 (5th St.)	10	660	460	80	190	200	280	730	0	60	330	100
10	Del Norte & Sturgis	30	900	40	140	410	80	60	80	30	30	120	70
11	Del Norte & US101 NB Ramps	210	150	0	0	450	30	0	0	0	1310	0	30
12	Del Norte & US101 SB Ramps	0	330	220	110	1620	0	50	0	150	0	0	0
13	Dupont & Channel Islands	0	0	0	80	0	180	20	860	0	0	660	60
14	H St & Gonzales	180	350	380	220	390	90	110	930	120	170	660	140
15	H St & Vineyard	50	100	270	120	60	10	10	420	80	150	270	30
16	Harbor & 5th St.	20	1410	20	100	740	50	130	80	20	30	10	240
17	Harbor & Channel Islands	270	0	340	0	0	0	0	390	100	180	570	0
18	Harbor & Gonzales	0	1400	170	80	580	0	0	0	0	40	0	170
19	Harbor & Wooley	30	1030	70	140	740	20	80	20	30	50	50	170
20	Hobson/J St & Wooley	90	160	40	150	170	20	100	1440	80	100	730	170
21	J St & Channel Islands	180	80	10	90	70	90	140	1110	70	10	990	30
22	J St & Hueneme	0	0	0	20	0	50	30	760	0	0	600	10
23	J St & Pleasant Valley	30	50	60	30	20	10	40	310	10	10	630	20
24	Lombard & 5th St.	10	560	100	0	90	50	90	1020	10	70	420	0
25	Lombard & Gonzales	60	70	110	60	10	20	160	1700	70	180	960	120
26	Oxnard & 2nd St.	70	1010	0	0	1280	130	110	0	60	0	0	0
27	Oxnard & 5th St.	40	860	100	180	1030	10	30	470	10	40	200	60
28	Oxnard & Camino Del Sol	0	1180	700	180	1280	0	0	0	0	210	0	180
29	Oxnard SB On Ramp & Channel Islands	80	130	10	20	380	10	10	860	430	30	760	50
30	Oxnard & Colonia	0	1080	100	20	1590	0	0	0	0	60	0	80
31	Oxnard & Esplanade	20	980	260	30	1600	190	330	10	160	50	10	50
32	Oxnard & Gonzales	140	1110	200	380	1040	50	360	900	100	330	750	260
33	Oxnard & Pleasant Valley	230	10	90	330	80	40	40	1180	70	20	1110	60
34	Oxnard & Statham	200	380	90	70	440	30	20	170	60	90	340	20
35	Oxnard & Town Center	10	280	180	0	690	0	0	70	180	10	30	0
36	Oxnard & US101 NB Ramps	850	220	0	0	330	550	0	0	0	70	0	250

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
37	Oxnard & US101 SB Ramps	0	1000	370	110	290	0	80	0	1530	0	0	0
38	Oxnard & Vineyard	160	830	990	170	1160	180	160	850	220	790	410	10
39	Oxnard-Saviers & Wooley	See Table 6.2-2											
40	South Oxnard & Wooley*	60	0	10	60	0	40	10	960	330	10	500	30
41	Pacific & Wooley	130	70	70	10	60	40	40	950	160	40	550	90
42	Patterson & 5th St	150	10	190	10	10	20	10	490	120	210	330	10
43	Patterson & Channel Islands	0	0	0	270	0	50	30	1500	0	0	1220	140
44	Patterson & Doris	30	20	10	150	130	10	10	190	50	90	240	50
45	Patterson & Gonzales	80	10	10	60	20	240	130	970	290	10	800	10
46	Patterson & Hemlock	20	290	30	30	310	20	90	40	50	40	70	140
47	Patterson & Teal Club	30	10	20	160	20	60	10	50	10	10	30	10
48	Patterson & Wooley	70	190	180	110	170	50	120	470	60	60	490	40
49	Pleasant Valley & Bard	10	10	20	190	10	40	30	940	10	30	920	570
50	Rice & Channel Islands	30	920	0	0	920	430	860	0	90	0	0	0
51	Rice & Gonzales	560	1850	920	670	2260	620	50	1070	290	180	660	280
52	Rice & Hueneme	0	0	0	30	0	410	460	560	0	0	550	10
53	Rice & US101 SB Ramps	0	1220	890	40	2270	0	210	0	1150	0	0	0
54	Rice & Wooley	50	1340	390	0	1250	300	450	720	50	150	120	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	130	0	40	0	0	0	0	370	280	0	20	490
57	Rice SB Ramps & Camino Del Sol	0	0	0	210	0	570	0	440	80	0	140	20
58	Rose & 5th	10	1020	140	30	1680	110	390	1060	40	180	360	20
59	Rose & Auto Center	70	620	470	310	1280	10	10	180	170	160	20	60
60	Rose & Bard	80	1070	30	100	1600	130	490	140	270	280	130	160
61	Rose & Camino del Sol	200	1550	50	290	1380	240	410	350	220	100	80	150
62	Rose & Channel Islands	160	1160	260	70	1640	240	670	600	260	340	540	30
63	Rose & Emerson	110	1130	10	70	1180	160	200	20	40	70	50	140
64	Rose & Gonzales	290	1150	430	810	1080	210	270	1370	410	140	450	220
65	Rose & Hueneme	90	400	260	10	2220	20	110	600	580	170	750	10
66	Rose & Lockwood	20	1370	180	680	1880	20	130	20	20	70	10	300
67	Rose & Oxnard	330	1520	50	30	1520	10	0	190	390	0	140	50
68	Rose & Pleasant Valley	120	940	170	190	1840	240	220	810	370	330	660	60
69	Rose & Third	130	1350	0	0	1590	130	340	0	310	0	0	0
70	Rose & US101 NB Ramps	0	900	620	0	1380	180	0	0	0	570	0	260
71	Rose & US101 SB Ramps	0	1250	430	0	1710	200	300	0	800	0	0	0
72	Rose & Wooley	20	880	340	20	1710	330	240	1420	60	160	390	50
73	Santa Clara & Auto Center	110	690	0	0	740	120	140	0	350	1310	270	10
74	Saviers & Channel Islands	300	620	280	120	680	60	80	990	130	290	530	100
75	Saviers & Hueneme	0	0	0	370	0	180	20	1040	0	0	540	110
76	Saviers & Pleasant Valley	80	290	80	340	600	220	270	620	50	110	750	140
77	SR-1/Rice NB & Pleasant Vly	140	0	20	0	0	0	390	1300	0	0	940	150
78	Statham & Channel Islands	0	0	0	80	0	130	420	1430	0	0	880	60
79	Ventura & 5th St	210	950	180	20	1060	220	230	500	160	140	370	40

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
80	Ventura & Channel Islands	420	880	120	60	850	90	140	790	870	190	800	90
81	Ventura & Doris	180	1180	170	20	810	70	70	300	230	110	140	30
82	Ventura & Gonzales	250	640	230	160	670	220	300	680	170	160	440	80
83	Ventura & Hemlock	10	1040	40	10	970	50	20	10	60	10	10	30
84	Ventura & Hueneme	20	200	40	850	130	190	140	230	20	110	170	370
85	Ventura & Pleasant Valley	110	630	200	420	1000	90	150	90	40	100	250	390
86	Ventura & Teal Club/2nd St	30	930	60	190	1080	10	30	60	80	30	10	110
87	Ventura & Town Center	0	1160	250	0	360	0	0	0	0	50	0	0
88	Ventura & Vineyard	40	760	290	120	690	140	70	250	50	180	130	90
89	Ventura & Wagon Wheel	0	800	360	140	930	0	0	0	0	100	0	20
90	Ventura & Wooley	180	920	80	410	760	40	190	790	130	170	520	90
91	Victoria & 5th St	60	1910	90	260	1140	10	100	150	10	80	180	410
92	Victoria & Channel Islands	220	630	300	180	550	320	160	510	200	180	230	90
93	Victoria & Doris	10	2480	80	160	1460	10	10	10	10	60	10	210
94	Victoria & Gonzales	70	1760	880	170	1180	30	20	240	40	380	180	480
95	Victoria & Hemlock	40	910	20	110	1020	60	60	10	20	60	10	80
96	Victoria & Teal Club	10	2500	30	10	1450	10	10	10	10	40	10	80
97	Victoria & Wooley	60	1840	120	160	910	90	50	90	40	100	120	540
98	Vineyard & Esplanade	40	1830	20	650	1150	110	450	10	120	40	10	160
99	Vineyard & US101 NB Ramps	0	790	500	0	1520	260	0	0	0	810	0	210
100	Vineyard & US101 SB Ramps	0	1230	1210	0	1760	580	70	0	240	0	0	0
101	Vineyard & Ventura/Myrtle	30	670	270	40	1440	10	10	50	80	240	10	50

Note: *Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
**Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 6.2-2 – 2020 General Plan Update Land Use Alternative B AM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	185	375	45	90	43	490	298	29	8	150
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		350	22	57	255	423	80	120	829	312	124

Table 6.2-3 – 2020 General Plan Update Land Use Alternative B PM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	600	160	80	560	10	20	190	20	130	450	260
2	C St & 5th St	60	620	40	70	660	160	70	390	20	40	330	50
3	C St & Channel Islands	300	370	80	100	430	130	80	840	120	120	980	70
4	C St & Gonzales	190	340	220	250	400	350	340	1060	120	250	1760	100
5	C St & Pleasant Valley	20	70	40	100	60	80	170	850	30	80	770	210
6	C St & Wooley	230	720	20	30	890	60	240	810	200	240	1230	30
7	Del Norte & Camino Del Sol	200	430	10	50	1210	390	30	10	10	10	10	10
8	Del Norte & Gonzales	40	1720	30	60	690	340	820	50	210	160	90	190
9	Del Norte & SR-34 (5th St.)	0	120	260	140	530	240	180	660	0	130	1310	80
10	Del Norte & Sturgis	10	310	10	170	870	60	130	100	10	30	260	220
11	Del Norte & US101 NB Ramps	560	950	0	0	190	20	0	0	0	900	0	10
12	Del Norte & US101 SB Ramps	0	1450	1180	110	950	0	10	0	140	0	0	0
13	Dupont & Channel Islands	0	0	0	50	0	150	70	630	0	0	1030	180
14	H St & Gonzales	130	450	250	170	540	80	150	1030	240	270	1670	290
15	H St & Vineyard	70	170	330	80	30	10	10	620	110	230	390	50
16	Harbor & 5th St.	30	980	20	200	1420	60	10	30	20	70	40	140
17	Harbor & Channel Islands	200	0	260	0	0	0	0	600	160	440	650	0
18	Harbor & Gonzales	0	1110	130	60	1350	0	0	0	0	180	0	210
19	Harbor & Wooley	70	720	120	390	1000	100	30	50	30	40	40	220
20	Hobson/J St & Wooley	10	340	50	150	250	20	100	1050	10	290	1320	220
21	J St & Channel Islands	140	160	30	100	110	50	90	860	110	100	1370	60
22	J St & Hueneme	0	0	0	40	0	40	60	660	0	0	950	60
23	J St & Pleasant Valley	30	180	70	50	10	90	50	840	10	10	580	80
24	Lombard & 5th St.	10	250	100	0	540	250	90	660	20	120	1420	0
25	Lombard & Gonzales	50	60	120	80	100	60	190	870	250	210	1740	70
26	Oxnard & 2nd St.	170	1640	0	0	1430	250	140	0	50	0	0	0
27	Oxnard & 5th St.	70	1030	70	120	1250	70	70	410	30	80	420	90
28	Oxnard & Camino Del Sol	0	1670	410	190	1680	0	0	0	0	660	0	330
29	Oxnard SB On Ramp & Channel Islands	340	650	10	60	140	10	10	550	360	10	1110	50
30	Oxnard & Colonia	0	1800	140	80	1730	0	0	0	0	160	0	130
31	Oxnard & Esplanade	50	1190	520	50	1550	400	260	10	170	240	0	430
32	Oxnard & Gonzales	130	1570	140	260	1490	40	200	660	130	310	1270	570
33	Oxnard & Pleasant Valley	360	10	50	310	50	50	60	1180	30	30	1360	560
34	Oxnard & Statham	120	370	130	170	660	50	130	400	150	90	240	30
35	Oxnard & Town Center	30	480	480	0	850	10	10	190	80	40	60	0
36	Oxnard & US101 NB Ramps	980	620	0	0	490	480	0	0	0	180	0	360
37	Oxnard & US101 SB Ramps	0	1400	480	100	580	0	200	0	1430	0	0	0
38	Oxnard & Vineyard	470	1340	1430	170	1130	310	220	810	120	800	740	20
39	Oxnard-Saviers & Wooley	See Table 6.2-4											

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
40	South Oxnard & Wooley*	30	0	10	70	0	40	130	610	260	10	1330	60
41	Pacific & Wooley	220	180	150	10	100	150	50	730	60	80	1330	10
42	Patterson & 5th St	140	10	230	10	10	20	20	540	140	250	360	30
43	Patterson & Channel Islands	0	0	0	180	0	140	60	1770	0	0	1950	190
44	Patterson & Doris	20	10	10	30	40	30	20	340	40	10	110	70
45	Patterson & Gonzales	90	10	10	10	10	260	160	930	170	10	1130	10
46	Patterson & Hemlock	10	230	40	80	280	100	70	80	50	50	40	20
47	Patterson & Teal Club	10	20	20	70	10	10	10	130	10	30	130	10
48	Patterson & Wooley	60	260	60	110	310	60	120	970	70	130	1000	100
49	Pleasant Valley & Bard	10	10	10	260	10	10	40	1120	10	10	980	410
50	Rice & Channel Islands	140	1460	0	0	970	1230	370	0	50	0	0	0
51	Rice & Gonzales	580	2240	560	130	2170	580	190	600	430	630	1140	280
52	Rice & Hueneme	0	0	0	10	0	290	750	780	0	0	860	40
53	Rice & US101 SB Ramps	0	1720	810	250	2080	0	190	0	700	0	0	0
54	Rice & Wooley	90	1730	70	0	2000	360	540	320	100	300	340	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	110	0	120	0	0	0	0	610	300	0	110	110
57	Rice SB Ramps & Camino Del Sol	0	0	0	520	0	220	0	580	190	0	200	20
58	Rose & 5th	70	1620	20	10	2170	140	330	810	80	490	1430	170
59	Rose & Auto Center	250	1040	790	290	760	40	30	230	210	820	360	270
60	Rose & Bard	110	1610	20	110	1250	290	230	190	130	30	230	180
61	Rose & Camino del Sol	220	2070	50	160	1810	280	310	220	80	270	700	350
62	Rose & Channel Islands	520	1600	160	80	1490	330	390	600	120	530	940	40
63	Rose & Emerson	210	1320	30	90	1170	230	250	80	100	50	80	70
64	Rose & Gonzales	420	1670	360	330	1900	490	160	820	460	230	1830	580
65	Rose & Hueneme	190	1610	1090	30	640	260	60	430	220	100	960	10
66	Rose & Lockwood	340	1840	110	650	1850	100	310	70	80	420	60	250
67	Rose & Oxnard	550	1500	20	50	1750	40	0	150	270	0	610	90
68	Rose & Pleasant Valley	470	1370	270	280	1010	390	200	830	140	240	950	100
69	Rose & Third	770	2110	0	0	2190	510	240	0	360	0	0	0
70	Rose & US101 NB Ramps	0	1690	590	0	1410	320	0	0	0	960	0	350
71	Rose & US101 SB Ramps	0	2020	440	0	2080	200	260	0	550	0	0	0
72	Rose & Wooley	80	1170	280	30	2040	410	410	940	90	450	990	60
73	Santa Clara & Auto Center	220	500	0	0	920	400	370	0	740	1070	500	170
74	Saviers & Channel Islands	310	1320	350	170	1200	40	140	470	200	280	730	160
75	Saviers & Hueneme	0	0	0	80	0	50	80	600	0	0	950	360
76	Saviers & Pleasant Valley	100	690	110	430	300	260	280	680	50	140	870	200
77	SR-1/Rice NB & Pleasant Vly	270	0	50	0	0	0	190	1370	0	0	1700	270
78	Statham & Channel Islands	0	0	0	100	0	390	240	1020	0	0	1640	70
79	Ventura & 5th St	220	1110	150	20	1390	330	370	400	230	250	510	70
80	Ventura & Channel Islands	940	1120	300	160	980	240	200	760	680	160	1050	60
81	Ventura & Doris	140	1360	120	20	1150	80	40	310	80	250	280	130
82	Ventura & Gonzales	380	920	280	290	940	60	300	570	100	430	670	80

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
83	Ventura & Hemlock	10	1380	110	10	1450	40	10	10	40	10	10	40
84	Ventura & Hueneme	20	400	30	540	190	170	170	170	30	210	250	670
85	Ventura & Pleasant Valley	20	1250	160	510	690	170	90	230	100	100	160	270
86	Ventura & Teal Club/2nd St	20	1590	50	80	1460	20	20	50	80	110	50	130
87	Ventura & Town Center	0	1280	280	0	510	0	0	0	0	90	0	0
88	Ventura & Vineyard	40	730	390	110	1100	310	100	200	90	250	360	80
89	Ventura & Wagon Wheel	0	700	290	320	1520	0	0	0	0	210	0	70
90	Ventura & Wooley	220	1010	120	520	1070	130	240	860	50	420	1160	170
91	Victoria & 5th St	20	1510	100	530	1940	60	30	190	20	110	110	170
92	Victoria & Channel Islands	260	930	190	310	1070	280	440	240	220	260	600	350
93	Victoria & Doris	10	1880	190	210	2450	10	10	30	40	110	10	50
94	Victoria & Gonzales	70	1340	560	520	2220	10	30	210	110	380	300	580
95	Victoria & Hemlock	20	1590	70	160	1490	40	40	10	20	70	10	80
96	Victoria & Teal Club	10	1910	10	120	2540	10	20	10	20	20	10	140
97	Victoria & Wooley	100	1220	100	140	1590	70	50	120	40	170	90	170
98	Vineyard & Esplanade	190	2450	50	160	1410	240	350	70	130	390	30	710
99	Vineyard & US101 NB Ramps	0	1220	930	0	1440	360	0	0	0	1010	0	140
100	Vineyard & US101 SB Ramps	0	2100	1220	0	1770	620	120	0	90	0	0	0
101	Vineyard & Ventura/Myrtle	140	830	350	40	970	10	10	100	180	570	130	80

Note: *Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
**Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 6.2-4 – 2020 General Plan Update Land Use Alternative B PM Peak Hour Turning Movement Volumes for Five-Point Intersection

Int ID	Intersection Name	NBL	NBT	NBR	NBR2	NWBL	NWBL2	NWBT	NWBR	WBL	WBL2
39	Oxnard-Saviers & Wooley	260	565	50	110	60	630	435	60	10	235
		WBT	**WBR**	**SBL**	**SBL2**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**EBR2**
		800	165	100	305	635	65	110	435	225	60

Figure 6.2-1
General Plan Alt. B (2030)
Daily Volumes for
Major Roadway Segments

Source: URS Corporation, 2007

Miles
0 1 2

6.2.1 Intersection Analysis

Table 6.2-5 displays intersection LOS and volume to capacity results under 2020 General Plan Update Land Use Alternative B. The location of each intersection and its corresponding LOS are illustrated in **Figure 6.2-2** and **6.2-3**. The LOS calculation worksheets for the 2020 General Plan Update Land Use Alternative B conditions are provided in **Appendix D.**

Table 6.2-5 – Peak Hour Intersection Level Of Service Results 2020 General Plan Update Land Use Alternative B Traffic Conditions

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
1	C St & 3rd St	C	0.725	E	0.981
2	C St & 5th St	A	0.575	C	0.731
3	C St & Channel Islands	A	0.519	C	0.738
4	C St & Gonzales	A	0.54	E	0.969
5	C St & Pleasant Valley	A	0.569	A	0.544
6	C St & Wooley	B	0.601	D	0.853
7	Del Norte & Camino Del Sol	A	0.269	A	0.480
8	Del Norte & Gonzales	A	0.36	C	0.771
9	Del Norte & SR-34 (5th St.)	A	0.591	C	0.728
10	Del Norte & Sturgis	A	0.358	A	0.419
11	Del Norte & US101 NB Ramps	B	0.691	B	0.694
12	Del Norte & US101 SB Ramps	A	0.538	A	0.528
13	Dupont & Channel Islands	A	0.381	A	0.459
14	H St & Gonzales	C	0.700	D	0.890
15	H St & Vineyard	A	0.469	A	0.594
16	Harbor & 5th St.	A	0.559	A	0.525
17	Harbor & Channel Islands	A	0.263	A	0.388
18	Harbor & Gonzales	A	0.512	A	0.534
19	Harbor & Wooley	A	0.597	B	0.675
20	Hobson/J St & Wooley	A	0.598	C	0.740
21	J St & Channel Islands	A	0.575	B	0.684
22	J St & Hueneme	A	0.269	A	0.378
23	J St & Pleasant Valley	A	0.302	A	0.446
24	Lombard & 5th St.	A	0.538	B	0.675
25	Lombard & Gonzales	A	0.470	A	0.516
26	Oxnard & 2nd St.	A	0.553	C	0.719
27	Oxnard & 5th St.	A	0.587	C	0.763
28	Oxnard & Camino Del Sol	A	0.559	C	0.787
29	Oxnard SB On Ramp & Channel Islands	A	0.456	B	0.609
30	Oxnard & Colonia	A	0.381	A	0.554
31	Oxnard & Esplanade	A	0.504	B	0.653
32	Oxnard & Gonzales	B	0.641	D	0.827
33	Oxnard & Pleasant Valley	B	0.644	C	0.703
34	Oxnard & Statham	A	0.391	A	0.509
35	Oxnard & Town Center	A	0.306	A	0.444
36	Oxnard & US101 NB Ramps	A	0.447	A	0.572
37	Oxnard & US101 SB Ramps	A	0.372	A	0.531

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
38	Oxnard & Vineyard	B	0.633	C	0.789
39	Oxnard-Saviers & Wooley	F	1.054	F	1.151
40	South Oxnard & Wooley*	--	--	--	--
41	Pacific & Wooley	A	0.375	A	0.542
42	Patterson & 5th St	A	0.428	A	0.469
43	Patterson & Channel Islands	A	0.481	A	0.596
44	Patterson & Doris	A	0.319	A	0.275
45	Patterson & Gonzales	A	0.448	A	0.554
46	Patterson & Hemlock	A	0.306	A	0.247
47	Patterson & Teal Club	A	0.144	A	0.131
48	Patterson & Wooley	A	0.416	B	0.619
49	Pleasant Valley & Bard	A	0.438	A	0.525
50	Rice & Channel Islands	A	0.556	E	0.972
51	Rice & Gonzales	F	1.064	F	1.099
52	Rice & Hueneme	A	0.334	A	0.509
53	Rice & US101 SB Ramps	A	0.539	A	0.496
54	Rice & Wooley	A	0.489	C	0.713
55	Rice & Camino Del Sol*	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	A	0.158	A	0.202
57	Rice SB Ramps & Camino Del Sol	A	0.27	A	0.283
58	Rose & 5th	C	0.741	F	1.024
59	Rose & Auto Center	A	0.597	D	0.896
60	Rose & Bard	D	0.817	B	0.680
61	Rose & Camino del Sol	B	0.635	C	0.797
62	Rose & Channel Islands	C	0.770	D	0.889
63	Rose & Emerson	A	0.560	B	0.626
64	Rose & Gonzales	D	0.851	E	0.958
65	Rose & Hueneme	F	1.231	F	1.203
66	Rose & Lockwood	C	0.764	D	0.862
67	Rose & Oxnard	A	0.582	D	0.899
68	Rose & Pleasant Valley	F	1.109	F	1.031
69	Rose & Third	A	0.552	D	0.878
70	Rose & US101 NB Ramps	A	0.547	C	0.761
71	Rose & US101 SB Ramps	B	0.606	B	0.605
72	Rose & Wooley	C	0.727	D	0.830
73	Santa Clara & Auto Center	C	0.734	E	0.913
74	Saviers & Channel Islands	D	0.832	C	0.776
75	Saviers & Hueneme	A	0.441	A	0.374
76	Saviers & Pleasant Valley	A	0.485	B	0.637
77	SR-1/Rice NB & Pleasant Vly	A	0.581	C	0.734
78	Statham & Channel Islands	B	0.600	D	0.806
79	Ventura & 5th St	A	0.558	C	0.771
80	Ventura & Channel Islands	B	0.674	D	0.835
81	Ventura & Doris	A	0.516	B	0.605
82	Ventura & Gonzales	A	0.420	A	0.568
83	Ventura & Hemlock	A	0.275	A	0.354

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
84	Ventura & Hueneme	B	0.634	C	0.783
85	Ventura & Pleasant Valley	B	0.642	B	0.678
86	Ventura & Teal Club/2nd St	A	0.412	A	0.510
87	Ventura & Town Center	A	0.378	A	0.428
88	Ventura & Vineyard	A	0.462	A	0.538
89	Ventura & Wagon Wheel	A	0.369	A	0.541
90	Ventura & Wooley	A	0.564	C	0.790
91	Victoria & 5th St	C	0.798	B	0.605
92	Victoria & Channel Islands	B	0.607	C	0.747
93	Victoria & Doris	C	0.710	B	0.638
94	Victoria & Gonzales	D	0.809	C	0.731
95	Victoria & Hemlock	A	0.346	A	0.506
96	Victoria & Teal Club	A	0.596	B	0.644
97	Victoria & Wooley	C	0.777	A	0.537
98	Vineyard & Esplanade	C	0.730	D	0.870
99	Vineyard & US101 NB Ramps	A	0.570	B	0.616
100	Vineyard & US101 SB Ramps	A	0.517	A	0.494
101	Vineyard & Ventura/Myrtle	A	0.433	A	0.539

Note: V/C = Volume to Capacity ratio, a percentage derived from the volume of vehicles on an intersection lane divided by the capacity of that lane. LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes these terms in detail.
* Intersection exists under Five-Point intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
** Intersection is realigned in 2020 General Plan and 2020 Update Build Alternatives.

Figure 6.2-2
AM Peak Hour Intersection Level of Service Results
Future (2030) General Plan Land Use Alt. B Conditions

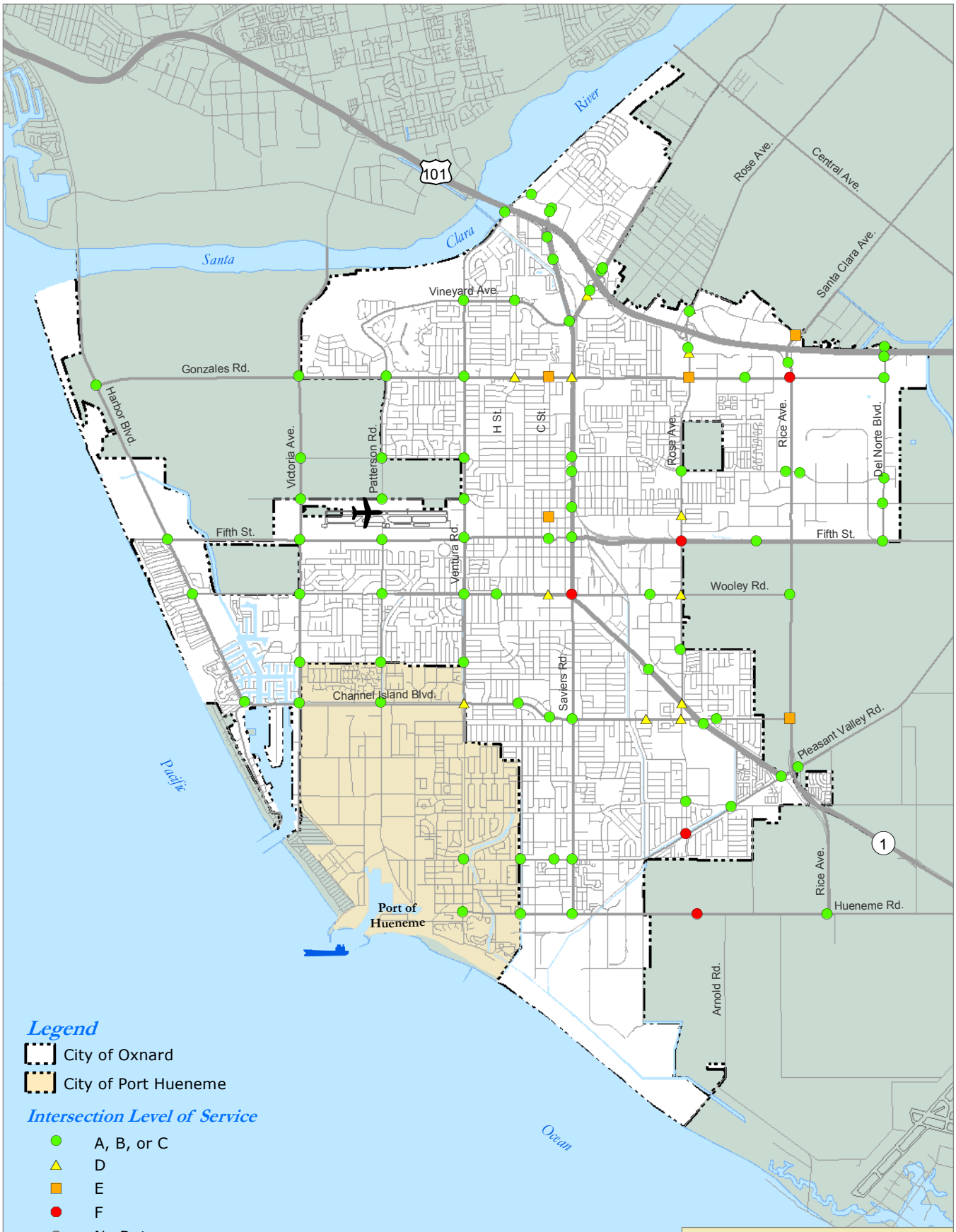


Figure 6.2-3
PM Peak Hour Intersection Level of Service Results
Future (2030) General Plan Land Use Alt. B Conditions

Source: URS Corporation, 2007

0 1 2 Miles

As shown in **Table 6.2-5** twenty-five (25) of the study area intersections are currently operating at LOS D or worse under 2020 General Plan Update Alternative B conditions. **Table 6.2-6** lists the twenty-five (25) intersections that are forecasted at LOS D, E or F.

Table 6.2-6 – 2020 General Plan Update Land Use Alternative B Critical Intersections Level of Service

Intersection	AM Peak Hour	PM Peak Hour
Most Critical Intersections		
Oxnard-Saviers & Wooley	F	F
Rice & Gonzales	F	F
Rose & Gonzales	D	E
Rose & Hueneme	F	F
Rose & Pleasant Valley	F	F
Critical AM Intersections		
Rose & Bard	D	B
Saviers & Channel Islands	D	C
Victoria & Gonzales	D	C
Critical PM Intersections		
C St & 3rd St	C	E
C St & Gonzales	A	E
C St & Wooley	B	D
H St & Gonzales	C	D
Oxnard & Gonzales	B	D
Rice & Channel Islands	A	E
Rose & 5th	C	F
Rose & Auto Center	A	D
Rose & Channel Islands	C	D
Rose & Lockwood	C	D
Rose & Oxnard	A	D
Rose & Third	A	D
Rose & Wooley	C	D
Santa Clara & Auto Center	C	E
Statham & Channel Islands	B	D
Ventura & Channel Islands	B	D
Vineyard & Esplanade	C	D

6.3 GENERAL PLAN UPDATE LAND USE ALTERNATIVE C

Table 6.3-1 through **6.3-4** show the 2020 General Plan Update Alternative C peak hours intersection traffic volumes. The forecasted ADT for major roadway segments in the City of Oxnard are illustrated in **Figure 6.3-1.**

Table 6.3-1 – 2020 General Plan Update Land Use Alternative C AM Peak Hour Intersection Turning Movements Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	270	50	470	350	20	50	340	20	140	260	60
2	C St & 5th St	80	400	30	30	440	70	10	620	30	20	130	10
3	C St & Channel Islands	100	130	70	70	160	50	110	1130	80	50	900	60
4	C St & Gonzales	80	130	170	110	110	100	170	1040	460	80	680	110
5	C St & Pleasant Valley	20	30	10	30	30	160	170	930	10	10	940	160
6	C St & Wooley	180	330	70	20	380	70	200	1240	480	20	710	30
7	Del Norte & Camino Del Sol	130	1190	20	20	840	100	90	10	10	10	10	10
8	Del Norte & Gonzales	130	430	180	160	1240	720	30	110	120	40	40	30
9	Del Norte & SR-34 (5th St.)	20	540	260	40	430	260	410	690	10	410	720	120
10	Del Norte & Sturgis	40	950	10	110	560	220	60	70	20	90	130	160
11	Del Norte & US101 NB Ramps	150	160	0	0	560	80	0	0	0	1380	0	160
12	Del Norte & US101 SB Ramps	0	270	210	80	1810	0	40	0	200	0	0	0
13	Dupont & Channel Islands	0	0	0	110	0	190	70	870	0	0	920	80
14	H St & Gonzales	170	390	390	210	570	190	130	1040	210	200	660	120
15	H St & Vineyard	50	100	310	120	70	10	10	480	80	410	350	30
16	Harbor & 5th St.	20	1520	40	120	1040	40	140	120	20	40	20	250
17	Harbor & Channel Islands	340	0	300	0	0	0	0	510	110	170	580	0
18	Harbor & Gonzales	0	1500	210	110	790	0	0	0	0	70	0	210
19	Harbor & Wooley	30	1040	40	210	920	60	170	20	20	30	70	270
20	Hobson/J St & Wooley	100	200	30	170	240	30	110	1720	70	90	750	180
21	J St & Channel Islands	140	90	10	90	80	80	130	1350	60	10	1080	50
22	J St & Hueneme	0	0	0	20	0	50	40	890	0	0	670	20
23	J St & Pleasant Valley	20	50	70	40	10	10	30	400	10	20	650	30
24	Lombard & 5th St.	0	680	190	0	850	440	130	1050	30	120	1050	0
25	Lombard & Gonzales	100	80	140	50	20	20	160	1670	200	250	990	110
26	Oxnard & 2nd St.	80	970	0	0	1700	80	140	0	100	0	0	0
27	Oxnard & 5th St.	60	740	160	170	1320	10	30	750	10	40	200	90
28	Oxnard & Camino Del Sol	0	1200	760	450	1460	0	0	0	0	330	0	180
29	Oxnard SB On Ramp & Channel Islands	330	580	30	140	420	30	10	800	330	40	820	250
30	Oxnard & Colonia	0	970	160	110	1760	0	0	0	0	230	0	150
31	Oxnard & Esplanade	30	760	310	40	2090	180	290	20	250	90	10	100
32	Oxnard & Gonzales	120	1030	320	630	1460	50	290	710	120	310	720	210
33	Oxnard & Pleasant Valley	300	130	190	290	70	30	40	1090	80	20	1210	440
34	Oxnard & Statham	250	350	310	130	570	40	10	230	70	90	150	10
35	Oxnard & Town Center	10	310	200	0	860	10	0	90	280	20	70	0
36	Oxnard & US101 NB Ramps	710	260	0	0	470	690	0	0	0	110	0	260

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
37	Oxnard & US101 SB Ramps	0	830	330	130	450	0	150	0	1860	0	0	0
38	Oxnard & Vineyard	160	690	920	150	1680	200	160	970	240	1120	710	10
39	Oxnard-Saviers & Wooley	360	590	160	540	650	90	110	1390	140	250	710	140
40	South Oxnard & Wooley*	530	20	50	50	30	10	10	1320	1270	40	550	20
41	Pacific & Wooley	130	120	70	40	140	110	50	1440	100	50	610	140
42	Patterson & 5th St	170	10	220	10	10	20	10	570	140	220	310	10
43	Patterson & Channel Islands	0	0	0	260	0	40	30	1690	0	0	1200	110
44	Patterson & Doris	20	20	20	170	290	40	10	290	50	50	390	60
45	Patterson & Gonzales	90	20	10	60	50	280	160	1390	450	10	820	10
46	Patterson & Hemlock	20	240	30	20	250	20	130	100	80	40	70	140
47	Patterson & Teal Club	30	10	30	330	20	70	10	100	10	10	60	10
48	Patterson & Wooley	70	250	170	140	170	50	120	540	40	40	640	30
49	Pleasant Valley & Bard	10	10	20	140	10	50	40	1000	10	30	960	710
50	Rice & Channel Islands	20	1220	0	0	940	510	1080	0	70	0	0	0
51	Rice & Gonzales	590	2010	1120	400	3140	800	40	1020	380	180	620	280
52	Rice & Hueneme	0	0	0	30	0	440	500	460	0	0	700	10
53	Rice & US101 SB Ramps	0	1430	810	10	2940	0	310	0	1250	0	0	0
54	Rice & Wooley	60	1910	320	0	1430	740	170	450	80	60	780	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	270	0	80	0	0	0	0	510	280	0	90	710
57	Rice SB Ramps & Camino Del Sol	0	0	0	270	0	820	0	540	120	0	290	60
58	Rose & 5th	30	1070	60	10	3080	240	210	1200	510	70	210	10
59	Rose & Auto Center	90	830	450	260	1500	40	70	230	240	200	50	60
60	Rose & Bard	90	1140	10	100	1250	170	570	140	370	360	190	230
61	Rose & Camino del Sol	220	1700	90	260	2060	280	220	500	600	100	170	170
62	Rose & Channel Islands	120	1510	300	80	1300	190	1160	440	180	580	610	80
63	Rose & Emerson	50	2180	60	60	740	20	300	200	80	80	30	170
64	Rose & Gonzales	240	1310	390	310	1890	360	120	1920	530	70	480	300
65	Rose & Hueneme	80	440	240	10	2180	30	70	670	690	120	910	10
66	Rose & Lockwood	30	1390	250	630	2340	20	130	20	20	70	10	260
67	Rose & Oxnard	210	2520	40	50	1110	10	0	330	400	0	480	360
68	Rose & Pleasant Valley	120	980	190	210	1630	280	280	890	420	370	700	60
69	Rose & Third	80	1330	0	0	2810	100	670	0	430	0	0	0
70	Rose & US101 NB Ramps	0	1100	550	0	1560	320	0	0	0	880	0	280
71	Rose & US101 SB Ramps	0	1200	460	0	2220	180	470	0	680	0	0	0
72	Rose & Wooley	10	1050	360	40	1940	210	140	1900	590	100	590	250
73	Santa Clara & Auto Center	70	890	0	0	1500	180	150	0	280	1190	270	120
74	Saviers & Channel Islands	310	830	360	160	860	60	90	1160	140	290	670	150
75	Saviers & Hueneme	0	0	0	340	0	170	30	1200	0	0	610	180
76	Saviers & Pleasant Valley	120	370	70	480	520	270	340	660	50	120	800	160
77	SR-1/Rice NB & Pleasant Vly	170	0	20	0	0	0	400	1280	0	0	1410	340
78	Statham & Channel Islands	0	0	0	50	0	130	480	1700	0	0	1020	40
79	Ventura & 5th St	190	1100	140	80	1550	260	250	620	130	120	350	30
80	Ventura & Channel Islands	360	1010	120	60	1050	70	150	920	930	190	840	80

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
81	Ventura & Doris	210	1180	230	20	1240	130	70	420	260	130	210	30
82	Ventura & Gonzales	290	700	200	300	1040	240	430	780	230	220	440	90
83	Ventura & Hemlock	20	1130	50	10	1110	50	20	10	100	10	10	40
84	Ventura & Hueneme	20	230	30	1030	130	190	140	230	20	110	180	390
85	Ventura & Pleasant Valley	100	630	250	440	1160	90	140	100	40	100	250	390
86	Ventura & Teal Club/2nd St	40	990	110	180	1610	10	60	210	120	50	10	100
87	Ventura & Town Center	0	1180	370	0	440	0	0	0	0	80	0	0
88	Ventura & Vineyard	40	860	400	100	1200	170	80	250	100	200	200	110
89	Ventura & Wagon Wheel	0	910	360	370	1400	0	0	0	0	190	0	100
90	Ventura & Wooley	270	970	90	600	920	60	190	820	200	110	590	110
91	Victoria & 5th St	60	2040	60	360	1560	10	130	190	10	90	190	410
92	Victoria & Channel Islands	210	630	320	180	570	340	120	620	190	170	210	100
93	Victoria & Doris	10	2540	120	220	1910	10	10	10	10	180	10	260
94	Victoria & Gonzales	70	1860	950	270	1690	30	20	330	40	380	250	530
95	Victoria & Hemlock	40	840	50	200	1070	70	70	10	20	70	10	90
96	Victoria & Teal Club	10	2600	50	30	1980	10	10	10	10	50	10	90
97	Victoria & Wooley	150	1730	130	210	1110	350	180	100	50	160	240	600
98	Vineyard & Esplanade	60	1880	30	640	1910	120	570	20	210	50	10	150
99	Vineyard & US101 NB Ramps	0	900	450	0	1940	220	0	0	0	1240	0	200
100	Vineyard & US101 SB Ramps	0	1280	1300	0	2530	580	70	0	170	0	0	0
101	Vineyard & Ventura/Myrtle	50	700	340	40	1660	10	10	80	110	340	20	50

Note: **Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.

***Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Table 6.3-2 – 2020 General Plan Update Land Use Alternative C PM Peak Hour Intersection Turning Movement Volumes

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	C St & 3rd St	20	750	170	90	670	10	20	170	20	120	440	310
2	C St & 5th St	80	780	60	80	680	160	70	340	50	60	440	70
3	C St & Channel Islands	390	330	80	150	420	90	70	890	130	120	1150	70
4	C St & Gonzales	240	400	330	260	410	350	340	1070	80	340	1800	100
5	C St & Pleasant Valley	20	70	40	100	60	80	180	930	30	90	910	260
6	C St & Wooley	140	770	10	10	760	90	260	670	330	230	1690	40
7	Del Norte & Camino Del Sol	180	840	10	50	1320	330	60	10	10	10	10	10
8	Del Norte & Gonzales	50	2070	40	50	580	170	910	50	180	160	90	190
9	Del Norte & SR-34 (5th St.)	10	450	560	50	800	240	190	1070	10	60	1260	60
10	Del Norte & Sturgis	10	600	40	240	940	50	230	150	50	120	170	240
11	Del Norte & US101 NB Ramps	630	1190	0	0	170	30	0	0	0	580	0	10
12	Del Norte & US101 SB Ramps	0	1720	1310	90	630	0	10	0	160	0	0	0
13	Dupont & Channel Islands	0	0	0	90	0	170	90	1000	0	0	1110	140
14	H St & Gonzales	130	640	330	160	560	90	140	980	250	260	1790	310
15	H St & Vineyard	60	180	510	80	30	10	20	740	120	210	420	100
16	Harbor & 5th St.	30	1100	50	230	1580	40	30	50	20	120	70	310
17	Harbor & Channel Islands	210	0	260	0	0	0	0	670	180	430	810	0
18	Harbor & Gonzales	0	1400	150	80	1470	0	0	0	0	220	0	210
19	Harbor & Wooley	60	840	90	490	1030	130	50	40	40	30	30	220
20	Hobson/J St & Wooley	20	390	50	160	300	30	100	940	10	270	1530	320
21	J St & Channel Islands	120	200	30	90	130	60	90	910	90	100	1580	70
22	J St & Hueneme	0	0	0	40	0	40	70	700	0	0	1000	60
23	J St & Pleasant Valley	30	190	70	50	10	80	50	910	10	10	680	100
24	Lombard & 5th St.	10	760	220	0	590	300	300	1530	10	280	1340	0
25	Lombard & Gonzales	110	90	140	80	90	70	180	860	290	220	1850	60
26	Oxnard & 2nd St.	180	2290	0	0	1390	400	150	0	50	0	0	0
27	Oxnard & 5th St.	50	1030	20	110	1130	90	120	300	180	50	670	260
28	Oxnard & Camino Del Sol	0	2160	500	180	1710	0	0	0	0	650	0	300
29	Oxnard SB On Ramp & Channel Islands	390	670	60	230	350	10	10	730	420	30	1080	150
30	Oxnard & Colonia	0	2390	210	100	1750	0	0	0	0	280	0	220
31	Oxnard & Esplanade	70	1570	660	60	1510	450	510	10	250	290	10	360
32	Oxnard & Gonzales	130	2020	110	270	1500	40	200	770	140	300	1350	640
33	Oxnard & Pleasant Valley	330	10	230	480	120	70	60	1310	40	30	1340	670
34	Oxnard & Statham	160	490	120	130	800	50	80	380	150	60	610	40
35	Oxnard & Town Center	10	670	560	0	890	10	20	280	210	40	120	0
36	Oxnard & US101 NB Ramps	990	950	0	0	580	560	0	0	0	210	0	300
37	Oxnard & US101 SB Ramps	0	1690	750	100	700	0	260	0	1330	0	0	0
38	Oxnard & Vineyard	490	1820	1480	220	1190	300	250	1050	130	770	830	20
39	Oxnard-Saviers & Wooley	320	770	180	540	660	120	90	530	30	500	1830	520
40	South Oxnard & Wooley*	1150	50	100	50	30	10	10	580	920	30	1690	120
41	Pacific & Wooley	170	210	70	20	260	230	70	780	120	80	2070	290

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
42	Patterson & 5th St	160	10	260	10	10	20	20	580	140	270	460	30
43	Patterson & Channel Islands	0	0	0	170	0	160	60	1810	0	0	2100	180
44	Patterson & Doris	20	20	20	10	70	50	40	400	60	10	140	180
45	Patterson & Gonzales	230	20	10	30	80	360	220	890	130	10	1220	10
46	Patterson & Hemlock	20	190	50	80	260	140	90	80	60	60	80	30
47	Patterson & Teal Club	10	20	10	100	20	20	10	150	10	10	160	30
48	Patterson & Wooley	70	280	40	110	320	50	130	1040	80	110	1240	100
49	Pleasant Valley & Bard	10	10	10	370	10	50	50	1180	10	10	980	390
50	Rice & Channel Islands	90	1370	0	0	1250	1300	490	0	170	0	0	0
51	Rice & Gonzales	640	2670	660	130	2280	610	140	670	450	510	1050	300
52	Rice & Hueneme	0	0	0	10	0	360	750	900	0	0	800	40
53	Rice & US101 SB Ramps	0	2010	890	250	2330	0	270	0	610	0	0	0
54	Rice & Wooley	110	1720	90	0	2050	310	1160	1020	320	470	380	0
55	Rice & Camino Del Sol**	--	--	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	140	0	170	0	0	0	0	690	330	0	110	120
57	Rice SB Ramps & Camino Del Sol	0	0	0	540	0	310	0	730	290	0	220	30
58	Rose & 5th	140	3220	10	10	2120	350	280	490	170	350	1330	160
59	Rose & Auto Center	200	1300	920	200	1110	140	100	240	250	850	400	270
60	Rose & Bard	180	1350	20	170	1320	420	310	260	130	30	220	190
61	Rose & Camino del Sol	250	2920	70	190	1770	340	240	360	190	280	870	350
62	Rose & Channel Islands	350	1520	240	80	1820	400	420	710	90	500	990	40
63	Rose & Emerson	260	1220	30	100	1720	430	270	170	130	60	160	60
64	Rose & Gonzales	450	2150	390	310	2010	610	190	960	450	260	1840	580
65	Rose & Hueneme	160	1570	1150	50	630	370	70	440	240	110	980	10
66	Rose & Lockwood	330	2300	120	310	2050	80	260	60	80	430	50	320
67	Rose & Oxnard	560	1440	20	270	2250	80	0	310	180	0	670	150
68	Rose & Pleasant Valley	570	1230	260	320	1010	410	170	880	230	230	1000	90
69	Rose & Third	1280	3130	0	0	2310	490	250	0	340	0	0	0
70	Rose & US101 NB Ramps	0	2160	700	0	1620	530	0	0	0	830	0	230
71	Rose & US101 SB Ramps	0	2420	530	0	2120	210	410	0	370	0	0	0
72	Rose & Wooley	40	1720	290	40	2600	610	160	1080	250	180	1860	60
73	Santa Clara & Auto Center	220	590	0	0	1060	510	350	0	740	1080	490	290
74	Saviers & Channel Islands	310	1470	290	180	1340	70	150	540	210	270	870	270
75	Saviers & Hueneme	0	0	0	110	0	60	70	640	0	0	1000	410
76	Saviers & Pleasant Valley	140	680	110	490	370	270	280	750	60	130	1000	260
77	SR-1/Rice NB & Pleasant Vly	250	0	40	0	0	0	140	1900	0	0	1790	350
78	Statham & Channel Islands	0	0	0	130	0	780	250	1090	0	0	1590	50
79	Ventura & 5th St	270	1490	130	30	1420	400	440	420	240	370	530	120
80	Ventura & Channel Islands	840	1400	310	150	1010	320	180	790	710	160	1220	60
81	Ventura & Doris	160	1670	140	20	1180	50	40	390	120	300	440	170
82	Ventura & Gonzales	420	1170	240	350	1010	70	460	550	80	460	710	140
83	Ventura & Hemlock	20	1540	120	10	1490	40	10	10	60	10	10	40
84	Ventura & Hueneme	20	380	40	560	170	160	160	180	30	230	260	690
85	Ventura & Pleasant Valley	20	1250	140	540	690	160	110	260	100	110	180	340

Int ID	Intersection Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
86	Ventura & Teal Club/2nd St	60	2020 Update	60	70	1490	20	20	70	100	170	50	120
87	Ventura & Town Center	0	1410	500	0	460	0	0	0	0	140	0	0
88	Ventura & Vineyard	50	1130	460	100	1210	410	130	260	70	300	420	100
89	Ventura & Wagon Wheel	0	930	500	390	1630	0	0	0	0	290	0	190
90	Ventura & Wooley	180	1330	70	420	1190	180	230	890	40	380	1410	230
91	Victoria & 5th St	60	1810	100	560	2100	80	60	230	30	120	180	200
92	Victoria & Channel Islands	250	940	180	320	1110	280	460	260	210	250	700	380
93	Victoria & Doris	10	2330	170	380	2550	10	10	30	40	140	10	80
94	Victoria & Gonzales	50	1720	640	350	2520	10	30	240	110	320	340	670
95	Victoria & Hemlock	20	1690	80	160	1500	50	40	10	20	100	10	100
96	Victoria & Teal Club	10	2270	30	160	2760	10	10	10	20	40	10	180
97	Victoria & Wooley	110	1420	130	120	1720	150	160	150	50	260	110	190
98	Vineyard & Esplanade	230	2970	70	130	1510	290	340	90	130	410	30	670
99	Vineyard & US101 NB Ramps	0	1430	950	0	1590	380	0	0	0	1120	0	160
100	Vineyard & US101 SB Ramps	0	2350	1400	0	1950	620	110	0	40	0	0	0
101	Vineyard & Ventura/Myrtle	150	970	430	60	1080	10	10	130	200	600	190	80

Note: *Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
**Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Figure 6.3-1
General Plan Alt. C (2030)
Daily Volumes for
Major Roadway Segments

Source: URS Corporation, 2007

Miles
0 1 2

6.3.1 Intersection Analysis

Table 6.3-3 displays intersection LOS and volume to capacity results under 2020 General Plan Update Land Use Alternative C conditions. The location of each intersection and its corresponding LOS are illustrated in **Figure 6.3-2** and **6.3-3**. The LOS calculation worksheets for the 2020 General Plan Update Land Use Alternative C conditions are provided in **Appendix E.**

Table 6.3-3 – Peak Hour Intersection Level Of Service Results 2020 General Plan Update Land Use Alternative C Conditions

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
1	C St & 3rd St	D	0.806	F	1.113
2	C St & 5th St	C	0.744	E	0.900
3	C St & Channel Islands	A	0.578	D	0.828
4	C St & Gonzales	A	0.538	F	1.021
5	C St & Pleasant Valley	A	0.581	B	0.609
6	C St & Wooley	B	0.624	D	0.876
7	Del Norte & Camino Del Sol	A	0.318	A	0.488
8	Del Norte & Gonzales	A	0.440	D	0.866
9	Del Norte & SR-34 (5th St.)	B	0.650	D	0.878
10	Del Norte & Sturgis	A	0.406	A	0.577
11	Del Norte & US101 NB Ramps	C	0.750	B	0.631
12	Del Norte & US101 SB Ramps	A	0.591	B	0.600
13	Dupont & Channel Islands	A	0.450	A	0.509
14	H St & Gonzales	C	0.795	F	1.025
15	H St & Vineyard	B	0.675	C	0.731
16	Harbor & 5th St.	B	0.612	B	0.619
17	Harbor & Channel Islands	A	0.319	A	0.409
18	Harbor & Gonzales	A	0.581	B	0.625
19	Harbor & Wooley	C	0.756	C	0.788
20	Hobson/J St & Wooley	B	0.679	D	0.823
21	J St & Channel Islands	A	0.584	C	0.772
22	J St & Hueneme	A	0.309	A	0.400
23	J St & Pleasant Valley	A	0.300	A	0.475
24	Lombard & 5th St.	B	0.684	D	0.891
25	Lombard & Gonzales	A	0.501	A	0.567
26	Oxnard & 2nd St.	B	0.694	D	0.809
27	Oxnard & 5th St.	C	0.716	E	0.906
28	Oxnard & Camino Del Sol	C	0.719	E	0.934
29	Oxnard & Channel Islands	B	0.613	B	0.697
30	Oxnard & Colonia	A	0.510	C	0.779
31	Oxnard & Esplanade	B	0.676	C	0.724
32	Oxnard & Gonzales	B	0.656	E	0.968
33	Oxnard & Pleasant Valley	C	0.703	E	0.900
34	Oxnard & Statham	A	0.484	B	0.603
35	Oxnard & Town Center	A	0.406	A	0.550
36	Oxnard & US101 NB Ramps	A	0.450	A	0.597
37	Oxnard & US101 SB Ramps	A	0.347	B	0.641

Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
38	Oxnard & Vineyard	D	0.835	E	0.932
39	Oxnard-Saviers & Wooley	E	0.951	F	1.160
40	South Oxnard & Wooley	F	1.541	F	1.232
41	Pacific & Wooley	A	0.521	D	0.804
42	Patterson & 5th St	A	0.478	A	0.506
43	Patterson & Channel Islands	A	0.515	B	0.619
44	Patterson & Doris	A	0.444	A	0.350
45	Patterson & Gonzales	A	0.527	C	0.760
46	Patterson & Hemlock	A	0.309	A	0.250
47	Patterson & Teal Club	A	0.272	A	0.147
48	Patterson & Wooley	A	0.519	C	0.713
49	Pleasant Valley & Bard	A	0.431	B	0.613
50	Rice & Channel Islands	B	0.669	F	1.022
51	Rice & Gonzales	F	1.132	F	1.116
52	Rice & Hueneme	A	0.394	A	0.491
53	Rice & US101 SB Ramps	C	0.709	A	0.581
54	Rice & Wooley	C	0.716	E	0.938
55	Rice & Camino Del Sol*	--	--	--	--
56	Rice NB Ramps & Camino Del Sol	A	0.275	A	0.250
57	Rice SB Ramps & Camino Del Sol	A	0.369	A	0.329
58	Rose & 5th	F	1.048	F	1.177
59	Rose & Auto Center	C	0.740	E	0.948
60	Rose & Bard	D	0.852	C	0.797
61	Rose & Camino del Sol	E	0.904	F	1.015
62	Rose & Channel Islands	E	0.918	E	0.929
63	Rose & Emerson	C	0.798	D	0.848
64	Rose & Gonzales	D	0.891	F	1.002
65	Rose & Hueneme	F	1.247	F	1.234
66	Rose & Lockwood	C	0.742	D	0.882
67	Rose & Oxnard	B	0.691	F	1.028
68	Rose & Pleasant Valley	F	1.094	F	1.091
69	Rose & Third	D	0.875	F	1.061
70	Rose & US101 NB Ramps	B	0.688	C	0.781
71	Rose & US101 SB Ramps	C	0.702	B	0.667
72	Rose & Wooley	E	0.960	F	1.017
73	Santa Clara & Auto Center	C	0.794	F	1.008
74	Saviers & Channel Islands	E	0.929	D	0.853
75	Saviers & Hueneme	A	0.481	A	0.392
76	Saviers & Pleasant Valley	A	0.583	B	0.695
77	SR-1/Rice NB & Pleasant Vly	C	0.744	C	0.725
78	Statham & Channel Islands	B	0.672	E	0.913
79	Ventura & 5th St	B	0.657	D	0.858
80	Ventura & Channel Islands	C	0.738	D	0.820
81	Ventura & Doris	B	0.683	C	0.707
82	Ventura & Gonzales	A	0.552	B	0.674
83	Ventura & Hemlock	A	0.321	A	0.396

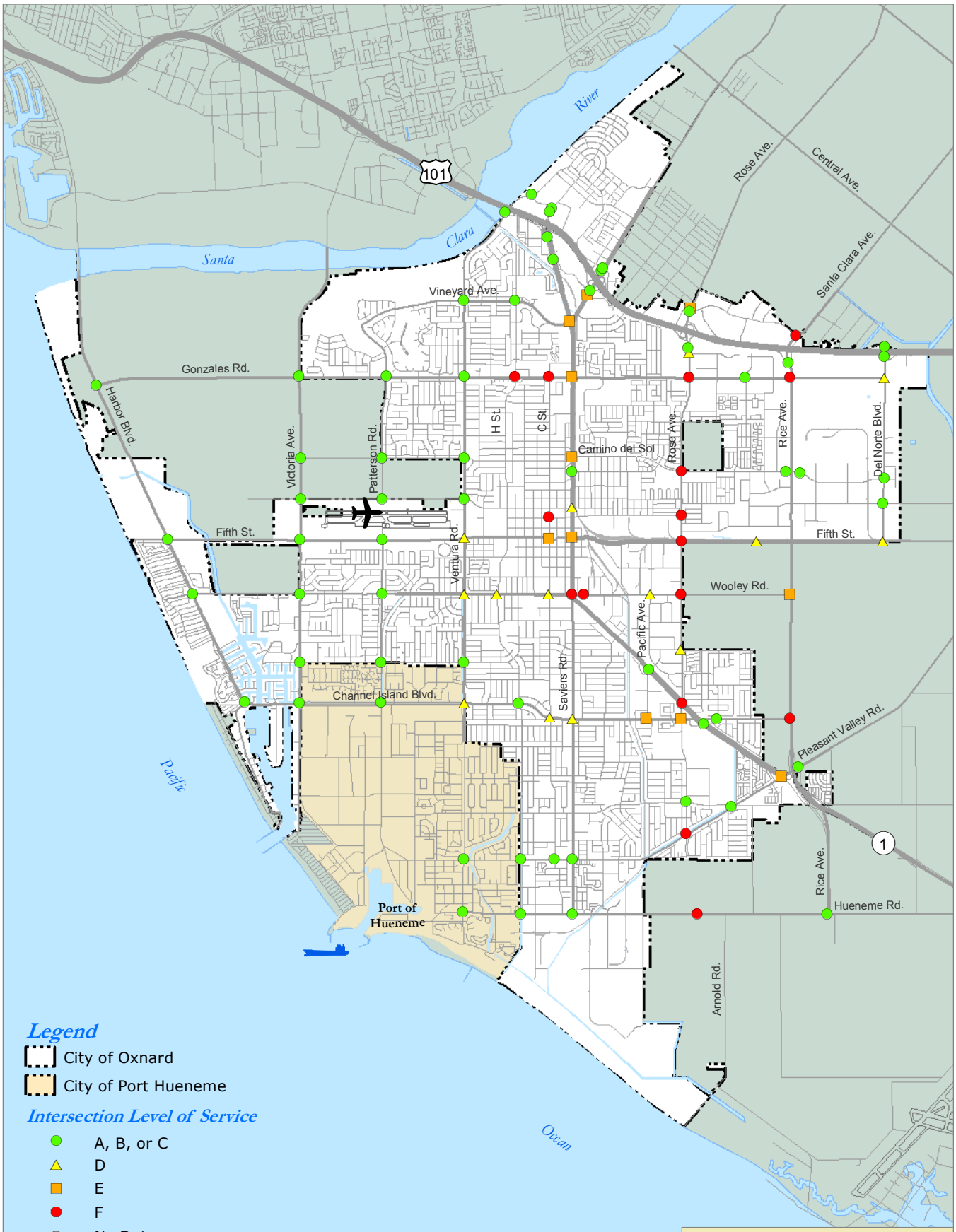
Intersection		AM Peak Hour		PM Peak Hour	
Int #	Name	LOS	V/C	LOS	V/C
84	Ventura & Hueneme	C	0.707	C	0.794
85	Ventura & Pleasant Valley	B	0.652	C	0.740
86	Ventura & Teal Club/2nd St	A	0.497	B	0.648
87	Ventura & Town Center	A	0.394	A	0.484
88	Ventura & Vineyard	A	0.572	B	0.622
89	Ventura & Wagon Wheel	A	0.575	B	0.675
90	Ventura & Wooley	B	0.650	D	0.860
91	Victoria & 5th St	D	0.875	C	0.715
92	Victoria & Channel Islands	B	0.628	C	0.737
93	Victoria & Doris	C	0.773	C	0.742
94	Victoria & Gonzales	E	0.913	C	0.788
95	Victoria & Hemlock	A	0.400	A	0.533
96	Victoria & Teal Club	B	0.640	C	0.708
97	Victoria & Wooley	D	0.875	B	0.636
98	Vineyard & Esplanade	C	0.770	E	0.958
99	Vineyard & US101 NB Ramps	C	0.792	B	0.681
100	Vineyard & US101 SB Ramps	B	0.633	A	0.524
101	Vineyard & Ventura/Myrtle	A	0.542	A	0.596

Note: V/C = Volume to Capacity ratio, a percentage derived from the volume of vehicles on an intersection lane divided by the capacity of that lane.
LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes these terms in detail.
* Intersection is realigned in 2020 General Plan Buildout and Update Alternatives.

Figure 6.3-2
AM Peak Hour Intersection Level of Service Results
Future (2030) General Plan Land Use Alt. C Conditions

Source: URS Corporation, 2007

0 1 2 Miles


Santa Clara River
101
Rose Ave.
Central Ave
Santa Clara Ave.
Vineyard Ave.
Gonzales Rd.
Harbor Blvd.
Victoria Ave.
Patterson Rd.
H St.
C St.
Camino del Sol
Rose Ave.
Rice Ave.
Del Norte Blvd.
Fifth St.
Ventura Rd.
Wooley Rd.
Pacific Ave.
Savers Rd.
Channel Island Blvd.
Pleasant Valley Rd.
1
Rice Ave.
Hueneme Rd.
Port of Hueneme
Arnold Rd.
Pacific Ocean
Legend
City of Oxnard
City of Port Hueneme
Intersection Level of Service
A, B, or C
D
E
F
No Data
N
W
E
S
Figure 6.3-3
PM Peak Hour Intersection Level of Service Results Future (2030) General Plan Land Use Alt. C Conditions
Source: URS Corporation, 2007
0
1
2
Miles

As shown in **Table 6.3-3**, forty-five (45) of the study area intersections are currently operating at LOS D or worse under 2020 General Plan Update Land Use Alternative C conditions. **Table 6.3-4** lists the forty-five (45) intersections that are forecasted at LOS D, E or F under General Plan Update Land Use Alternative C conditions.

Table 6.3-4 – 2020 General Plan Update Land Use Alternative C Critical Intersections Level of Service

Intersection	AM Peak Hour	PM Peak Hour
Most Critical Intersections		
C St & 3rd St	D	F
Oxnard & Vineyard	D	E
Oxnard-Saviers & Wooley	D	F
South Oxnard & Wooley	F	F
Rice & Gonzales	F	F
Rose & 5th	F	F
Rose & Camino del Sol	E	F
Rose & Channel Islands	E	E
Rose & Gonzales	D	F
Rose & Hueneme	F	F
Rose & Pleasant Valley	F	F
Rose & Third	D	F
Rose & Wooley	E	F
Saviers & Channel Islands	E	D
Critical AM Intersections		
Rose & Bard	D	C
Victoria & 5th St	D	C
Victoria & Gonzales	E	C
Victoria & Wooley	D	B
Critical PM Intersections		
C St & 5th St	C	E
C St & Channel Islands	A	D
C St & Gonzales	A	F
C St & Wooley	B	D
Del Norte & Gonzales	A	D
Del Norte & SR-34 (5th St.)	B	D
H St & Gonzales	C	F
Hobson/J St & Wooley	B	D
Lombard & 5th St.	B	D
Oxnard & 2nd St.	B	D
Oxnard & 5th St.	C	E
Oxnard & Camino Del Sol	C	E
Oxnard & Gonzales	B	E
Oxnard & Pleasant Valley	C	E
Pacific & Wooley	A	D
Rice & Channel Islands	B	F
Rice & Wooley	C	E
Rose & Auto Center	C	E
Rose & Emerson	C	D

Intersection	AM Peak Hour	PM Peak Hour
Critical PM Intersections (Cont.)		
Rose & Lockwood	C	D
Rose & Oxnard	B	F
Santa Clara & Auto Center	C	F
Statham & Channel Islands	B	E
Ventura & 5th St	B	D
Ventura & Channel Islands	C	D
Ventura & Wooley	B	D
Vineyard & Esplanade	C	E

6.4 VENTURA COUNTY CONGESTION MANAGEMENT PROGRAM CONFORMANCE[4]

The purpose of the Ventura Count Congestion Management Program (CMP) is to help develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use and air quality planning programs throughout the County. New development, such as housing tracts or shopping malls, permitted in one city can add to the traffic congestion and air pollution in other areas of the County. Each city and the County should take into account, and deal with, the overall countywide impact of local land use decisions, and the CMP is one tool to help accomplish that objective.

The Ventura County Transportation Commission (VCTC) has developed a computerized countywide traffic model to help local transportation, land use and air quality planners predict traffic congestion and air pollution created by existing and proposed new development throughout the County. The model is consistent with those models in use by cities, the County and the Southern California Association of Governments (SCAG), the regional planning agency. The traffic model also helps us better identify our future needs and more accurately target our future transportation improvements.

6.4.1 Traffic Level of Service

One of the most important elements of the CMP is to establish traffic "Level of Service" standards to decide how much traffic, during the rush hour, is acceptable on the roads. Level of service (LOS) is a way of measuring the amount of traffic congestion on the roads. There are six grades of LOS, just like in school - with "A" the best grade, or free-flowing traffic and "F" failing, or gridlock.

As mentioned above, the traffic level of service standards and monitoring included in the CMP are directed toward the "typical" peak commute period (7-9 am and 4-7 pm). However, there are sometimes events (traffic accidents, mudslides, flooding, etc.) both during and outside the peak periods that create congestion and significant traffic delays. These types of problems are not addressed through the LOS standards and monitoring, but rather through programs such as the roadside call boxes, freeway service patrols, and changeable message signs (CMS).

Adopted Level of Service Standard Level of Service "E" has been chosen as the minimum system-wide LOS traffic standard in the Ventura County CMP. Those roads with worse traffic congestion when the

[4] The information in Section 6.0 was copied in part or whole from the 2004/2005 Ventura County Congestion Management Program report produced by VCTC adopted March 4th, 2005

first CMP was adopted in 1991 have been accepted at their existing traffic level, LOS "F". In this way cities and the County will not be penalized, by losing gas tax funds, for not meeting the CMP LOS "E" standard at locations with a pre-existing problem. The only remaining pre-existing LOS "F" location is the State Route 1/Wooley Road/Saviers Road (Five Points) Intersection.

The LOS "F" designation at SR-1/Wooley Road (Five Points) intersection is temporary. As improvements are built, and congestion reduced, the designation will be upgraded. It is important to note that improvements are currently being planned that will improve the level of service at this location (See Five Points Study Traffic Analysis Technical Report, 2004 for improvement alternatives).

There are now two new LOS "F" locations just identified as a result of year 2004 traffic counts: the Harvard Boulevard/SR-150 intersection in Santa Paula; and the Santa Rosa Road/Moorpark Road intersection in the County unincorporated area. These two locations, after initial review, may need to go through the adopted deficiency plan process.

In addition to the LOS standards in the CMP, all of the cities and the County have adopted policies to help them maintain their own LOS standards. In most cases, these local policies are aimed at maintaining LOS C or D depending on the Agency. The CMP standards are not intended to replace local policies and allow greater congestion; they serve a very different purpose.

The locally-adopted LOS standards are tied to city and County authority to approve or deny development, require mitigation measures, and construct road improvements. In other words, the LOS standard is a planning tool to be used in the development review process. Failure to meet the local standard does not trigger the development of a deficiency plan as required by Section 65089.4 of the Government Code.

6.4.2 Cities and the County Responsibility

Local Consultation - Local agencies provide input in the continuing development and review of the CMP. The cities and the County will participate on VCTC standing committees and special subcommittees as needed. VCTC staff will also meet with staff and other officials of individual agencies.

Data Collection - Local governments are required to collect traffic and land use data each year. Such information will be used to update model databases and for monitoring of attainment of level of service standards. It is the intention of VCTC to fully utilize existing data collected by local agencies whenever possible.

CMP Implementation Responsibilities - Each city, as well as the County is responsible for ensuring its jurisdiction meets designated level of service and performance standards, and adopts and implements a land use impact program and TDM Facilities Ordinance.

Preparation of Deficiency Plans - When cities or the County have roadways on the CMP system that do not meet level of service standards, then a local deficiency plan is required to maintain compliance with the CMP. The County or city is responsible for preparing the deficiency plan and adopting it at a noticed public hearing in accordance with the detailed procedures contained in Chapter 5.

6.4.3 Level of Service Monitoring

It is the responsibility of VCTC to make sure that all of the cities and the County follow the requirements of the CMP. One of the most important things to check on is the amount of traffic on the roads. VCTC completes a coordinated and comprehensive biennial review to ensure that each city and the County are being evaluated the same way.

Every two years the cities, the County and Caltrans take traffic counts on their roads and provide that information to the Transportation Commission. The use of recent peak hour traffic counts eliminates much of the "guesswork" and makes sure that the review is based on actual traffic conditions, not estimates or forecasts. The cities, County and Caltrans collect the traffic counts as part of their regular traffic programs.

The main reason for the review is to identify any location which does not meet the adopted traffic LOS "E" standard. If a road or intersection is congested beyond acceptable standards, a "Deficiency Plan" must be prepared. The Deficiency Plan is a program of corrective actions designed to reduce traffic congestion at a specific location.

6.4.4 City of Oxnard General Plan CMP Conformance

Section 7.0 of this report describes the preferred General Plan Update land use alternative, Alternative B, and proposed mitigations to bring it into conformance with City LOS standards. Under Alternative B conditions with proposed mitigation all of the intersections in the City of Oxnard are forecast to operate at LOS "D" or better, except the intersection of State Route 1/Wooley Road/Saviers, also knows as "Five-Point". Although extensive mitigation is proposed at this location the intersection is forecast to operate at LOS "F" in the AM and PM peak periods. As noted earlier in this section, this intersection was accepted in the first CMP in 1991 at its existing traffic level, LOS "F". All other intersections within the City of Oxnard under General Plan Update land use Alternative B will meet or exceed the LOS standard of "E" in the Ventura County CMP.

6.5 State Facilities Analysis

Parts of five state highways and routes pass through the City of Oxnard: State Route 1 (Oxnard Boulevard), State Route 34 (Fifth Street), State Route 118, SR-232 (Vineyard Avenue), and US Highway 101. Within the City of Oxnard, Oxnard Boulevard (SR-1) serves as the primary arterial providing principal north-south access to the Central Area. Fifth Street (SR-34) functions as a secondary, sometimes primary, arterial providing east-west access to the Central Area.

The primary state facility within the City of Oxnard is the US-101. US-101 is a 1,540-mile north-south route that terminates in Washington State. US-101 extends from the Los Angeles County line to the Santa Barbara County line within Ventura County. US-101 is heavily used by commuters traveling between Ventura, Los Angeles and Santa Barbara Counties and the route experiences heavy seasonal recreational traffic bound for vacation destinations along the coast. Regional activity centers such as Oxnard's Esplanade Shopping Center generate a great deal of localized traffic activity that impacts US-101. Weekend traffic, which has a high recreational component, also results in sporadic traffic congestion for US-101. Locations on US-101 with especially heavy traffic are the stretches between Camarillo and the

Santa Clara River Bridge in Oxnard. In relation to Oxnard, US-101 has a junction with SR-1, SR-232 and SR-34.

6.5.1 US-101 Traffic Volume

Table 6.5-1 summarized the 24-hour traffic volumes forecasted for the sections of US-101 within the City of Oxnard study area. Average daily traffic for existing (2005), 2020 General Plan Buildout and Update Alternative conditions are included.

Table 6.5-1 – SR-101 ADT Assignments for Existing (2005), 2020 General Plan Buildout, and 2020 General Plan Update Land Use Alternatives

Freeway Segment		2005		2020 GP		2020 Update Alt A		2020 Update Alt B		2020 Update Alt C	
From	To	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
West of Ventura		90617	89762	112425	117400	112870	118038	113585	119042	119270	125431
Ventura	Oxnard	90617	71008	90766	80480	91419	81150	91940	81553	97283	84437
Oxnard	Vineyard	92064	76449	98180	87617	98711	88162	99130	88628	106399	92874
Vineyard	Rose	72600	70565	95034	95977	94945	95906	94269	95394	101281	102607
Rose	Rice	61306	63924	85145	87536	85189	87723	85811	88589	88297	92388
Rice	Del Norte	63092	65750	83866	86287	84061	86149	84055	86578	86458	89750
East of Del Norte		68535	68032	94569	92901	95146	93252	95344	93703	99471	98286

As shown in **Table 6.5-2**, the traffic volume growths on US-101 within the City of Oxnard study area are minimal or negative from 2020 General Plan Buildout condition to 2020 General Plan Update Alternative A and Alternative B conditions. More significant traffic growths are forecasted on the US-101 between 2020 General Plan Buildout condition and 2020 General Plan Update Alternative C condition, reflecting the extensive developments outside the existing City Urban Restriction Boundary (CURB) line planned for Alternative C**. Table 6.5-2** and **Table 6.5-3** summarize, respectively, the ADT growths between Existing (2005) and 2020 General Plan Buildout conditions and between 2020 General Plan Buildout and 2020 General Plan Update Alternative conditions.

Table 6.5-2 – SR-101 ADT Growth from Existing (2005) to 2020 General Plan Buildout Condition

Freeway Segment		2020 GP	
From	To	NB	SB
West of Ventura		24%	31%
Ventura	Oxnard Blvd.	0%	13%
Oxnard	Vineyard Ave.	7%	15%
Vineyard Ave.	Rose Ave.	31%	36%
Rose Ave.	Rice Ave.	39%	37%
Rice Ave.	Del Norte Blvd.	33%	31%
East of Del Norte Blvd.		38%	37%

Table 6.5-3 – SR-101 ADT Growth from 2020 General Plan Buildout to 2020 General Plan Update Alternatives Conditions

Freeway Segment		Alternative A		Alternative B		Alternative C	
From	To	NB	SB	NB	SB	NB	SB
West of Ventura		0%	1%	1%	1%	6%	7%
Ventura	Oxnard Blvd.	1%	1%	1%	1%	7%	5%
Oxnard	Vineyard Ave.	1%	1%	1%	1%	8%	6%
Vineyard Ave.	Rose Ave.	0%	0%	-1%	-1%	7%	7%
Rose Ave.	Rice Ave.	0%	0%	1%	1%	4%	6%
Rice Ave.	Del Norte Blvd.	0%	0%	0%	0%	3%	4%
East of Del Norte Blvd.		1%	0%	1%	1%	5%	6%

6.5.2 US-101 Level of Service Analysis

Table 6.5-4 and **Table 6.5-5** display the results of US-101 freeway segment volume to capacity and LOS analysis under Existing (2005), 2020 General Plan Buildout, and 2020 General Plan Update Alternatives conditions.

Table 6.5-4 - SR-101 Volume-to-Capacity Ratio for Existing (2005), 2020 General Plan Buildout, and 2020 General Plan Update Land Use Alternatives

Freeway Segment		2005		2020 GP		2020 Update Alt A		2020 Update Alt B		2020 Update Alt C	
From	To	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
West of Ventura		1.34	1.33	1.25	1.30	1.25	1.31	1.26	1.32	1.33	1.39
Ventura	Oxnard Bl.	1.34	1.05	1.01	0.89	1.02	0.90	1.02	0.91	1.08	0.94
Oxnard	Vineyard Ave.	1.36	1.13	1.09	0.97	1.10	0.98	1.10	0.98	1.18	1.03
Vineyard Ave.	Rose Ave.	1.08	1.05	1.06	1.07	1.05	1.07	1.05	1.06	1.13	1.14
Rose Ave.	Rice Ave.	0.91	0.95	0.95	0.97	0.95	0.97	0.95	0.98	0.98	1.03
Rice Ave.	Del Norte Bl.	0.93	0.97	0.75	0.77	0.75	0.77	0.75	0.77	0.77	0.80
East of Del Norte Bl.		1.02	1.01	1.05	1.03	1.06	1.04	1.06	1.04	1.11	1.09

Table 6.5-5 – SR-101 Level of Service for Existing (2005), 2020 General Plan Buildout, and 2020 General Plan Update Land Use Alternatives

Freeway Segment		2005		2020 GP		2020 Update Alt A		2020 Update Alt B		2020 Update Alt C	
From	To	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
West of Ventura		F	F	F	F	F	F	F	F	F	F
Ventura	Oxnard Bl.	F	F	F	D	F	E	F	E	F	E
Oxnard Bl.	Vineyard Ave.	F	F	F	E	F	E	F	E	F	F
Vineyard Ave.	Rose Ave.	F	F	F	F	F	F	F	F	F	F
Rose Ave.	Rice Ave.	E	E	E	E	E	E	E	E	E	F
Rice Ave.	Del Norte Bl.	E	E	C	C	C	C	C	C	C	C
East of Del Norte Bl.		F	F	F	F	F	F	F	F	F	F

As shown in **Table 6.5-4** and **Table 6.5-5**, all of the analyzed freeway segments are operating at LOS D or worse under all existing and future scenarios. There are some decrease in volume to capacity ratios between Existing (2005) and General Plan Buildout conditions reflecting the improvements to be done on US-101 in the future.

6.5.3 Completed Improvements on State Facilities in City of Oxnard

Improvements along the US-101 corridor have been a priority for the City for many years, and completion of the U.S. 101/Del Norte Boulevard Interchange Improvement Project, the last of five interchanges located on U.S. 101 within the City to be improved to eliminate geometric deficiencies, will meet the City's goal of accommodating future improvements along U.S. 101 and enhancing safety by eliminating existing geometric deficiencies. These projects, both completed and under design, bring economic benefits to the area, including reduced traffic congestion, reduced traffic delay, and improved mobility. Public support is strong for these projects as they improve safety and make it more convenient for the traveling public.

In its ongoing efforts to improve both local and regional access and circulation the City of Oxnard in coordination with other local and state agencies recently completed two major interchange reconstruction projects on US-101.

Oxnard Boulevard / Route 101 Interchange Reconstruction

The interchange project at Oxnard Boulevard / Route 101 is part of the Ventura Freeway Improvement Project. The original connectors from Oxnard Boulevard (Highway 1) to U.S. 101 were replaced with a new diamond interchange to provide a more efficient and safer transition between the two highways. The project was officially opened on August 16, 2007.

Rose Avenue/Route 101 interchange Reconstruction

To accommodate traffic generated by the developments on Rose Avenue near U.S. 101, reconstruction was done on the Rose Avenue interchange at U.S. 101 to improve mobility and accessibility. The

reconstruction project replaced the two-lane bridge over US 101 and inadequate ramps with a seven-lane bridge and six new ramps.

6.5.4 Planned Improvements on State Facilities in City of Oxnard

The City of Oxnard has continued its efforts to improve the interchanges on the US-101 including two additional interchanges in the final stages of preparation for construction.

Rice Avenue/US-101 interchange Reconstruction

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans) proposes to improve the Rice Avenue / U.S.101 Interchange. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S.101 on-and off-ramps, and the realignment to Ventura Boulevard. A new interchange at Rice Avenue would allow for a rerouting of Pacific Coast Highway (PCH), which would skirt downtown Oxnard and provide a more direct route into and out of the Port of Hueneme. The rerouting would allow the city to take back control of Oxnard Boulevard, which is part of the PCH.

Del Norte Boulevard / US-101 Interchange Reconstruction

The purpose of the proposed project is to reduce existing and forecasted traffic congestion on the U.S. 101 and Del Norte Boulevard Interchange. This project would provide congestion relief by improving traffic operations while enhancing safety by eliminating geometric deficiencies at the interchange. The proposed project would provide additional capacity for existing and projected traffic increases. The completion of the U.S. 101/Del Norte Boulevard Interchange Project will meet the City's goals of accommodating future improvements along the U.S. 101.

- Reduce traffic congestion and delay to improve traffic flow
- Improve mobility and operation
- Eliminate geometric deficiencies to enhance safety
- Help achieve the City's goals for the "Destination 2020 Update: 2004 Regional Transportation Plan"

6.5.5 Conclusions

The City of Oxnard has demonstrated through completed and planned projects and ongoing long-range planning that it is committed to efficient and safe transportation in the region. The information provided in Section 6.5 shows that the City's preferred General Plan Update land use Alternative B will meet the City's goals with little or no impact to the US-101. While growth is expected and congestion will worsen overall from existing conditions, the change in volumes and congestion as a result of the update of the General Plan is considered insignificant. The tables in Section 6.5 show that the increases in volumes and congestion on US-101 as a result of the General Plan update are less than 1% for all mainline sections within the City limits.

7.0 GENERAL PLAN UPDATE LAND USE ALTERNATIVES RECOMMENDATION AND MITIGATION

This chapter provides a summary of the key findings and study recommendations, including the LOS results for each scenario analyzed. Issues relating to circulation requirements are also discussed.

Alternative B builds upon the transit-oriented principles established for Alternative A with the expansion of the CURB line at the City's northern boundary to include additional workforce housing opportunities for extremely-low to moderate income local residents. In addition, this alternative would convert the Central Industrial Area to an expansion of the downtown core in a "transit-oriented" format. The current uses of the Central Industrial Area would be disbursed to other parts of the city.

This traffic study has analyzed four future scenarios as part of the City of Oxnard General Plan Update including the no action, existing General Plan Buildout option and three Update land use alternatives. All of these options have unique benefits and potential obstacles. The purpose of this study was to compare them from the perspective of traffic impacts. The analysis revealed that all of the scenarios will result in significant impacts to the transportation network including impacts to intersections.

As shown in **Sections 6.0** of this document, Update Alternatives A and B both have 26 intersections operating at LOS D, E, or F under future 2020 condition; this represents an increase of three (3) impacted intersections over 2020 General Plan Buildout conditions. Alternative C has 46 intersections operating at LOS D, E, or F under future conditions; this represents an increase of 23 impacted intersections over 2020 General Plan Buildout conditions. Although it accommodates more growths over a broader area, this level of impact to the transportation network makes Alternative C a less desirable alternative when compared to Alternatives A and B.

Although General Plan Buildout, Update Alternative A and Alternative B have comparable traffic impacts, Alternative B provides the City with the best vehicle to meet the needs of its residents from a land use perspective. Alternative B accommodates projected growth within the City and its sphere of influence while minimizing roadway and intersection impacts and encouraging non-motorized forms of transportation through land use planning and transit system development.

The level of mitigation required to produce acceptable LOS at the vast majority of studied locations throughout the City under Alternative B is considered reasonable from a cost-benefit and environmental standpoint. Proposed mitigation generally involves traditional intersection improvements such as adding lanes (either within the existing right-of-way or on adjacent vacant land), use of Intelligent Traffic System improvements, or grade separation (two locations). As a result only one intersection will operate at LOS F under Update Alternative B conditions (4 will operate at LOS D and the remaining 96 will operate at LOS C or better). Taking all of these aspects into consideration, Update Alternative B is recommended as the preferred General Plan Update land use alternative.

7.1 CIRCULATION SYSTEM

7.1.1 Roadway System

The existing roadway system is described in Section 3.1 *Existing Roadway Network.* Significant changes to the network under each land use alternative are discussed in Section 1.3. Roadway segment mitigation proposed as part of the General Plan Update is discussed in Section 7.4.

7.2 SUMMARY OF FINDINGS

7.2.1 Summary of Intersection Analyses

Table 7.2-1 displays intersection Level of Service results for all analyzed scenarios.

Table 7.2-1 – Summary Of Future Base Plus Project Traffic Conditions Intersection Peak Hour Level Of Service Results

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	C St & 3rd St	A	A	C	D	C	E	C	E	D	F	B	C
2	C St & 5th St	B	C	A	C	A	C	A	C	C	E	A	C
3	C St & Channel Islands	A	C	A	C	A	C	A	C	A	D	A	C
4	C St & Gonzales	B	E	A	E	A	E	A	E	A	F	A	C
5	C St & Pleasant Valley	A	A	A	A	A	A	A	A	A	B	A	A
6	C St & Wooley	A	B	A	D	B	D	B	D	B	D	B	D
7	Del Norte & Camino Del Sol	A	A	A	A	A	A	A	A	A	A	A	A
8	Del Norte & Gonzales*	--	--	A	C	A	C	A	C	A	D	A	C
9	Del Norte & SR-34 (5th St.)	A	E	A	C	A	B	A	C	B	D	A	C
10	Del Norte & Sturgis	A	A	A	A	A	A	A	A	A	A	A	A
11	Del Norte & US101 NB Ramps	A	A	B	B	B	B	B	B	C	B	B	B
12	Del Norte & US101 SB Ramps	A	C	A	A	A	A	A	A	A	B	A	A
13	Dupont & Channel Islands	A	C	A	A	A	A	A	A	A	A	A	A
14	H St & Gonzales	B	D	C	D	B	D	C	D	C	F	C	C
15	H St & Vineyard	A	A	A	A	A	A	A	A	B	C	A	A
16	Harbor & 5th St.	C	B	A	A	A	A	A	A	B	B	A	A
17	Harbor & Channel Islands	A	A	A	A	A	A	A	A	A	A	A	A
18	Harbor & Gonzales	C	C	A	A	A	A	A	A	A	B	A	A
19	Harbor & Wooley	A	A	A	A	A	B	A	B	C	C	A	B
20	Hobson/J St & Wooley	B	C	A	C	A	C	A	C	B	D	A	C
21	J St & Channel Islands	A	C	B	B	A	B	A	B	A	C	A	B
22	J St & Hueneme	A	A	A	A	A	A	A	A	A	A	A	A
23	J St & Pleasant Valley	A	A	A	A	A	A	A	A	A	A	A	A
24	Lombard & 5th St.*	--	--	B	C	A	B	A	B	B	D	A	B
25	Lombard & Gonzales	A	A	A	A	A	A	A	A	A	A	A	A
26	Oxnard & 2nd St.	A	B	A	C	A	C	A	C	B	D	A	C
27	Oxnard & 5th St.	A	C	B	C	A	C	A	C	C	E	A	C
28	Oxnard & Camino Del Sol*	--	--	A	C	A	C	A	C	C	E	A	C

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
29	Oxnard SB On Ramp & Channel Islands	A	A	A	B	A	B	A	B	B	B	A	B
30	Oxnard & Colonia	A	C	A	A	A	A	A	A	A	C	A	A
31	Oxnard & Esplanade	A	A	A	B	A	B	A	B	B	C	A	B
32	Oxnard & Gonzales	B	B	B	D	B	D	B	D	B	E	B	C
33	Oxnard & Pleasant Valley	A	B	B	C	B	B	B	C	C	E	B	C
34	Oxnard & Statham	A	A	A	A	A	A	A	A	A	B	A	A
35	Oxnard & Town Center	ND	ND	A	A	A	A	A	A	A	A	A	A
36	Oxnard & US101 NB Ramps	A	A	A	A	A	A	A	A	A	A	A	A
37	Oxnard & US101 SB Ramps	A	A	A	A	A	A	A	A	A	B	A	A
38	Oxnard & Vineyard	D	E	B	C	B	C	B	C	D	E	B	C
39	Oxnard-Saviers & Wooley	F	F	E	F	F	F	F	F	E	F	F	F
40	South Oxnard & Wooley**	--	--	--	--	--	--	--	--	F	F	--	--
41	Pacific & Wooley	B	A	A	A	A	A	A	A	A	D	A	A
42	Patterson & 5th St	A	C	A	A	A	A	A	A	A	A	A	A
43	Patterson & Channel Islands	A	B	A	A	A	A	A	A	A	B	A	A
44	Patterson & Doris	A	A	A	A	A	A	A	A	A	A	A	A
45	Patterson & Gonzales	B	A	A	A	A	A	A	A	A	C	A	A
46	Patterson & Hemlock	A	A	A	A	A	A	A	A	A	A	A	A
47	Patterson & Teal Club	A	A	A	A	A	A	A	A	A	A	A	A
48	Patterson & Wooley	A	A	A	A	A	B	A	B	A	C	A	B
49	Pleasant Valley & Bard	B	A	A	A	A	A	A	A	A	B	A	A
50	Rice & Channel Islands	A	C	A	E	A	E	A	E	B	F	A	A
51	Rice & Gonzales	A	C	F	F	F	F	F	F	F	F	C	D
52	Rice & Hueneme	A	A	A	A	A	A	A	A	A	A	A	A
53	Rice & US101 SB Ramps	A	B	A	A	A	A	A	A	C	A	A	A
54	Rice & Wooley	A	B	A	C	A	C	A	C	C	E	A	C
55	Rice & Camino Del Sol***	A	B	--	--	--	--	--	--	--	--	--	--
56	Rice NB Ramps & Camino Del Sol*	--	--	A	A	A	A	A	A	A	A	A	A
57	Rice SB Ramps & Camino Del Sol*	--	--	A	A	A	A	A	A	A	A	A	A

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
58	Rose & 5th+	D	F	C	F	C	F	C	F	F	F	--	--
59	Rose & Auto Center	A	D	A	D	A	D	A	D	C	E	A	C
60	Rose & Bard	A	A	C	B	D	B	D	B	D	C	C	B
61	Rose & Camino del Sol	C	E	B	C	B	C	B	C	E	F	B	C
62	Rose & Channel Islands	A	C	C	E	C	D	C	D	E	E	C	C
63	Rose & Emerson	A	A	A	B	A	B	A	B	C	D	A	B
64	Rose & Gonzales*	B	E	D	E	D	E	D	E	D	F	C	C
65	Rose & Hueneme	--	--	C	E	F	F	F	F	F	F	C	A
66	Rose & Lockwood	A	D	C	D	C	D	C	D	C	D	B	C
67	Rose & Oxnard	A	D	A	D	A	D	A	D	B	F	A	C
68	Rose & Pleasant Valley	A	C	D	E	F	F	F	F	F	F	C	D
69	Rose & Third	A	D	A	D	A	D	A	D	D	F	A	D
70	Rose & US101 NB Ramps	A	A	A	C	A	C	A	C	B	C	A	C
71	Rose & US101 SB Ramps	A	A	A	A	B	A	B	B	C	B	B	B
72	Rose & Wooley	A	D	A	D	C	D	C	D	E	F	B	C
73	Santa Clara & Auto Center	A	D	B	E	C	E	C	E	C	F	A	C
74	Saviers & Channel Islands	C	C	C	D	D	C	D	C	E	D	C	C
75	Saviers & Hueneme	A	A	A	A	A	A	A	A	A	A	A	A
76	Saviers & Pleasant Valley	B	C	A	A	A	B	A	B	A	B	A	B
77	SR-1/Rice NB & Pleasant Vly	A	B	A	C	A	C	A	C	C	C	A	C
78	Statham & Channel Islands	A	C	A	C	B	D	B	D	B	E	A	C
79	Ventura & 5th St	A	D	A	C	A	C	A	C	B	D	A	C
80	Ventura & Channel Islands	A	C	B	D	B	D	B	D	C	D	A	C
81	Ventura & Doris	A	B	A	A	A	B	A	B	B	C	A	B
82	Ventura & Gonzales	A	A	A	A	A	A	A	A	A	B	A	A
83	Ventura & Hemlock	A	A	A	A	A	A	A	A	A	A	A	A
84	Ventura & Hueneme	A	A	C	C	B	C	B	C	C	C	B	C
85	Ventura & Pleasant Valley	B	A	B	B	B	B	B	B	B	C	B	B
86	Ventura & Teal Club/2nd St	A	A	A	A	A	A	A	A	A	B	A	A

Int #	Intersection	2005 Existing		2020 General Plan Buildout		2020 Update Alternative A		2020 Update Alternative B		2020 Update Alternative C		2020 Update Alternative B (Mitigated)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
87	Ventura & Town Center	ND	ND	A	A	A	A	A	A	A	A	A	A
88	Ventura & Vineyard	A	A	A	A	A	A	A	A	A	B	A	A
89	Ventura & Wagon Wheel*	--	--	A	A	A	A	A	A	A	B	A	A
90	Ventura & Wooley	B	C	A	C	A	C	A	C	B	D	A	C
91	Victoria & 5th St	C	B	C	A	C	B	C	B	D	C	C	B
92	Victoria & Channel Islands	A	B	A	B	B	C	B	C	B	C	B	C
93	Victoria & Doris	D	D	C	B	C	B	C	B	C	C	C	B
94	Victoria & Gonzales	B	D	D	C	D	C	D	C	E	C	B	C
95	Victoria & Hemlock	A	A	A	A	A	A	A	A	A	A	A	A
96	Victoria & Teal Club	C	C	B	B	A	B	A	B	B	C	A	B
97	Victoria & Wooley	D	A	C	A	C	A	C	A	D	B	C	A
98	Vineyard & Esplanade	B	D	C	D	C	D	C	D	C	E	B	C
99	Vineyard & US101 NB Ramps	A	B	A	B	A	B	A	B	C	B	A	B
100	Vineyard & US101 SB Ramps	C	C	A	A	A	A	A	A	B	A	A	A
101	Vineyard & Ventura/Myrtle	A	B	A	A	A	A	A	A	A	A	A	A

Note: LOS = Level of Service, an indicator of intersection operations. Table 2.2-1 describes this in detail.
ND = No existing data at this location
* Intersection does not exist in existing 2005 network but is included in General Plan Buildout and Update Alternatives.
** Exists in Five-Point Intersection realignment. Intersection is only included in General Plan Update Land Use Alternative C condition.
*** Intersection is realigned in 2020 General Plan Buildout and all Update Alternatives.
+ Intersection is realigned in Update Alternative B Proposed Mitigation.

The following key points summarize the intersection and roadway segment analyses:

Under **Existing (2005) Conditions**, the nineteen (19) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better. Sixteen (16) key roadway segments will operate at LOS D or worse while all other key segments will operate at LOS C or better.

Under **Existing Conditions (2007 Updated)**[5], three (3) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better. Sixteen (16) key roadway segments will operate at LOS D or worse while all other key segments will operate at LOS C or better.

Under **2020 General Plan Buildout Conditions**, the twenty-three (23) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

Under **2020 Update Alternative A Conditions**, the twenty-five (25) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

Under **2020 Update Alternative B Conditions**, the twenty-five (25) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

Under **2020 Update Alternative C Conditions**, the forty-five (45) intersections are operating at LOS D or worse while all other intersections are operating at LOS C or better.

Under **2020 Update Alternative B Conditions with Mitigation**, the Oxnard-Saviers and Wooley St. intersection is operating at LOS F, four (4) intersections are operating at LOS D while all other intersections are operating at LOS C or better.

[5] See Section 3.8 for more information about this scenario

7.3 RECOMMENDED INTERSECTION MITIGATIONS

Table 7.3-1 outlines the intersection impacts, the proposed mitigations, the agency that will take the lead on the mitigation, the year the mitigation will need to be implemented, and the mitigation results. The LOS calculation worksheets for the General Plan Update Alternative B Mitigated conditions are provided in **Appendix F**.

The proposed City of Oxnard General Plan Update Alternative B build out is anticipated to contribute traffic volume to the surrounding roadway circulation system resulting in significant traffic impacts at twenty-five (25) study intersections. Improvements to mitigate these traffic impacts are noted.

Table 7.3-1 – Intersection Mitigation Implementation

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
C St. & Third St.	LOS E PM	Add one right-turn lane for all four approach segments.	**NO**
C St. & Gonzales	LOS E PM	Add one left-turn lane for eastbound approach.	**NO**
C St. & Wooley	LOS D PM	No feasible mitigation	**YES – LOS D PM**[6]
H Street & Gonzales	LOS D PM	Replace northbound and southbound right-turn lane with through-right lane. Add one westbound right-turn lane.	**NO**
Oxnard & Gonzales	LOS D PM	Add overlap to westbound right-turn operation.	**NO**
Oxnard-Saviers & Wooley	LOS F AM,PM	No feasible mitigation	**YES – LOS F PM**[4]
Rice & Channel Islands	LOS E PM	Add free-right operation for southbound approach segment.	**NO**
Rice & Gonzales	LOS F AM,PM	Add one through lane and free-right operation for all four approach segments.	**YES – LOS D PM**[4]
Rose & SR-34 (Fifth St.)	LOS F PM	Change intersection to diamond interchange.	**NO**
Rose & Auto Center	LOS D PM	Add one through lane and free-right turn operation for northbound approach segment.	**NO**

[6] This intersection is included in the list of intersections accepted at LOS D under General Plan policy C-2.2, listed at the end of this section for reference.

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
Rose & Bard	LOS D AM	Add one westbound right-turn lane with overlap operation.	**NO**
Rose & Channel Islands	LOS D PM	Add one southbound left-turn lane. Replace eastbound and westbound right-turn lane with through-right lane.	**NO**
Rose & Gonzales	LOS D AM, E PM	Add one through lane for all four approach segments.	**NO**
Rose & Hueneme	LOS F AM,PM	For all four approach segments, add two through lanes and change through-right lanes to right-turn lanes. Add free-right operation for northbound and eastbound approach segments.	**NO**
Rose & Lockwood	LOS D PM	Add one through-right lane for northbound and southbound approach segment.	**NO**
Rose & Oxnard	LOS D PM	Add one left-turn lane for northbound approach.	**NO**
Rose & Pleasant Valley	LOS F AM,PM	Replace one through lane with one left-turn lane for westbound approach. Change westbound right-turn lane to through-right lane.	**YES – LOS D PM[4]**
Rose & Third	LOS D PM	No feasible mitigation.	**YES – LOS D PM[4]**
Rose & Wooley	LOS D PM	Add one through-right lane for eastbound and westbound approach. Eliminate southbound free-right operation.	**NO**
Santa Clara & Auto Center	LOS E PM	For westbound approach segment, add one through lane and one left-turn lane, and change through-right lane to right-turn lane.	**NO**
Saviers & Channel Islands	LOS D AM	Add one eastbound through lane.	**NO**
Statham & Channel Islands	LOS D PM	Add one westbound right-turn lane.	**NO**
Ventura & Channel Islands	LOS D PM	Add one eastbound through lane.	**NO**

[4] This intersection is included in the list of intersections accepted at LOS D under General Plan policy C-2.2, listed at the end of this section for reference.

Intersection	Impact	Mitigation	Significant Impact After Mitigation?
Victoria & Gonzales	LOS D AM	Add overlap to northbound right-turn operation.	**NO**
Vineyard & Esplanade	LOS D PM	Change northbound right-turn lane to through-right lane.	**NO**

7.3.1 General Plan Policy ICS-3.2 – Minimum Level of Service C and Exceptions[8]

Maintain level of service "C" for all intersections incorporated in the Oxnard Traffic Model. The City Council allows as an exception level of service "D" at the five intersections listed below and level of service "F" at the one intersection listed below in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.

- C Street and Wooley Road (LOS D in PM peak)
- Rose Avenue and Third Street(LOS D in PM peak)
- Rose Avenue and Pleasant Valley Road(LOS D in PM peak)
- Rice Avenue and Gonzales Road(LOS D in PM peak)
- Gonzalez Road and C Street (LOS D in AM and PM peak)
- Five Points Intersection (Oxnard Boulevard/Saviers Road/Wooley Road) (LOS F in AM and PM peak)

[8] Included in this section for reference only, please refer to the General Plan Policies section for more information

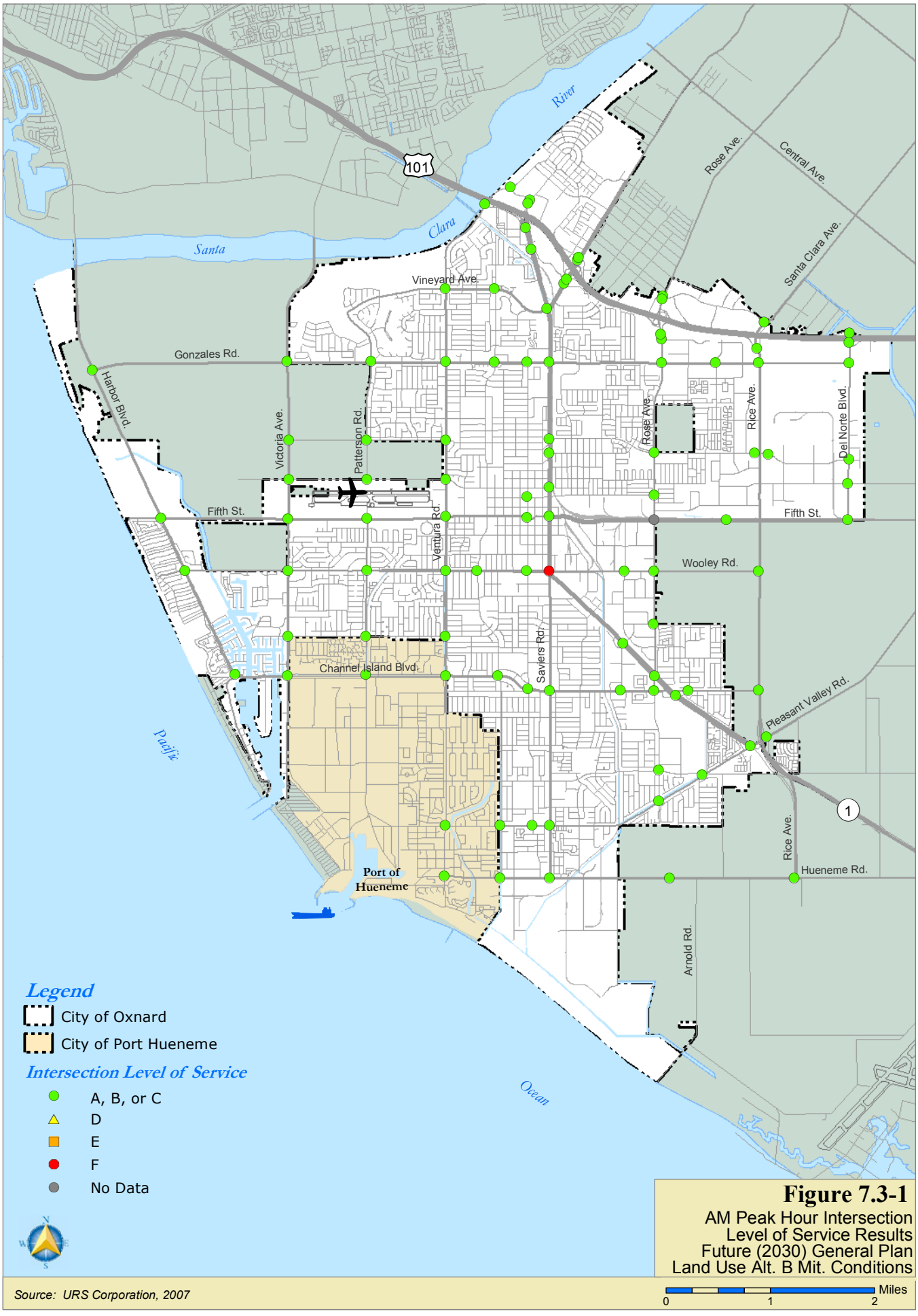


Figure 7.3-1
AM Peak Hour Intersection
Level of Service Results
Future (2030) General Plan
Land Use Alt. B Mit. Conditions

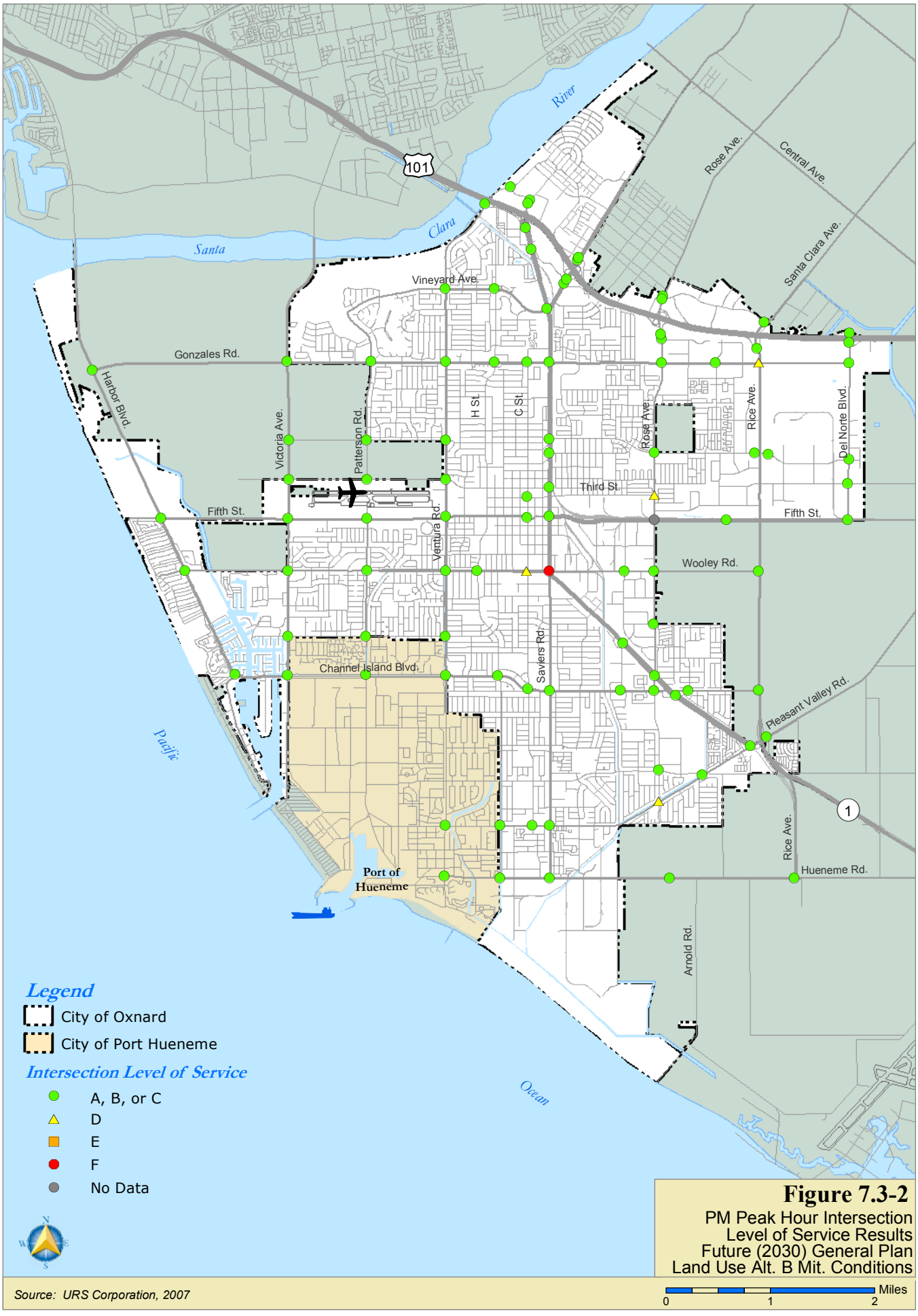


Figure 7.3-2
PM Peak Hour Intersection
Level of Service Results
Future (2030) General Plan
Land Use Alt. B Mit. Conditions

7.4 ROADWAY MITIGATION

7.4.1 Roadway Mitigation Coded into Model

Table 7.4-1 describes the roadway segment mitigations that were coded into the model for Alternative B as part of the alternative development. Although not addressing a particular impact, they are considered necessary mitigations for the viability of the transportation network under Alternative B conditions.

Table 7.4-1 - Alternative B Roadway Mitigations Coded into Model

Segment Description			Number of Lanes		Roadway Classification	
			GP	Alt B	GP	Alt B
Wooley	w. of	Rice	2	3	Secondary	Major
Wooley	w. of	Rose	2	3	Primary	Major
Wooley	between	Del Norte & Rice*	DNE	3	DNE	Major
Del Norte	between	Wooley & Fifth*	DNE	3	DNE	Major

DNE = Did Not Exist
*These segments are part of the Del Norte Roadway Extension proposed as part of Alternative B

7.4.2 Roadway Mitigation in 2020 General Plan Carried Forward

Table 7.4-2 lists all of the roadway mitigation proposed under the 2020 General Plan developed in 1990 and updated in 2004. The tables delineates if the mitigation measure has been completed, dropped, or carried forward into the updated General Plan.

Table 7.4-2 - 2020 General Plan Roadway Mitigation Status[9]

Roadway	Proposed Improvements	2020 Condition	Status
C Street	Relatively minor widening and channelization at some intersections.	Will function as secondary arterial (four lanes) during peak hours with parking limits.	Partially completed; carried forward.
Channel Islands Blvd.	Widen to six lanes from Peninsula to Ventura; widen to four lanes from Route 1 to Rice.	Primary arterial from Peninsula to Ventura; secondary arterial from Ventura to Rice.	Partially completed; carried forward.
Colonia Rd. (now Camino Del Sol)	Construct extensions from Oxnard Blvd. to west of Rice Ave., and from Rice Ave. to Del Norte Blvd. and widen.	Primary arterial (six lanes) from Oxnard Blvd. to Del Norte Blvd.	Partially completed; carried forward.
Del Norte Blvd.	Construct new arterial from Route 101 to Sturgis Road; widen existing road.	Primary arterial (six lanes) from Route 101 to Colonia Rd; secondary arterial for remainder.	Improvements completed.
Rose Ave.	Major widening over entire length; new interchange at Route 101; new intersection at Route 1; construct extension to Hueneme Rd.	Local Arterial (two lanes) north of Stroube St.; primary arterial from Stroube St. to Pleasant Valley Rd.; secondary arterial south of Pleasant Valley Road.	Partially completed; carried forward.
Saviers Rd.	Major widening impacts at Channel Islands Blvd.; parking removal.	Primary arterial over entire length.	Improvements completed
Ventura Rd.	Major widening over entire length, some intersection impacts.	Primary arterial over entire length.	Partially completed, carried forward.
Victoria Ave.	Major widening over entire length; widen Santa Clara River Bridge; construct flyover structure.	Primary arterial over entire length with grade separation at Gonzales Rd.; local arterial south of Channel Islands Blvd.	• Grade separation at Gonzales Rd. dropped. • Partially completed; carried forward.
Vineyard Ave.	Widen along entire length; construct extension to Patterson Rd.; parking removal.	Primary arterial from Ventura Road north; secondary arterial from Ventura Rd. to Patterson Rd.; State Route 232 designation removed.	Improvements completed.
Wooley Rd.	Widening along entire route; construct extension from east of Victoria Ave. to Harbor Blvd., including bridge over Edison Canal.	Secondary arterial from Harbor Blvd. to Patterson Rd.; primary arterial from Patterson Rd. to Pacific Ave.; secondary arterial from Pacific Ave. to Rice Ave.	Partially completed; carried forward.

[9] This information was taken from the City of Oxnard 2020 General Plan Circulation Element, Table VI-2

Roadway	Proposed Improvements	2020 Condition	Status
Via Del Norte (now Auto Center Dr)	Construct new roadway	Secondary arterial	Improvements completed.
Doris Ave.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to A Street; local arterial from Victoria Ave. to Patterson Rd.	Partially completed; carried forward.
Teal Club Rd. / 2nd St.	Widening between Patterson Rd. and Ventura Rd.; parking limitations.	Secondary arterial from Patterson Rd. to Oxnard Blvd.; local arterial from Victoria Ave. to Patterson Rd.	Partially completed; carried forward.
Third St.	Widening and channelization.	Secondary arterial from Oxnard Blvd. to Rose Ave.	Partially completed; carried forward.
Strugis Rd.	Widen from Elevar St. to east of Del Norte Blvd.	Secondary arterial from Elevar St. to east of Del Norte Blvd.	Improvements completed.
Fifth St.	Widening and intersection improvements over entire length.	Secondary arterial Harbor Blvd. to Oxnard Blvd. and Elevar east; primary arterial Oxnard Blvd. to Elevar St.	Partially completed; carried forward.
Gonzales Rd.	Major widening over entire length; construct extension from Rice Ave. to Del Norte Blvd.; construct flyovers at Victoria Ave., Oxnard Blvd. and Rose Ave.	Secondary arterial from Harbor Blvd. to Victoria Ave.; primary arterial from Victoria Ave. to Del Norte Blvd.	Partially completed; carried forward.
Harbor Blvd.	Major widening from Fifth St. to Santa Clara River, including new bridge structures.	Secondary arterial from Channel Islands Blvd. to Fifth St.; primary arterial from Fifth St. to Olivas Park Dr.	Improvement not completed.
H St. / J St.	Minor widening or channelization at selected intersections; construct extension north of Vineyard.	Local arterial function will continue; peak hour parking limits will allow four lanes during peak traffic.	Partially completed; carried forward.
Hueneme Rd.	Widening over entire length, including some structures.	Secondary arterial over entire length.	Partially completed; carried forward.
Lombard Ave.	New roadway construction.	Secondary arterial from Gonzales Rd. to Fifth Street; local arterial from Fifth St. to Wooley Road.	Partially completed; carried forward.
Oxnard Blvd.	Widening and restriping over entire length; major reconstruction and rerouting at 5 points and at Pleasant Valley	Primary arterial from Vineyard Ave. to Third St.; secondary arterial from Third St. south; primary arterial in Town Center area; grade	• Grade separation at Gonzales Rd. dropped. • Partially completed;

Roadway	Proposed Improvements	2020 Condition	Status
	Rd.; extension into Town Center via new interchange on route 101.	separation at Gonzales Rd.	carried forward.
Patterson Rd.	New roadway construction north of Doris Ave.; widening south of Doris Ave. to Hemlock St.	Secondary arterial over entire length from Vineyard Ave. to Channel Island Blvd.; break in road at airport remains.	Partially completed; carried forward.
Pleasant Valley Rd.	Widening over entire length; major work in area of Route 1/Rice Ave.	Primary arterial from Ventura Rd. to Route 1; secondary arterial east of Route 1.	Partially completed; carried forward.
Rice Ave. / Santa Clara Ave.	Widen over entire length; construct grade separations at Gonzales Rd. and Fifth St.; construct Route 101, Colonia Road and Route 1.	Secondary arterial north of Via Del Norte; freeway from Route101 to Fifth St.; 6-lane express-interchanges at way from Fifth St. to Pleasant Valley Rd.; secondary arterial from Route 1 to Hueneme Road.; Rice Avenue to be designated Route 1; Santa Clara Ave. to be designated Route 232.	• Partially completed, carried forward. • Grade separation at Gonzales dropped. • Grade separation at Fifth St. carried forward.

Appendix E
Air Quality Model and Results

ESA

APPENDIX E
Air Quality Model and Results

Several air quality models were used to quantify criteria pollutant emissions associated with the Proposed Project. The URBEMIS2007, version 9.2.4, model was used to calculate emissions of ROG, NOx, CO, CO2, PM-10, and PM-2.5 from area sources (not for operational (vehicles) emissions) for the Proposed Project specific land use information provided by the City. CARB's EMFAC2007 emission factors are presented for on-road vehicles in Ventura County for the year 2005 (baseline) and the year 2030 (buildout) and were used to calculate the emissions generated by the total vehicle miles traveled (VMT) associated with the Proposed Project. Additional detail on the modeling output is provided in this appendix.

SECTION 1 – URBEMIS2007 MODEL RESULTS

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\205307 - City of Oxnard GP\Air Quality Data\URBEMIS2007\Oxnard Existing.urb9

Project Name: Oxnard GP - Existing

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	55,298.60	7,235.55	157,536.18	464.43	24,629.68	23,707.74	9,470,381.62

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	55,298.60	7,235.55	157,536.18	464.43	24,629.68	23,707.74	9,470,381.62

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	274.24	3,648.36	2,226.24	0.04	6.80	6.72	4,532,963.27
Hearth	39,108.52	3,587.19	155,309.94	464.39	24,622.88	23,701.02	4,937,418.35
Landscaping - No Winter Emissions							
Consumer Products	12,746.49						
Architectural Coatings	3,169.35						
TOTALS (lbs/day, unmitigated)	55,298.60	7,235.55	157,536.18	464.43	24,629.68	23,707.74	9,470,381.62

Area Source Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\205307 - City of Oxnard GP\Air Quality Data\URBEMIS2007\Oxnard Existing.urb9

Project Name: Oxnard GP - Existing

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4,584.90	780.59	6,818.98	18.84	1,008.29	970.51	987,900.64

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	4,584.90	780.59	6,818.98	18.84	1,008.29	970.51	987,900.64

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	50.05	665.82	406.29	0.01	1.24	1.23	827,265.80
Hearth	1,619.88	114.27	6,353.75	18.83	1,006.89	969.12	160,555.57
Landscape	10.33	0.50	58.94	0.00	0.16	0.16	79.27
Consumer Products	2,326.23						
Architectural Coatings	578.41						
TOTALS (tons/year, unmitigated)	4,584.90	780.59	6,818.98	18.84	1,008.29	970.51	987,900.64

Area Source Changes to Defaults

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Urbemis 2007 Version 9.2.2

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\mxm\Desktop\205307 - City of Oxnard GP\Air Quality Data\URBEMIS2007\Oxnard 2030.urb9

Project Name: Oxnard GP - 2030

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	46,253.21	5,562.75	131,870.96	390.10	20,685.63	19,911.31	7,338,654.74

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	46,253.21	5,562.75	131,870.96	390.10	20,685.63	19,911.31	7,338,654.74

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	192.69	2,544.57	1,426.01	0.03	4.78	4.72	3,184,954.69
Hearth	32,847.02	3,018.18	130,444.95	390.07	20,680.85	19,906.59	4,153,700.05
Landscaping - No Winter Emissions							
Consumer Products	10,705.60						
Architectural Coatings	2,507.90						
TOTALS (lbs/day, unmitigated)	46,253.21	5,562.75	131,870.96	390.10	20,685.63	19,911.31	7,338,654.74

Area Source Changes to Defaults

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Urbemis 2007 Version 9.2.2

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\205307 - City of Oxnard GP\Air Quality Data\URBEMIS2007\Oxnard 2030.urb9

Project Name: Oxnard GP - 2030

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3,814.73	561.00	5,652.75	15.82	846.69	814.96	716,196.68

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	3,814.73	561.00	5,652.75	15.82	846.69	814.96	716,196.68

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	35.17	464.38	260.25	0.00	0.87	0.86	581,254.23
Hearth	1,358.25	95.98	5,336.43	15.82	845.67	813.95	134,851.82
Landscape	9.85	0.64	56.07	0.00	0.15	0.15	90.63
Consumer Products	1,953.77						
Architectural Coatings	457.69						
TOTALS (tons/year, unmitigated)	3,814.73	561.00	5,652.75	15.82	846.69	814.96	716,196.68

Area Source Changes to Defaults

SECTION 2 – EMFAC2007 MODEL RESULTS

Air Quality Analysis for Mobile Emissions
City of Oxnard On-Road Emissions - Year 2005

EMFAC2007 Emission Factors (g/mi)

35 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.124	0.139	0.203	0.783	0.797	2.308
NOx	0.271	0.429	0.965	10.77	9.574	0.99
CO	3.446	4.078	4.359	8.66	9.216	27.714
CO2	340.349	414.217	552.382	1358.35	1549.172	110.622
PM10	0.028	0.034	0.037	0.465	0.146	0.042

55 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.113	0.124	0.156	0.636	0.542	3.548
NOx	0.281	0.452	1.149	12.087	13.8	1.146
CO	3.122	3.688	4.178	7.726	9.32	58.821
CO2	341.613	415.643	555.847	1295.889	1554.492	97.261
PM10	0.027	0.032	0.036	0.441	0.12	0.058

65 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.145	0.159	0.184	0.834	0.572	5.803
NOx	0.317	0.526	1.45	14.308	21.434	1.227
CO	3.594	4.233	5.245	10.244	13.084	117.045
CO2	422.503	512.954	693.249	1371.212	1663.286	102.109
PM10	0.029	0.035	0.036	0.554	0.129	0.088

Paved Road lbs/VMT Entrained PM10
0.00147977

Year 2005
Total Daily VMT = 203,476

Trip Percentages by Category (from URBEMIS

Type	Percent	# VMT
LDA	49.00%	99703.24
LDT	32.60%	66333.18
MDT	9.50%	19330.22
HDT	4.10%	8342.516
BUS	1.30%	2645.188
MCY	3.50%	7121.66
Total	100.00%	203476

Emissions = Emission Factor x Miles/Day

Mobile Emissions for the Year 2005 - Assuming 35% @ 35mph, 45% @ 55mph, 20% @ 65mph

		ROG	NOx	CO	CO2	PM10
LDA	2005 emissions (grams/mile)	0.12325	0.2847	3.3298	357.3486	0.02775
	2005 emissions (pounds/mile)	2.72E-04	6.28E-04	7.34E-03	7.88E-01	1.54E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	99703.24	27.09	62.58	731.91	78547.28	153.64
		ROG	NOx	CO	CO2	PM10
LDT	2005 emissions (grams/mile)	0.13625	0.45875	3.9335	434.6061	0.0333
	2005 emissions (pounds/mile)	3.00E-04	1.01E-03	8.67E-03	9.58E-01	1.55E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	66333.18	19.92	67.09	575.23	63555.98	103.03
		ROG	NOx	CO	CO2	PM10
MDT	2005 emissions (grams/mile)	0.17805	1.1448	4.45475	582.11465	0.03635
	2005 emissions (pounds/mile)	3.93E-04	2.52E-03	9.82E-03	1.28E+00	1.56E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	19330.22	7.59	48.79	189.84	24807.05	30.15
		ROG	NOx	CO	CO2	PM10
HDT	2005 emissions (grams/mile)	0.72705	12.07025	8.5565	1332.81495	0.472
	2005 emissions (pounds/mile)	1.60E-03	2.66E-02	1.89E-02	2.94E+00	2.52E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	8342.516	13.37	221.99	157.37	24513.01	21.03
		ROG	NOx	CO	CO2	PM10
BUS	2005 emissions (grams/mile)	0.63725	13.8477	10.0364	1574.3888	0.1309
	2005 emissions (pounds/mile)	1.40E-03	3.05E-02	2.21E-02	3.47E+00	1.77E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	2645.188	3.72	80.75	58.53	9181.18	4.68
		ROG	NOx	CO	CO2	PM10
MCY	2005 emissions (grams/mile)	3.565	1.1076	59.57835	102.90695	0.0584
	2005 emissions (pounds/mile)	7.86E-03	2.44E-03	1.31E-01	2.27E-01	1.61E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	7121.66	55.97	17.39	935.40	1615.68	11.46

2005 - Operational Traffic Total Emissions (lbs/day)				
ROG	NOx	CO	CO2	PM10
128	499	2,648	202,220	324
2005 - Operational Traffic Total Emissions (tons/year)				
ROG	NOx	CO	CO2	PM10
23	91	483	33,480	59

* Note: CO2 in metric tons

Air Quality Analysis for Mobile Emissions
City of Oxnard On-Road Emissions - Year 2030

EMFAC2007 Emission Factors (g/mi)

35 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.007	0.014	0.023	0.156	0.46	1.774
NOx	0.031	0.063	0.142	1.51	4.976	0.833
CO	0.529	0.907	1.049	0.977	5.702	15.036
CO2	332.886	418.475	553.798	1415.252	1423.409	139.864
PM10	0.029	0.038	0.041	0.112	0.085	0.024

55 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.006	0.012	0.018	0.104	0.312	2.644
NOx	0.03	0.062	0.164	1.496	6.912	0.941
CO	0.398	0.684	0.807	1.008	5.774	25.824
CO2	334.227	420.035	557.207	1339.484	1428.505	171.264
PM10	0.028	0.036	0.038	0.125	0.071	0.031

65 mph	LDA	LDT	MDT	HDT	BUS	MCY
ROG	0.008	0.015	0.022	0.101	0.327	4.364
NOx	0.033	0.069	0.206	1.787	10.225	1.046
CO	0.352	0.608	0.75	1.234	8.108	47.588
CO2	413.501	519.719	697.597	1412.252	1532.736	235.526
PM10	0.03	0.04	0.042	0.144	0.076	0.044

Paved Road lbs/VMT Entrained PM10
0.00147977

Year 2030
Total Daily VMT = 268,290

Trip Percentages by Category (from URBEMIS defaults)

Type	Percent	# VMT
LDA	49.00%	131462.1
LDT	32.60%	87462.54
MDT	9.50%	25487.55
HDT	4.10%	10999.89
BUS	1.30%	3487.77
MCY	3.50%	9390.15
Total	100.00%	268290

Emissions = Emission Factor x Miles/Day

Mobile Emissions for the Year 2030 - Assuming 35% @ 35mph, 45% @ 55mph, 20% @ 65mph

		ROG	NOx	CO	CO2	PM10
LDA	2030 emissions (grams/mile)	0.00675	0.03095	0.43465	349.61245	0.02875
	2030 emissions (pounds/mile)	1.49E-05	6.82E-05	9.58E-04	7.71E-01	1.54E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	131462.1	1.96	8.97	125.97	101325.15	202.87
		ROG	NOx	CO	CO2	PM10
LDT	2030 emissions (grams/mile)	0.0133	0.06375	0.74685	439.4258	0.0375
	2030 emissions (pounds/mile)	2.93E-05	1.41E-04	1.65E-03	9.69E-01	1.56E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	87462.54	2.56	12.29	144.01	84730.05	136.66
		ROG	NOx	CO	CO2	PM10
MDT	2030 emissions (grams/mile)	0.02055	0.1647	0.8803	584.09185	0.03985
	2030 emissions (pounds/mile)	4.53E-05	3.63E-04	1.94E-03	1.29E+00	1.57E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	25487.55	1.15	9.25	49.46	32820.04	39.95
		ROG	NOx	CO	CO2	PM10
HDT	2030 emissions (grams/mile)	0.1216	1.5591	1.04235	1380.5564	0.12425
	2030 emissions (pounds/mile)	2.68E-04	3.44E-03	2.30E-03	3.04E+00	1.75E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	10999.89	2.95	37.81	25.28	33478.99	19.29
		ROG	NOx	CO	CO2	PM10
BUS	2030 emissions (grams/mile)	0.3668	6.897	6.2156	1447.5676	0.0769
	2030 emissions (pounds/mile)	8.09E-04	1.52E-02	1.37E-02	3.19E+00	1.65E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	3487.77	2.82	53.03	47.79	11130.55	5.75
		ROG	NOx	CO	CO2	PM10
MCY	2030 emissions (grams/mile)	2.6835	0.9242	26.401	173.1264	0.03115
	2030 emissions (pounds/mile)	5.92E-03	2.04E-03	5.82E-02	3.82E-01	1.55E-03
	VMT/Day	Mobile Emissions (lbs/day)				
	9390.15	55.55	19.13	546.54	3583.98	14.54

2030 - Operational Traffic Total Emissions (lbs/day)				
ROG	NOx	CO	CO2	PM10
67	140	939	267,069	419

2030 - Operational Traffic Total Emissions (tons/year)				
ROG	NOx	CO	CO2	PM10
12	26	171	44,216	76

* Note: CO2 in metric tons

Appendix F
Noise Model Results

ESA

APPENDIX F
Noise Model Results

Appendix F provides additional detail on all the roadways modeled for the noise analysis.

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

	Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq						
Roadway Segment[1]	**2005**	**2030 ALT A**	**Difference**	**Significance**	**2030 ALT B**	**Difference between 2030 Alt B and 2005**	**Significance**
C st north of 3rd	68	68	0	No	68	0	No
C st South of 3rd	69	68	-1	No	68	-1	No
3rd street East of C	67	67	0	No	67	0	No
3rd St West of C	65	65	0	No	65	0	No
c st north of 5th	68	68	0	No	68	0	No
c st south of 5th	68	68	0	No	68	0	No
5th east of c st	66	66	0	No	66	0	No
5th west of c st	67	67	0	No	67	0	No
c st north of pleasant valley	64	65	1	No	65	1	No
c st south of pleasant valley	62	61	-1	No	61	-1	No
pleasant valley east of c st	68	70	2	No	70	2	No
pleasant valley west of c st	68	69	1	No	69	1	No

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

	Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq						
Roadway Segment[1]	**2005**	**2030 ALT A**	**Difference**	**Significance**	**2030 ALT B**	**Difference between 2030 Alt B and 2005**	**Significance**
c st north of wooley	69	70	1	No	69	0	No
c st south of wooley	69	70	1	No	70	1	No
wooley east of c st	69	70	1	No	70	1	No
wooley west of c st	69	71	2	No	71	2	No
del norte north of us 101	66	70	4	Yes	70	4	Yes
del norte south of us 101	68	72	4	Yes	72	4	Yes
us 101 east of del norte	65	67	2	No	67	2	No
us 101 west of del norte	57	58	1	No	58	1	No
hobson north of wooley	67	70	3	Yes	67	0	No
hobson south of wooley	67	69	2	No	66	-1	No
wooley east of hobson	69	66	-3	No	71	2	No
wooley west of hobson	69	62	-7	No	70	1	No

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT A	Difference	Significance	2030 ALT B	Difference between 2030 Alt B and 2005	Significance
j st north of channel islands	65	64	-1	No	64	-1	No
j st south of channel islands	65	65	0	No	65	0	No
channel islands east of j st	70	70	0	No	70	0	No
channel islands west of j st	70	71	1	No	71	1	No
oxnard north of vineyard	73	71	-2	No	71	-2	No
oxnard south of vineyard	71	74	3	Yes	74	3	Yes
vineyard east of oxnard	72	72	0	No	72	0	No
vineyard west of oxnard	69	71	2	No	71	2	No
pacific north of wooley	63	64	1	No	63	0	No
pacific south of wooley	65	65	0	No	65	0	No
wooley east of pacific	67	70	3	Yes	70	3	Yes
wooley west of pacific	68	70	2	No	70	2	No

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

Roadway Segment[1]	Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq						
	2005	2030 ALT A	Difference	Significance	2030 ALT B	Difference between 2030 Alt B and 2005	Significance
rose north of auto center	70	70	0	No	70	0	No
rose south of auto center	72	72	0	No	72	0	No
auto center east of rose	70	71	1	No	71	1	No
auto center west of rose	65	67	2	No	67	2	No
rose north of wooley	72	73	1	No	73	1	No
rose south of wooley	71	73	2	No	73	2	No
wooley east of rose	67	71	4	Yes	71	4	Yes
wooley west of rose	69	71	2	No	71	2	No
ventura north of cahnnel islands	69	71	2	No	71	2	No
ventura south of channel islands	71	73	2	No	73	2	No
channel islands east oc ventura	70	70	0	No	70	0	No
channel islands west of ventura	71	72	1	No	72	1	No

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

	Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq						
Roadway Segment[1]	**2005**	**2030 ALT A**	**Difference**	**Significance**	**2030 ALT B**	**Difference between 2030 Alt B and 2005**	**Significance**
ventura north of gonzales	68	70	2	No	71	3	Yes
ventura south of gonzales	69	71	2	No	71	2	No
gonzales east of ventura	69	70	1	No	70	1	No
gonzales west of ventura	68	70	2	No	70	2	No
ventura north of teal club	70	72	2	No	72	2	No
ventura south of teal club	70	72	2	No	72	2	No
teal club east of ventura	62	63	1	No	63	1	No
teal club west of ventura	60	60	0	No	60	0	No
victoria north of wooley	71	72	1	No	71	0	No
victoria south of wooley	71	72	1	No	71	0	No
wooley east of victoria	65	68	3	Yes	71	6	Yes
wooley west of victoria	62	62	0	No	71	9	Yes

EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT A	Difference	Significance	2030 ALT B	Difference between 2030 Alt B and 2005	Significance

1 Noise levels were determined using FHWA Traffic NoisePrediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A., 1978).

2 As described in Table 11-6, traffic noise is considered significant if the incremental increase in noise is greater than 5 dBA L_{eq} in a noise environment of 60 dBA CNEL or less, an increase of 3 dBA L_{eq} in a noise environment greater than 60 dBA CNEL, or an increase of 1.5 dBA L_{eq} in a noise environment greater than 65 dBA CNEL.

Source: ESA, 2009

TABLE
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT C	Difference	Significance	2030 No Project	Difference between 2030 No Project and 2005	Significance
C st north of 3rd	68	67	1	No	68	0	No
C st South of 3rd	69	66	-3	No	68	-1	No
3rd street East of C	67	68	1	No	67	0	No
3rd St West of C	65	65	0	No	65	0	No
c st north of 5th	68	66	-2	No	68	0	No
c st south of 5th	68	66	-2	No	68	0	No
5th east of c st	66	66	0	No	66	0	No
5th west of c st	67	66	-1	No	67	0	No

TABLE
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT C	Difference	Significance	2030 No Project	Difference between 2030 No Project and 2005	Significance
c st north of pleasant valley	64	64	0	No	65	1	No
c st south of pleasant valley	62	59	-3	No	61	-1	No
pleasant valley east of c st	68	70	2	No	69	1	No
pleasant valley west of c st	68	70	2	No	69	1	No
c st north of wooley	69	67	-2	No	69	0	No
c st south of wooley	69	68	-1	No	70	1	No
wooley east of c st	69	70	1	No	70	1	No
wooley west of c st	69	71	2	No	71	2	No
del norte north of us 101	66	70	4	Yes	70	4	Yes
del norte south of us 101	68	70	2	No	72	4	Yes
us 101 east of del norte	65	61	-4	No	67	2	No
us 101 west of del norte	57	60	3	Yes	58	1	No

TABLE
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT C	Difference	Significance	2030 No Project	Difference between 2030 No Project and 2005	Significance
hobson north of wooley	67	66	-1	No	67	0	No
hobson south of wooley	67	65	-2	No	66	-1	No
wooley east of hobson	69	71	2	No	71	2	No
wooley west of hobson	69	70	1	No	70	1	No
j st north of channel islands	65	64	-1	No	64	-1	No
j st south of channel islands	65	62	-3	No	65	0	No
channel islands east of j st	70	71	1	No	70	0	No
channel islands west of j st	70	71	1	No	71	1	No
oxnard north of vineyard	73	71	-2	No	71	-2	No
oxnard south of vineyard	71	73	2	No	74	3	Yes
vineyard east of oxnard	72	72	0	No	72	0	No
vineyard west of oxnard	69	70	1	No	70	1	No

TABLE
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT C	Difference	Significance	2030 No Project	Difference between 2030 No Project and 2005	Significance
pacific north of wooley	63	64	1	No	65	2	No
pacific south of wooley	65	64	-1	No	66	1	No
wooley east of pacific	67	70	3	Yes	69	2	No
wooley west of pacific	68	70	2	No	70	2	No
rose north of auto center	70	71	0	No	69	-1	No
rose south of auto center	72	72	0	No	72	0	No
auto center east of rose	70	67	-3	No	71	1	No
auto center west of rose	65	65	0	No	67	2	No
rose north of wooley	72	72	0	No	73	1	No
rose south of wooley	71	72	1	No	72	1	No
wooley east of rose	67	71	4	Yes	70	3	No
wooley west of rose	69	71	2	No	70	1	No

TABLE
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY

Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq

Roadway Segment[1]	2005	2030 ALT C	Difference	Significance	2030 No Project	Difference between 2030 No Project and 2005	Significance
ventura north of cahnnel islands	69	70	1	No	71	2	No
ventura south of channel islands	71	72	1	No	72	1	No
channel islands east oc ventura	70	70	0	No	70	0	No
channel islands west of ventura	71	72	1	No	71	0	No
ventura north of gonzales	68	71	3	Yes	73	5	Yes
ventura south of gonzales	69	71	2	No	73	4	Yes
gonzales east of ventura	69	69	0	No	70	1	No
gonzales west of ventura	68	70	2	No	65	-3	No
ventura north of teal club	70	71	1	No	73	3	Yes
ventura south of teal club	70	71	1	No	73	3	Yes
teal club east of ventura	62	65	3	Yes	61	-1	No
teal club west of ventura	60	63	3	Yes	55	-5	No

TABLE
EXISTING AND PROJECTED AVERAGE DAILY TRAFFIC NOISE LEVELS
ALONG ROADWAYS IN THE PROJECT VICINITY

Roadway Segment[1]	Weekday Peak-Hour Noise Level, 100 ft from centerline, dBA, Leq						
	2005	2030 ALT C	Difference	Significance	2030 No Project	Difference between 2030 No Project and 2005	Significance
victoria north of wooley	71	73	2	No	71	0	No
victoria south of wooley	71	72	1	No	71	0	No
wooley east of victoria	65	68	3	Yes	65	0	No
wooley west of victoria	62	67	3	Yes	62	0	No

1 Noise levels were determined using FHWA Traffic NoisePrediction Model (FHWA RD-77-108) (Barry, T.M. and Regan, J.A., 1978).

2 As described in Table 11-6, traffic noise is considered significant if the incremental increase in noise is greater than 5 dBA L_{eq} in a noise environment of 60 dBA CNEL or less, an increase of 3 dBA L_{eq} in a noise environment greater than 60 dBA CNEL, or an increase of 1.5 dBA L_{eq} in a noise environment greater than 65 dBA CNEL.

Source: ESA, 2009