

Draft Background Report

City of Oxnard General Plan



April 2006

DRAFT

City of Oxnard

Background Report

prepared by



in association with

**ESA
UCSB
URS**

April 2006

Please see the next page.



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1. Introduction

1.1 What is a General Plan?

Every city and county 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, infrastructure, public services, and resource conservation. All specific plans, subdivisions, public works projects, and zoning decisions made by the City must be consistent with the General Plan. The current program is designed to update the City's 1990 General Plan to the year 2030. The Oxnard General Plan update program will accomplish the following:

- Provide the public opportunities for meaningful participation in the planning and decision-making process;
- Provide a description of current conditions and trends shaping the City of Oxnard;
- Identify planning issues, opportunities, and challenges that should be addressed in the General Plan;
- Explore land use and policy alternatives;
- 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
- Provides a vision and framework for the future growth of the City.

A general plan typically has three defining features:

General. As the name implies, a general plan provides general guidance that will be used to direct future land use and resource decisions.

Comprehensive. A general plan covers a wide range of social, economic, infrastructure, and natural resource factors. These include topics such as land use, housing, circulation, utilities, public services, recreation, agriculture, biological resources, and many other topics.

Long-range. General plans provide guidance on reaching a future envisioned 20 or more years in the future (this General Plan update will look out 25 years to the year 2030). To reach this envisioned future, the General Plan will include policies and actions that address both immediate and long-term needs.

1.2 What is Covered in the General Plan?

The City of Oxnard General Plan is organized into the following five major topic areas, called “elements.”

Community Development. This element covers land use types, distribution, and intensity; population and building density; existing specific plans; public land ownership; and future growth areas. This element also provides a land use diagram that directs future land uses within the Planning Area. The focus of this element is the future growth and physical development of the community.

Infrastructure and Community Services. This element provides guidance on the movement of people and goods in and through the City, the adequacy of existing public facilities, and plans and measures for preserving and enhancing open space and recreational opportunities. This element also addresses all modes of travel (e.g. vehicular, transit, rail, pedestrian), utilities (e.g. water, wastewater, storm drainage, solid waste), and public facilities and services (e.g. fire, police, education, civic institutions, libraries, human services, government).

Environmental Resources. This element addresses the conservation, development, and use of natural resources. This element also explores the managed production of resources, significant buildings and historic sites, water resources, and biological resources. Agricultural resources are examined in conjunction with the SOAR (“Save Open Space and Agricultural Resources”) programs and Williamson Act policies.

Safety and Hazards. This element addresses a number of public safety issues, including seismic and geologic hazards (e.g. landslides); flooding, tsunami, and other marine hazards; hazardous materials and wastes, terrorism, and transportation related hazards. The safety and hazards element consolidates several State-mandated elements including land use, conservation, and open space.

Military Land Use Compatibility. This element demonstrates the City’s support for military installations in proximity to the planning area. The background document also examines the impact of these installations on the City and discusses land use compatibility.

In addition to these elements, relevant information on the following topic areas is examined in the background document: demographics and economic conditions (Chapter 2). Information collected from these areas provides the foundation for the General Plan elements presented above and is incorporated as appropriate.

1.3 Using the General Plan

The five component documents comprising the Oxnard General Plan are described below.

Background Report. This report provides a detailed description of conditions, as of 2005, within the City during the development of the General Plan.

Map Atlas. This document provides a summary graphic version of the Background Report with maps, charts, and photographs.

Issues and Alternatives Report. This report discusses the major planning issues facing the City and alternative approaches to address these issues. The report distills the input of the public, City Council, Planning Commission, and City staff.

Goals and Policies Report. This report is the essence of the General Plan. It contains the goals and policies that guide future decisions within the City. It also identifies implementation measures that would execute the goals and policies.

Environmental Impact Report (EIR). The Environmental Impact Report (EIR) prepared for the General Plan meets the requirements of the California Environmental Quality Act (CEQA). The EIR is used during the process of finalizing the General Plan in order to understand the potential environmental implications associated with the implementation of the General Plan update.

1.4 Regional Setting

Located 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara, the City of Oxnard is situated along a beautiful stretch of the Pacific coastline as presented in Figure 1-1. 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. Its Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain.

Bordered by the mountains and the Pacific Ocean, Ventura County provides a seaside environment with expansive mountain views. Oxnard incorporates both of these attributes through the maintenance of a pattern of urban development clustered in a compact urban core surrounded by agriculture. Agricultural areas to the northwest and east of the City are protected by the Oxnard-Camarillo and Oxnard-Ventura Greenbelt Agreements. Adopted by the Cities of Oxnard, Camarillo and Ventura County, these agreements preserve the existing agricultural zoning. Under these agreements, cities commit not to annex any property within a greenbelt while the County Board of Supervisors agrees to restrict development to uses consistent with existing zoning. In addition to the greenbelt agreements, agriculture and open space is also protected under Oxnard's adopted SOAR (Save Open Space and Agricultural Resources) initiative which established an urban growth boundary around the City. This initiative, described in more detail in subsequent sections, limits urban growth to a defined area until the year 2020.

1.5 City of Oxnard Overview

In the development of the General Plan, a number of formal and informal jurisdictional areas and boundaries are used to describe the City and surrounding areas. These areas are illustrated in Figure 1-2.

- **Airport Sphere of Influence.** The Airport Sphere of Influence provides a designated area for the coordination and review of land use proposals which may affect or be affected by the operations of the Oxnard Airport. All proposed new development projects in this area are referred to the Oxnard Airport Authority for review and approval. Proposed changes to Oxnard's general plan, zoning, or development regulations that may affect property within the Airport Sphere of Influence are referred to the Ventura County Land Use Commission.
- **Area of Interest.** The Area of Interest adopted by the Ventura County Local Agency Formation Commission (LAFCO) defines major geographic areas reflective of the community and planning identity of the City of Oxnard. Typically, only one incorporated city is permitted within each Area of Interest. Development proposals in the unincorporated areas of the Oxnard Area of Interest are referred by Ventura County to the City of Oxnard for review.
- **City Limits.** The City of Oxnard has direct land use jurisdiction over the area within the incorporated city limits.

Figure 1-1 Regional Context

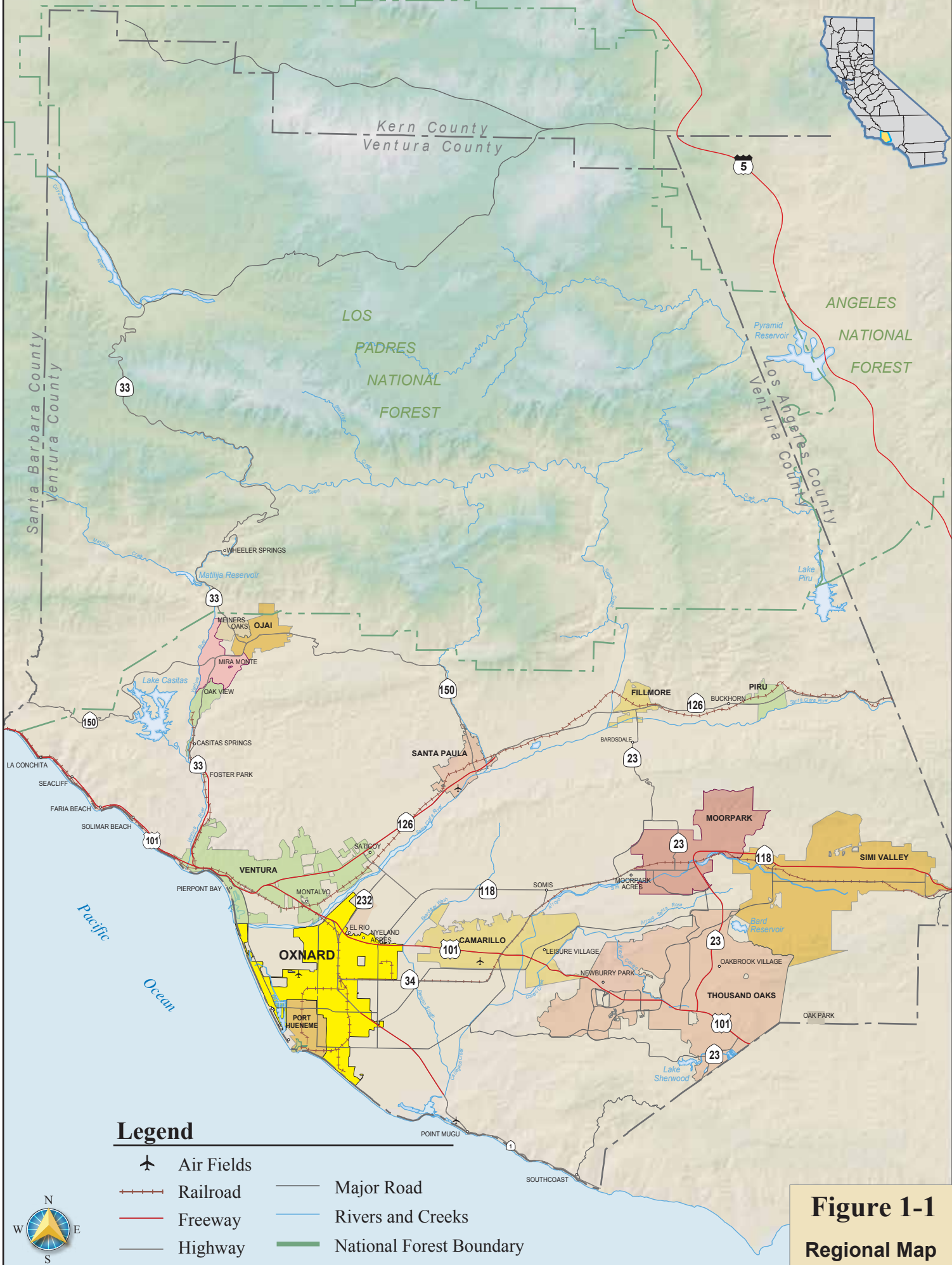
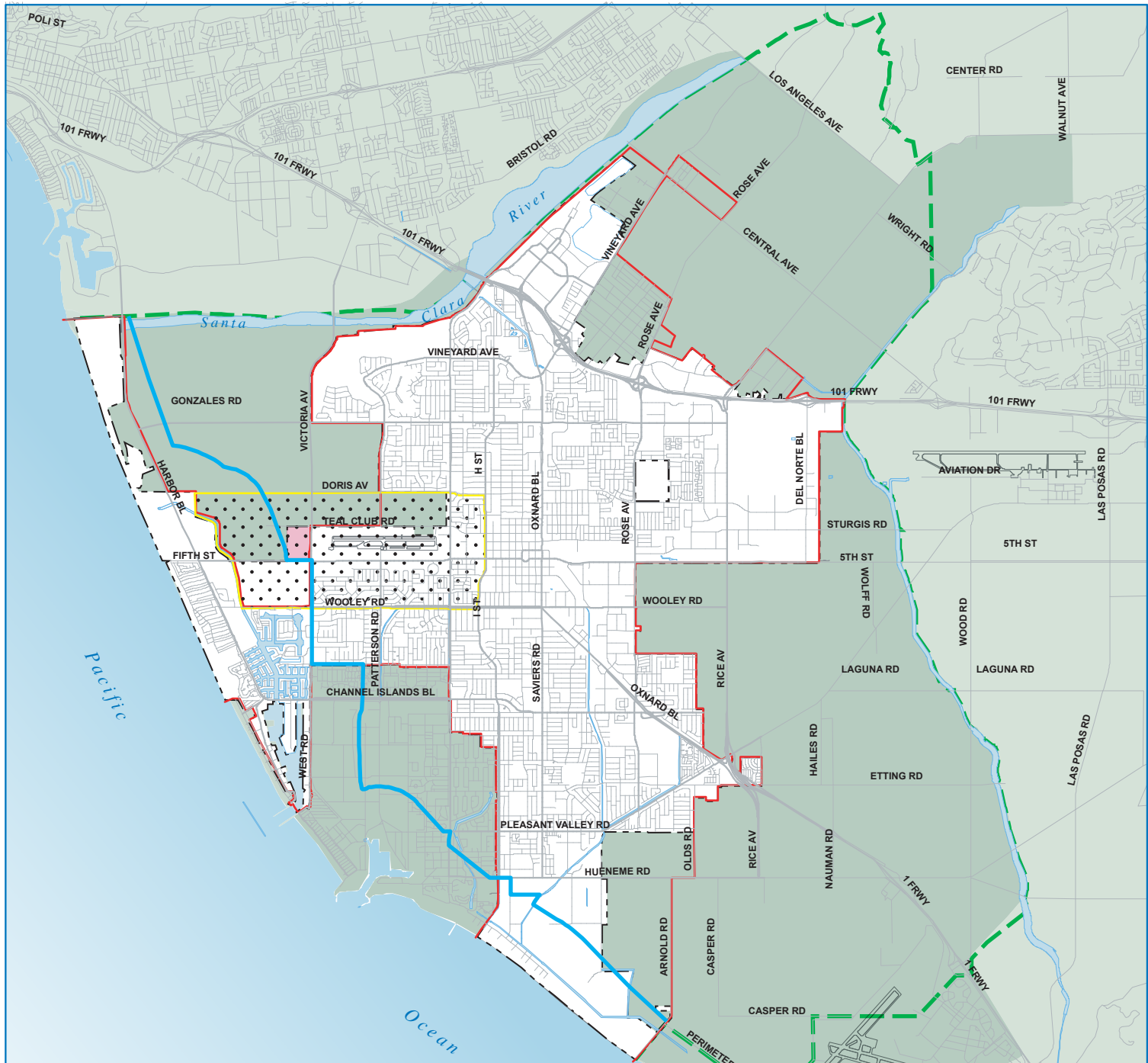


Figure 1-1
Regional Map

(Back of Figure 1-1)

Figure 1-2 Jurisdictional Areas Map



Legend








-  **Oxnard City Limits**
Area 26.9 sq.mi. (Dec. 2004)
Population 188,849 (DOF Jan. 2005)
-  **Oxnard Sphere of Influence**
Adopted by LAFCO 6-8-83, Revised 6-00
(29.867 sq. miles)
-  Coastal Zone Boundary
-  Oxnard Area of Interest Boundary
-  Oxnard Planning Area Boundary
-  Oxnard Airport Sphere of Influence
-  City Urban Restriction Boundary
(Shown where *not* coterminous with Sphere of Influence)



Figure 1-2
Jurisdictional Map

(Back of Figure 1-2)

- **City Urban Growth Boundary and City Buffer Boundary.** In 1998, the voters of the City of Oxnard adopted the SOAR initiative establishing the City Urban Growth Boundary (CURB). The CURB defines the urban development boundary for the City of Oxnard until December 31, 2020 at which time the voters can determine whether the program should be extended, modified or expired. This initiative also established a City Buffer Boundary (CBB) which lies outside of the CURB line and is coterminous with the Oxnard Area of Interest. Generally, any significant change to the CURB line or an agricultural land use designation within the CBB requires approval of Oxnard voters.
- **Coastal Zone.** Established by the 1976 Coastal Act, the boundary of the coastal zone generally extends 1,000 yards inland from the Pacific Ocean. In Oxnard, the Zone includes the Channel Islands Harbor, the Edison Canal, and channels associated with inland waterway development (“Mandalay Bay”). Land uses in the Oxnard Coastal Zone are governed by a separate Coastal Land Use Plan (CLUP) and zoning regulations adopted pursuant to the California Coastal Act and certified by the California Coastal Commission.
- **Planning Area.** Established by the City of Oxnard and Ventura County, the planning area includes the incorporated and unincorporated areas beyond the City’s current sphere of influence to include the Point Mugu Naval Air Station (NAS). Areas included within the Planning Area include those areas the City currently or expects to influence in the foreseeable future. This area serves as the primary study area for the General Plan and is also referred to within this document as the General Plan Planning Area or Oxnard Planning Area.
- **Sphere of Influence.** The Sphere of Influence encompasses the probable future boundaries and service area of the City, as determined by the Ventura County LAFCO.
- **Unincorporated Areas.** An unincorporated area refers to land outside city limits that is the responsibility of Ventura County.

1.5.1. History

The earliest residents of the region were the Chumash Indians, known for their well constructed canoes and fine basket work. European presence began in 1542 when Portuguese explorer Juan Rodriguez Cabrillo sailed into Point Mugu lagoon and described the area as “the land of everlasting summers.” After a number of Spanish explorations, Mission San Buenaventura was established as a midway point between the San Diego and Monterey Missions in 1782. The El Camino Real was the only road

connecting the missions to existing urban areas. Pueblos and ranchos soon sprang up around the Mission and along the roadway within the area now known as the City of Ventura.

With the addition of State of California to the Union in 1850, immigrants flocked to the west coast from the eastern states and Europe. Agriculture quickly became the dominant industry, with lima beans and barley dominantly the crops produced. Achille and Henry Levy were thus inspired to open an agricultural brokerage business in 1882, and finally a bank, which provided encouragement and financial assistance to farmers.

In 1897, ranchers Albert Maulhardt and Johannes Borchard determined sugar beets would be a profitable crop and invited Henry Oxnard to construct a local factory to process the harvests. Encouraged by a pledge of 18,000 acres of sugar beets from local farmers, Oxnard and his three brothers built a factory in the fertile Oxnard Plain. With the development of the factory, the Southern Pacific Railroad constructed a spur to the factory site to transport the processed beets.

Prior to the development of the sugar beet industry, Thomas Bard constructed a wharf to serve as a port for the shipping of supplies and agricultural products grown and produced in the rich agricultural area of the Oxnard Plain. Taking advantage of the deep, submarine Hueneme Canyon, a 1,500-foot wharf was constructed in 1872 to transfer lighter goods from the coast to off-shore ships.

A town quickly developed in close proximity to the Oxnard beet factory to provide services for the factory and its workers. The Oxnard Improvement Company was created in 1898 to design the town site, focused around a town square called "the Plaza" (presently Plaza Park). Businesses and residences were constructed around the town square, with schools and churches following almost as rapidly. Incorporated in 1903, the City of Oxnard took its name from the Oxnard brothers who founded the local sugar beet factory.

Diversification of the agricultural base of the City occurred in conjunction with the arrival of Chinese, Japanese, and Mexican workers attracted to the area by the numerous job opportunities. Major crops of the day included beans, beets, and barley, and businesses in town expanded to include general merchandise, restaurants, laundries, saloons, and banks. By the early 1920's, lemons outstripped lima beans and sugar beets as the number one crop.

With the establishment of military bases at Port Hueneme and Point Mugu, coupled with the rise of electronic, aerospace, and other manufacturing, Oxnard experienced its greatest period of growth during World War II. In more recent years, the attraction of Oxnard's coastal location led to the development of tourism as a significant industry. Oxnard is now the largest city in Ventura County and lies in the center of 180 square miles of some of the richest agricultural land in the State.

1.5.2. Overview of City and County Demographics

Table 1-1 provides a brief overview of the demographics for the City of Oxnard and Ventura County. According to 2005 population estimates, the City of Oxnard is the 20th most populous city within California with a total population of 188,849. The density of Oxnard's urban core is reflected in the City's population density of over 7,000 persons per square mile, vastly exceeding the County's density of 434 persons per square mile. It should be noted that almost 50% of Ventura County's land area is within the Los Padres National Forest, significantly affecting average the average population per acre. Demographics for the City of Oxnard are discussed in detail in Chapter 2.

Table 1-1 1990-2005 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
2005 Population (estimate)	188,849	813,052
Percentage Population Growth (1990-2005)	32.79%	21.53%
Land (Square Miles)	26.9	1,873
Population Density per Sq. Mile (2005)	7,020	434

Source: 1990 and 2000 US Census, Department of Finance, E-1 City/County Population Estimates, 2005

1.6 Organization of the Background Report

This report is organized into eight chapters, as follows:

Chapter 1, Introduction. This chapter provides an introduction to the Background Report with a description of how to use the General Plan documents and a brief overview of the City of Oxnard's regional setting, history, and demographics.

Chapter 2, Demographics. This chapter describes the population, demographics, and fiscal conditions that exist within the planning area.

- Demographics (2.2)
- Housing (2.3)
- Fiscal Conditions (2.4)
- Labor Trends (2.5)
- Cost and Services Standards (2.6)
- Population Projections and Change Areas (2.7)

Chapter 3, Community Development. This chapter provides an overview of the existing land uses, land use regulations, and economic and community development strategies employed by the City. These topics are presented in the following sections:

- Land Use (3.2)
- Urban Design – Community Identity (3.3)
- Growth Management (3.4)
- Economic Development (3.5)

Chapter 4, Infrastructure and Community Services. This chapter covers the existing infrastructure capabilities and services, and their ability to serve the future needs of the City. This chapter includes the following topics:

- Circulation, Traffic, and Transportation (4.2)
- Utilities (4.3)
- Public Facilities and Services (4.4)
- Parks and Recreation (4.5)

Chapter 5, Environmental Resources. This chapter addresses the natural and man-made resources within the City and is divided into the following sections:

- Biological Resources (5.2)
- Energy Conservation (5.3)

Chapter 6, Safety and Hazards. This chapter discusses existing conditions as they relate to the health and safety of the community. The topics discussed include both natural and man-made hazards and are divided into the following sections:

- Geologic, Seismic, and Soil Hazards (6.2)
- Natural Hazards (6.3)
- Noise (6.4)
- Hazardous Materials and Uses (6.5)
- Transportation Hazards (6.6)

Chapter 7, Acronyms. This chapter provides a comprehensive listing of all acronyms used within the Background Report.

Chapter 8, References. This chapter provides a listing of the reference materials consulted during the preparation of the Background Report.

Please see next page.



2. Demographics, Housing, and Economics

2.1 Introduction

Housing costs, out-migration, higher housing production, and demographics are influencing Oxnard's population, housing, and economic change dynamics. People moving into new housing from outside the City are likely to be older than existing residents and have smaller households. New residents also tend to be wealthier and more educated than typical existing residents. Simple population projections (high and low scenarios based on assumptions about the pace of new home-building) imply that Oxnard's 2030 population will be somewhere between 240,000 to 260,000. This estimate is lower than a "market trend" forecast that suggests a 2030 population of 285,000.

Housing costs, out-migration, higher housing production, and demographics are influencing Oxnard's population, housing, and economic change dynamics.

Oxnard's recent real estate market trends benefit the City's finances. The increases in property values have boosted property tax receipts to the City in a dramatic fashion. Oxnard is in good financial health despite recurring fiscal crises at the State level and in many local communities. Oxnard's per-capita taxable sales and retail sales are near the Ventura County-wide average. Oxnard could potentially improve their per-capita taxable sales through retail and tourist development. This would further benefit the City's financial position.

This chapter covers demographics, housing, and economics. The demographics section includes descriptions of the City's current population as well as trends that are impacting future population change. Housing and real estate development and their inter-action with population change are discussed. The economic section includes a description of the labor market, the City's financial situation, and Cost and Services Standards (the ability of the City to provide services to their residents). The remainder of the section is as follows:

- Local and National Demographic Trends (2.2)
- Oxnard's Population Change (2.3)
- Oxnard's 2000 Census Profile (2.4)
- Housing (2.5)
- Population Projections and Growth (2.6)
- Fiscal Conditions (2.7)
- Labor Trends (2.8)
- Jobs (2.9)
- Cost and Service Standards (2.10)

2.2 Local and National Demographic Trends

Demographics is the statistical characterization of human populations in a given geographic area. A community's future is largely a function of what populations are currently in the community, and what population-related 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 run. Oxnard has some population characteristics that are different from both other Ventura County cities and between different areas of the city. This chapter collects and summarizes information about Oxnard's demographic and related housing trends, and then presents projections to 2030 for planning purposes. The analysis includes the county, region, state, and nation in order to set the context as Oxnard is part of and responds to market and demographic forces from far outside its borders, to various extents.

National

As of January 1, 2006, the U.S. population is just under 298 million, and is projected by the Census Bureau to reach 363,600 by 2030, an increase of roughly 2.6 million persons each year. The United Nations projects the 2030 U.S. population at 360,894,000 (see Table 2-1). Most of the Nation's increase is driven by immigration and/or the relatively higher birth rates of children of immigrants. The Population Reference Bureau states:

The volume of legal migration has fluctuated since the 1930s. Immigration has accounted for an increasing portion of population growth as American women began having fewer children. Today one-third of the U.S. population growth is from net migration. The U.S. Census Bureau projects that the U.S. population will reach 403,687,000 by 2050. Of this projected growth, 36 percent may result from immigration, with 46,691,756 new immigrants being added in the next 50 years. <http://www.prb.org/Content/NavigationMenu/PRB/Educators/Human_Population/Migration2/Migration1.htm>

Table 2-1 United States Population Projections, 2000 to 2030

Year	Census Bureau	United Nations
2010	308,936,000	312,253,000
2020	335,584,000	338,427,000
2030	363,584,000	360,894,000

Source: UN 2004 Revised Population Database, Census Bureau Interim Projections, March 2004

California

California is the Nation's most populous state, with just over 37 million residents as of July, 2005, according to the State Department of Finance (DOF), or a 1:12 ratio to the national population. Both the Census Bureau and the DOF regularly prepare detailed population projections. The Census Bureau's Interim 2030 state projection for California is shown in Table 2-2 (along with Texas and New York) that shows the 1:12 ratio continuing to 2030.

Table 2-2 2030 Population Projection, California and the United States

	Census 2000 Population	2030 Projection
United States	281,421,906	363,584,435
California	33,871,648	46,444,861
Ratio California: United States	1:12.0	1:12.7

Source: <<http://www.census.gov/population/projections/PressTab1.xls>>UN 2004 Revised Population Database, Census Bureau Interim Projections, March 2004

DOF's 2030 projected State population of 48,110,671 is 1.66 million higher than the Census Bureau's projection of 46,444,861. This difference of 3.5% is largely due to different birth rate and migration assumptions. State population growth is a combination of natural increase of our current population migration from other states, and international migration. These components of change are discussed in detail in a subsequent section. The point is that just as the nation will continue to grow into the foreseeable future, so too will California.

Ventura County

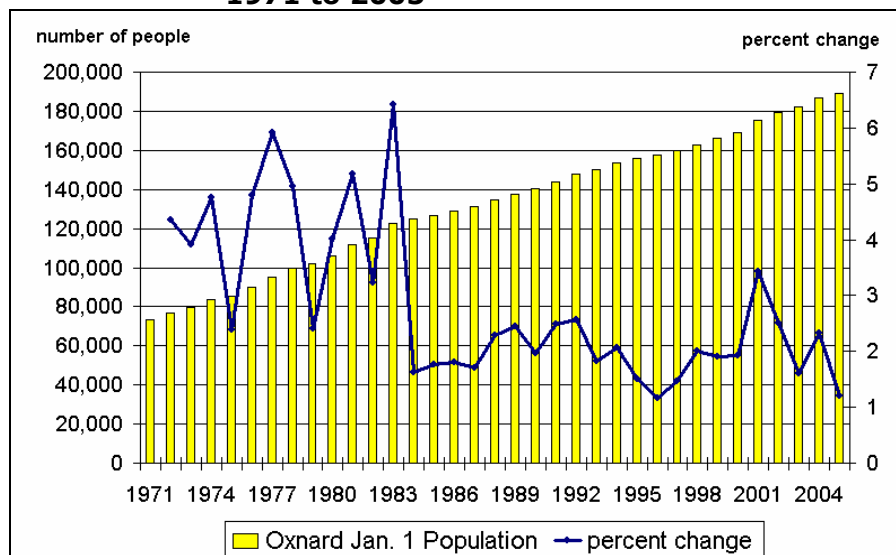
DOF also regularly prepares population projections for the State's 57 counties. The DOF starts with a State projection and then allocates growth to the counties utilizing a complex methodology that takes into account county to county migration revealed by changes in school, motor vehicle, and income tax administrative databases. This "top-down" projection for Ventura County for 2030 is 982,794. The DOF projection differs from that prepared by the Southern California Association of Governments (SCAG), the regional transportation planning agency that includes Ventura County

and Oxnard, that is more a “bottom up” approach that relies more on local land use plans and actual housing production. The SCAG 2030 “Local Input for the 2004 Regional Transportation Plan” (RTP) growth forecast for the county is 966,900, about 16,000 less than the DOF (about 1.6% difference). The SCAG projection does respect the various growth control measures in place in Ventura County and uses somewhat robust assumptions regarding higher density infill development. Using 975,000 as the average of the DOF and SCAG 2030 projections, and based on the DOF’s 2005 County population estimate of 813,000, the county is projected to grow by 162,000 in 25 years (a 20% increase), or roughly 6,500 persons per year. The next question is, “If this growth occurs, what share of growth would be anticipated for Oxnard?”

City Of Oxnard

SCAG prepares projections for cities as part of its regular update of the regional transportation plan (RTP). The current RTP (2004) projects a 2030 Oxnard population of 242,500. Using the DOF’s 2005 city population estimate of 188,849, the city’s population would increase by 53,651 over 25 years, or roughly 2,100 people per year. This is about 56% of the annual average city population increase between 2000 and 2005, which was 3,700 people per year, and generally represents a slower growth rate compared to most of the City’s history, especially during the 1970’s up to about 1985 (see Figure 2-1).

Figure 2-1 Oxnard Population and Percentage Change 1971 to 2005



Note: SCAG is preparing another round of population, housing, and jobs projections to the year 2035 for the 2008 RTP which should be available in summer, 2006. And, DOF will release the 2006 city population and housing estimate in May, 2006.

Source: SCAG, 2004

This projected slower growth rate is, in part, due to assumptions regarding smaller households and lower birth rates compared to the 1980's and 1990's, as well as the amount of expected new housing. In addition, there is evidence that the City's population was undercounted in both the 1980 and 1990 censuses, and then had a much better census count in 2000. The improved census count would have 'added' population that was, in reality, already here, and creating a somewhat misleading 1990 to 2000 population increase.

The SCAG projection does not necessarily translate to inevitable growth nor desired policy. The American Planning Association (APA) and the International City Managers Association (ICMA) jointly publish *The Practice of Local Government Planning* (known as "The Green Book") which serves as the source for best-practices in the planning profession. The current Third Edition states in several places that population projections should not be immediately considered a planning goal.

When planners project existing population...they do not mean to say that trend is destiny but that if the future turns out like the past, the community will likely have a population that matches the projected value (p. 34).

When using the standard methods of population projection...resist the temptation to assume that these results describe the most probable future (the truth) or the most desirable one (the ideal) (p. 82).

The uncertainty of projections increases (1) the further in time that the projections are extended and (2) the smaller the size of the subareas for which the projections are constructed (p. 83).

Clearly, the SCAG 2030 projection for the City of Oxnard should not be considered a "mandatory" or "inevitable" future population that Oxnard must plan to accommodate. The SCAG projection is a small area projection and subject to increasing error the further the date from the base year, 2005. The 20-year error estimate is 14 percent, according to SCAG's Marc, 2006 memorandum on baseline forecasts for the 1008 RTP. It is a guide that roughly shows where Oxnard would be in 25 years under a cluster of demographic and development assumptions that are largely continuations of recent large-scale developments on former agricultural land. Gaining a better understanding of the demographic trends aids us in understanding what amount of growth and population change is inevitable (i.e. already set in motion by the people already here and very unlikely to change), and what growth and proportion of Oxnard's future population can be influenced by the General Plan update. The next sections focus on several key demographic trends.

Growing Diversity

The Nation's population is growing more diverse, and aging. The Census Bureau projects that of the 81.5 million people anticipated to be added to the Nation between 2000 and 2030, 58% would be Non-Whites. In 2030, Hispanics (of all races) would account for 46% of the change between 2000 and 2030. The resulting 2030 National population would be about 25% Non-White and 20% Hispanic.

Table 2-3 shows the large percentage increases of the over age 65 population beginning in 2010. This is a Baby-boom generation that is large and expected to live longer and in better health than any previous generation.

Table 2-3 Change in U.S. Population by Age, 2000 to 2030

Age	2000-2010	2010-2020	2020-2030
	----- Percent Change -----		
Total	9.5	8.7	8.3
0-4	11.5	7.0	5.8
5-19	0.8	6.7	7.4
20-44	0.4	4.0	5.6
45-64	29.7	3.3	-1.6
65-84	10.8	38.8	30.6
85+	43.5	18.7	32.1

Note: *DOF projections to 2030 by ethnicity are summarized in Table 2-5 showing that, in the year 2030, Ventura County would have a relatively higher percentage of Hispanics than the State or the SCAG region (Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties).*

Source: *U.S. Census Bureau, 2004, "U.S. Interim Projections by Age, Sex, Race, and Hispanic Origin," Internet Release Date: March 18, 2004*

Table 2-4 Projected Ethnic Profile, California, SCAG Region, Ventura County, 2030

	State of California		SCAG Region		Ventura County	
White	14,182,100	29.5%	4,990,666	22.9%	204,453	20.8%
Hispanic	22,520,629	46.8%	12,235,508	56.1%	564,076	57.4%
Asian	6,158,956	12.8%	2,386,215	10.9%	143,981	14.7%
Pacific Islander	210,409	0.4%	74,952	0.3%	4,705	0.5%
Black	3,192,662	6.6%	1,540,298	7.1%	11,758	1.2%
American Indian	815,054	1.7%	210,136	1.0%	32,417	3.3%
Multirace	1,030,861	2.1%	389,814	1.8%	21,404	2.2%
TOTAL	48,110,671		21,827,589		982,794	

Source: *Department of Finance, P3 Population Projections by Race / Ethnicity, Gender and Age for California and Its Counties 2000-2050*

In a manner similar to the national age profile, California's age profile will also increasingly skew towards the over Age 65 population. The May 2004 DOF projections for Ventura County show 150% to 200% increases in the over Age 65 population groups by 2030, compared to 2000.

Oxnard is already a diverse city in terms of race and Hispanic Origin, as shown in Table 2-4, and will remain diverse given that California, the region, and Ventura County are all trending towards greater diversity. City diversity information is presented in the Census 2000 section.

2.3 Oxnard's Population Change

There are many reasons why a community's population changes over time. The basic formula is that the future population is a function of migration and natural increase. Each of these components is explained in more detail below.

Migration

Migration is the physical movement of people from one location to another, usually on a permanent basis although seasonal migration plays a somewhat important role in Oxnard.

People move within the City, usually to change their living or financial status, such as moving to a larger home or buying a home for investment reasons. Generally, intra-city migration is not of great concern for the General Plan and is hard to track and project. Residents who 'move up' to newly developed housing and residents who move into nursing homes free up older housing that is usually less expensive.

People move to and from Oxnard to other communities within Ventura County, elsewhere in California, and other states. This domestic migration is regularly measured by the State DOF and Census Bureau and accounted for in state and county projections, although domestic migration can be highly influenced by economic factors (See Figure 2-2). The other component of migration is international (foreign), both documented (legal) and undocumented (generally illegal, but not necessarily). Documented immigration data is from the U. S. Department of Homeland Security while estimates of undocumented immigration are made by various organizations and can vary. Most foreign immigration is into the Oxnard area. Census 2000 shows that 37% of Oxnard residents were born in a foreign country, and 14% were born in another state.

Ventura County's agricultural commissioner estimates that 17,000 to 24,000 immigrant workers come to the County each year at peak growing seasons (Ventura County Star, November 30, 2005). If roughly half of these seasonal immigrants reside in Oxnard, the City's population would increase by 10,000 persons, or roughly five percent. An unknown number

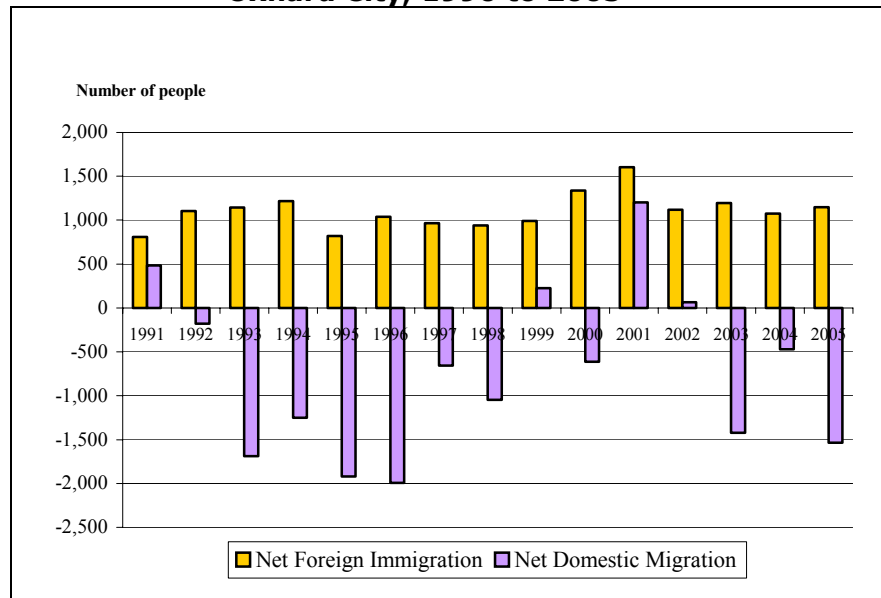
*Ventura County's
agricultural
commissioner
estimates that
17,000 to 24,000
immigrant workers
come to the County
each year at peak
growing seasons.*

of these seasonal workers become permanent residents, either working year round in agriculture, or finding other year-round employment. Almost all migrant agricultural workers were born in Mexico ("The California Farm Labor Force: Overview and trends from the National Agricultural Workers Survey," Aguirre International, Burlingham, CA 2005).

*UCSB estimates
Oxnard gains about
1,000 foreign
immigrants per year.*

UCSB estimates Oxnard gains about 1,000 foreign immigrants per year, as shown in Figure 2-2. About 50% of all immigrants granted legal residency in Ventura County's in 2004 were from Mexico, and roughly 10% were from the Philippines (Office of Immigration Statistics, Department of Homeland Security).

Figure 2-2 Net Foreign and Domestic Migration, Oxnard City, 1990 to 2005



Source: UCSB Economic Forecast, based on DOF E-6 reports

Natural Increase

Natural Increase is the net change in population due to births and deaths over a set time period. Oxnard has had about three to four times as many births as deaths since 1990, as shown in Table 2-5. Natural increase is a more stable trend than migration. Birth and death rates are both gradually lowered in State and Census Bureau projections. The gradual lowering of birth rates implies, in part, that second and third generation Hispanic women born in the United States are likely to have fewer children than their parents or grandparents, if they were direct immigrants. Also, death rates are lower for people in their 60's and 70's as better health and medical treatment combine to extend lifespans.

Table 2-5 Oxnard Net Migration and Natural Increase, 1990 to 2005

Year	Population Change from Natural Causes			Population Change from Migration		
	Births	Deaths	Natural Increase	Net Migration	Net Foreign	Net Domestic
1990	3,682	759	2,923	-1,485	na	na
1991	3,806	742	3,064	1,293	810	483
1992	3,903	747	3,157	926	1,103	-177
1993	3,715	756	2,959	-543	1,143	-1,687
1994	3,754	786	2,968	-33	1,217	-1,250
1995	3,705	753	2,952	-1,100	820	-1,920
1996	3,704	808	2,896	-956	1,039	-1,995
1997	3,599	801	2,798	310	965	-655
1998	3,545	873	2,672	-105	941	-1,046
1999	3,652	853	2,799	1,217	991	226
2000	3,683	904	2,779	721	1,335	-614
2001	3,764	915	2,850	2,866	1,601	1,265
2002	3,813	924	2,889	1,162	1,117	45
2003	3,849	933	2,917	-229	1,194	-1,423
2004	3,839	947	2,892	602	1,074	-472
2005	3,938	959	2,979	-388	1,146	-1,534

Source: UCSB Economic Forecast Project, CA Department of Finance (DOF), and CA Vital Statistics

The net result is that Oxnard's recent population growth is largely a factor of natural increase, while the effect of net migration varies from year to year.

Forecasting Migration and Natural Increase

Population projections incorporate migration and natural increase assumptions, largely based on trends calculated over five to 20 years. These assumptions tend to be more accurate the larger the population. At the local level, there are four issues that may influence Oxnard's future:

1. Housing Cost Out-Migration: The recent run-up of housing purchase prices and rents is a factor in an unknown number of people leaving Oxnard for less expensive communities such as Bakersfield and the lower Central Valley, Palmdale and Lancaster, the Inland Empire, and Nevada and Arizona. This is a statewide trend. Local school districts administrative records provide some evidence to support this suggestion.

2. Higher Housing Production: Oxnard has been issuing about 1,000 permits for new housing units per year, which is a rough match to the five-year average annual population increase of about 3,700 (i.e. 3.7 persons per unit). Several large projects are in the late planning and/or early construction stages that could double the annual production for several years, and increase in-migration relative to natural increase.

3. Under Age 21 Cohort: In 2005, about 35% of Oxnard's population was under age 21, compared to 30% in the rest of the County. This larger younger population will have a localized impact on Oxnard's future population depending on the birth rates of the women as they age into child bearing years, and how many from this population migrate out for cost-of-living or other reasons.

4. Over Age 55 Cohort: In 2005, Oxnard had a proportionally smaller over-age 55 population than the rest of the county, 16% compared to 22%. The City's newer housing developments may attract older buyers who can afford the relatively higher prices. In other words, substantial numbers of the retiring Baby-Boom have sufficient wealth to afford Oxnard's newest and highest priced homes. These buyers would be in-migrants and their numbers could substantially differ from migration assumptions used in the projections previously presented.

These issues, and others, suggest a detailed look at Oxnard's population is needed to gain a better understanding of how local population and housing factors may impact the City's future.

2.4 Oxnard's Census 2000 Profile

Census Counts: 1990 and 2000

The City's official unadjusted 1990 Census population count was 142,216 while its adjusted count was 147,172, representing an estimated undercount of nearly 5,000 people (about 3.5%, but given the previous discussion regarding agricultural workers, the undercount is probably larger than 5,000). The Census 2000 city population count was 170,358, an increase of 28,142 from the 1990 Census unadjusted count in 10 years, about 2% per year. The 10-year increase would have been 23,186 using the adjusted 1990 Census count of 147,172, about 1.5% per year. Having missed people in earlier censuses, and then counting them in Census 2000, artificially raised the historic rate of population increase. Census 2000 data were not adjusted, as the Census Bureau determined that the adjusted estimates dramatically overstated the level of undercoverage, and that the adjusted Census 2000 data were, therefore, not better than the unadjusted data.

The Census 2000 city population count was 170,358, an increase of 28,142 from the 1990 Census unadjusted count in 10 years, about 2% per year.

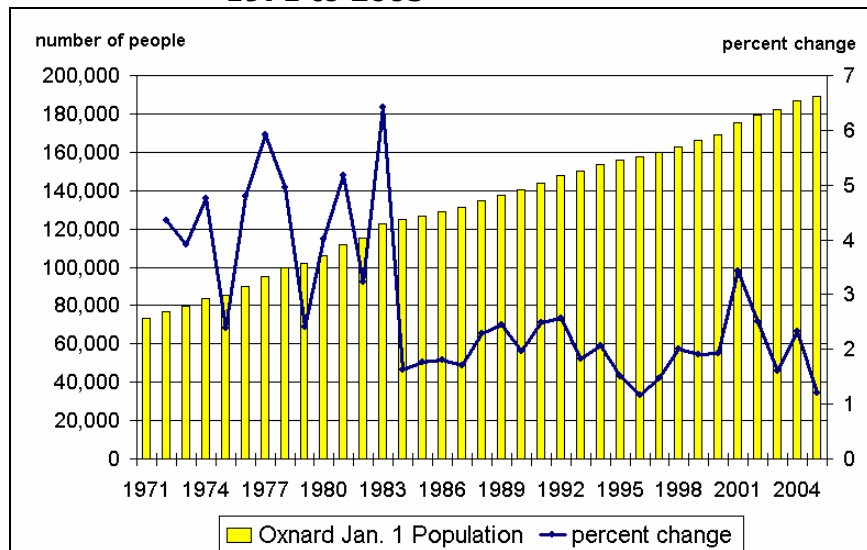
The Census 2000 city population of 170,358 exceeded the current (1990) General Plan’s estimated 2020 population of 164,936 by over 5,000 people. This is largely due to the larger than expected increase in household size that, itself, was largely due to the higher than expected birth rate during the late 1980’s and early 1990’s. Average household size is estimated at 3.9 persons in 2005, well in excess of the citywide estimate of 3 per unit used in the 1990 General Plan for the year 2020. The 1990 General Plan’s projection for occupied households of about 55,000 is, in fact, still realistic as the city had only 42,000 households in Census 2000.

Figure 2-3 shows the annual percent change in the city’s population, and the city’s total population, since 1970. The 1970’s and early 1980’s saw much more growth as a percent of population compared to recent years, although the actual numbers were comparable. The city grew by over 4,000 people per year between 1975 and 1977 and 1979 and 1983, and between 1999 and 2001.

Age Profile (pyramid)

The City of Oxnard has a 2000 age profile, shown below in Figure 2-4, that is a classic growth profile. The largest cohorts (age groups of people) are under age 15 and the pyramid remains wide up to age 44 before it starts to narrow, indicating a predominance of families. The pyramid also shows how Census-designated Hispanics are predominate in the younger age cohorts, while non-Hispanics tend to be middle aged.

Figure 2-3 Oxnard Population and Annual Change, 1971 to 2005



Source: US Census, 2000. California Department of Revenue

A population with this type of age distribution would normally be expected to largely continue in this pattern with each cohort simply getting larger, provided birth rates remained steady and the new family households, formed largely by the Hispanic children, would reside in the same community. If households with children leave the community in disproportionately large numbers, or decide to have far fewer children than their parents, then the future age distribution could more resemble that of San Buenaventura (Ventura City), also shown in Figure 2-4, where the middle age population is relatively larger (the percent Hispanic would be larger in Oxnard and in future years). Economics will play a large role in whichever pattern evolves over the coming 25 years.

Over Age 65 Households

In 2000, there were 13,400 residents over age 65, of which 2,500 live alone. They represented about six percent of all households, or 1 out of every 18 households. There were 1,200 residents age 85 and over, generally considered the "frail elderly."

Under Age 18 with One Parent Present

About 4,800 households in 2000 consisted of a child under age 18 living with one parent, about two-thirds with the mother (no husband present), and one-third with the father (no mother present).

Poverty Status

Of the 168,000 persons for whom poverty status was calculated in Census 2000, 25,500 were below the Federal poverty level in 1999 (15.2%). Nearly 10,000 were under age 18, and 1,100 were over age 65, leaving about 14,400 in the labor force (age range of 18 to 64).

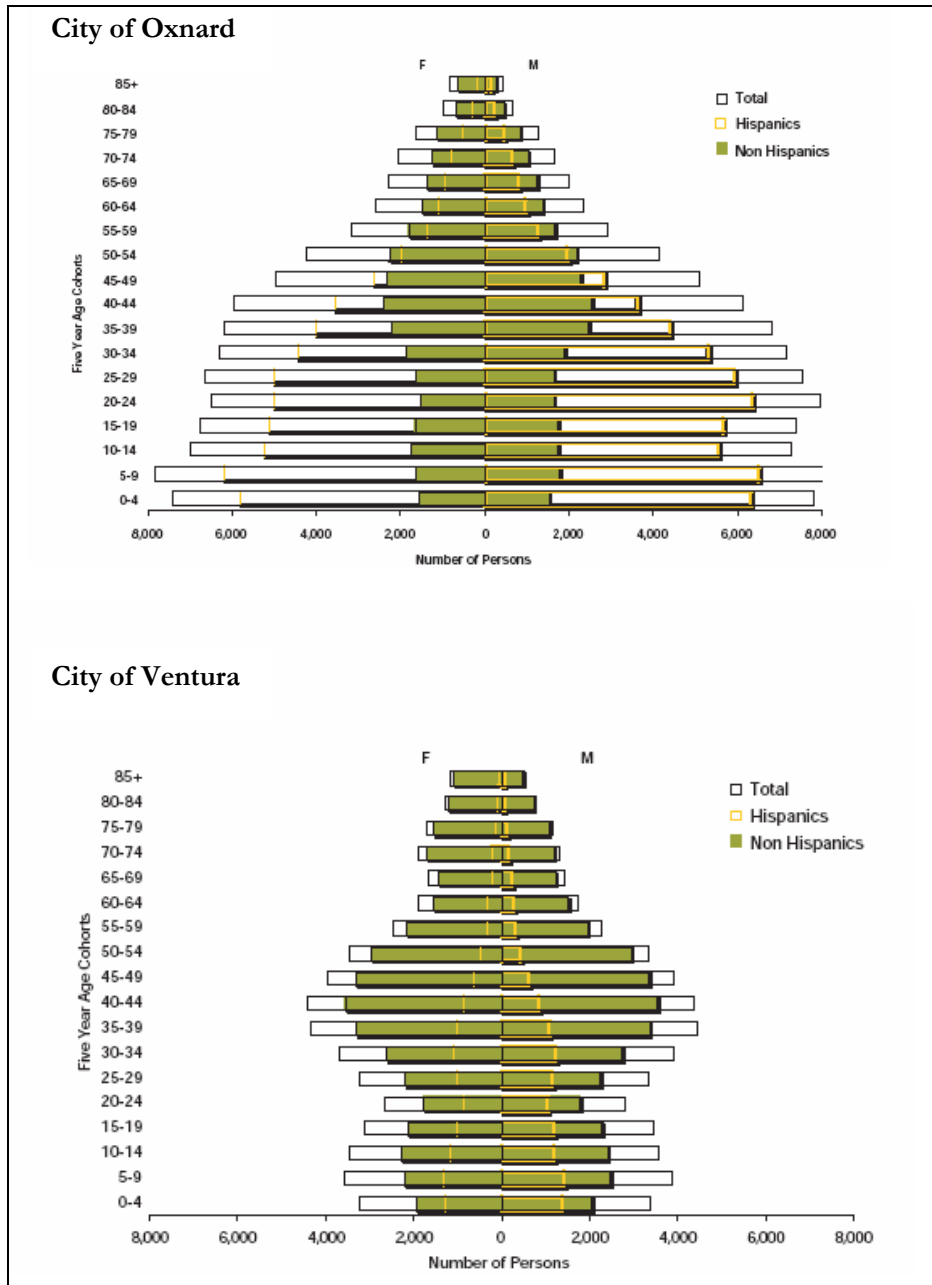
Large Households

In 2000, the citywide average household size was about 3.9 for 43,577 occupied households. This average masked a wide range of household sizes, from 6,225 single-person households (14%) to nearly 9,000 households with six or more people (21%). Just over 18,000 households consisted of families of three to five persons (41%). About one out of three family households, then, were relatively large with five or more members.

Armed Forces Members and Veterans

Just under 1,000 Oxnard residents were actively in the Armed Forces in 2000. Approximately 11,600 residents were veterans, of which 3,500 were over age 65. (These data are from before the Iraq and Afghanistan wars.)

Figure 2-4 Oxnard and San Buenaventura Population Profiles, 2000



Source: US Census, 2000

In 2000, about 2,600 people lived in Group Quarters in Oxnard of which 500 were in nursing homes. About 1,000 were in various types of small halfway houses for the mentally ill, handicapped, and/or drug/alcohol recovery. Nearly 400 were in agricultural worker dormitories. Another 622 were classified as "Other Noninstitutional" and 32 as "Other non-household living situation." The last category is the closest the Census Bureau comes to providing a count of the homeless population.

In 2000, about 21,000 households spoke primarily Spanish at home and 5,787 of these were classified as 'linguistically isolated' by the Census Bureau.

Isolated Due to Language

In 2000, about 21,000 households spoke primarily Spanish at home and 5,787 of these were classified as 'linguistically isolated' by the Census Bureau (no household member over age 5 speaks English well). Another 800 households spoke Asian or another language and were isolated, for a total citywide of about 6,600 households, roughly 1 out of every 7 households.

Daytime Population

The Census Bureau defines the weekday daytime population as the sum of residents and workers within Oxnard, minus city residents who work outside the city. In 2000, the daytime population was 149,965: 170,358 residents plus 49,018 occupied jobs in the city, minus 69,411 residents who work outside Oxnard (26,145 residents live and work in the city, while 69,411 residents commute out).

2.5 Housing

Relationship to the Housing Element

State law requires the updating of the Housing Element on a cycle independent of the General Plan. The city's current certified Housing Element is for the period 2000 to 2005, and is due to be updated in 2007

for the five-year period 2006 to 2010. The content of the Housing Element is largely set by housing law and focuses on overall production, affordability, and special needs.

In general, State housing law requires Oxnard to realistically plan and encourage production of a range of housing types determined by the Southern California Association of Governments (SCAG). This assignment represents the State's interpretation of housing as a "need" that allows past immigration and other growth trends to continue. An alternative view is that the SCAG housing target is a "want" that fosters continued growth, similar to the recent past. Either way, Oxnard will be updating its Housing Element shortly after completing this update of the General Plan and will have to work with the SCAG-determined regional housing need assignment.

The following information is provided as a summary of housing characteristics typically considered during a General Plan update. The Background Report incorporates by reference the city's current Housing Element as a relatively up-to-date and more detailed discussion of the housing stock, housing needs, and programs and policies.

Housing Stock Profile

The State Department of Finance (DOF) estimates the city had 49,382 housing units as of January 1, 2005. Of this total, 28,001 were detached (56.7%), 4,576 were townhouses (9.3%), 4,427 were in structures with 2 to 4 units (9.0%), 3,432 were in structures with five or more units (19.1%), and 2,346 were mobile homes (6.0%). This 2005 estimate is an increase of 4,216 units from 2000, an increase of 9.3% (or roughly 1.8% per year, or 843 units per year). The five-year change occurred almost entirely with the addition of 3,092 single-family detached units and 1,043 units in structures with five or more units (i.e. multifamily). Mobile homes and small multifamily structures had a very small increase.

Tenure and Unit Size

In 2000, just under 25,000 Oxnard households were owner-occupied, about 57 percent. The age distribution of home-owners was skewed towards the older population, which is typical in most communities. Over 64 percent of households over age 45 owned their homes, peaking at 77% for the over age 65. In contrast, 64 percent of households between ages 25 and 34 were renters. Owner-occupied units had an average of 5.7 rooms, while renter-occupied units had an average of 3.4 rooms.

Value and Rent

Housing values from 1999 are amusing in 2006, being that they seem so low in comparison to present values. There were only 54 units of over \$1 million value reported in Census 2000, and the median value was \$183,200. In 2000, over 3,800 households owned their homes free and clear, roughly 15 percent of all owners and most of these owners were probably older. Likewise, the median gross rent in Census 2000 was \$780, and most renters were already paying more than 35 percent of their household income for rent in 2000, a situation that has not improved.

Seasonal/Second Homes

Of the 1,553 vacant units counted in Census 2000, 679 were for seasonal, recreational, or occasional use. Census 2000 had a separate tabulation for migrant workers, which showed no vacancies. The 679 seasonal units, then, were mostly second homes and beach-oriented rental properties. Another 72 units were vacant and off the market.

Vacancy Rate and Household Size

The 2005 DOF estimated vacancy rate is 3.5 percent and the average household size is 3.9 persons. Compared to the 2000 DOF estimates, the 2005 vacancy rate is the same but the persons per household is up slightly from 3.85 persons per unit. Household size is a statistic that may be misleading. Young families with two small children are counted the same

as four adults, but they are different situations. Likewise, the 2005 average household size of nearly four persons per housing unit masks the distribution, as stated in an earlier section.

Substandard (Lacking Complete Plumbing Facilities)

Census 2000 uses the presence of complete plumbing facilities as a proxy for overall housing unit quality. In 2000, only 413 units in Oxnard had incomplete plumbing facilities, barely one percent of the housing stock. These data were based on the occupants' self-response to the census, and were based on a sample of all units.

Mobile and Manufactured Homes

In 2000, over 7,300 residents lived in mobile or manufactured homes, and 77 percent owned their unit. These units were, and remain, an important source of affordable housing for about 1 in 25 Oxnard residents.

Housing Age Profile

The date when housing was constructed is a useful proxy for size, quality, location, and value or rent. In general, older housing is usually smaller in size, has fewer bathrooms and amenities, and is of lower relative value or rent compared to newer housing. Older housing is usually located near the center of a community, while newer housing is located at the edges. Oxnard's many neighborhoods were largely developed as medium and large scale tract developments, and whole neighborhoods are of similar housing style and age.

Over time, some types of housing "age better" than others, in terms of physical quality and market desirability. Over the next 25 years of this General Plan, selected neighborhoods can be expected to change significantly, reflecting Oxnard's changing demographics interacting with the existing and new housing stock. Table 2-6 shows the distribution of the city's housing stock, followed by a short list of characteristics for the major age periods.

Pre-1940 (3,227 units, 6.5%) housing is a mix of low-scale apartments and small to large homes in central Oxnard. The Henry T. Oxnard Historic District is the single largest and best preserved area. Many of these older homes have been remodeled and sit on relatively large lots. Others are small and would be considered below current market standards.

1950 to 1969 (17,240 units, 34.9%) housing represents the postwar 'boom' of tract housing, mostly in South and central Oxnard. These are almost all one-story ranch style homes on relatively large lots, by current standards. Many may have carports or only one garage. These homes have potential for significant expansion and remodeling.

Table 2-6 Oxnard Housing Age

Originally built	Number of units	Percent
2000 to 2005	4,216	8.5%
1995 to 1999	2,711	5.5%
1990 to 1994	2,471	5.0%
1980 to 1989	6,890	13.9%
1970 to 1979	12,644	25.6%
1960 to 1969	10,525	21.3%
1950 to 1959	6,715	13.6%
1940 to 1949	2,122	4.3%
1939 or earlier	1,105	2.2%
TOTAL	49,399	
Median year built	1,972	

Source: Census 2000 and CA Department of Finance

1970 to 1989 (19,534 units, 39.5%) is the period when condominiums and planned developments began to appear in the city, mostly in the west and northwest areas. More of these homes are two-story and many have Homeowners Associations (HOA) that maintain common open space areas. Lots were beginning to be smaller and in the more dense developments, expansion is limited by space and/or other regulations.

1990 to 2005 (9,398 units, 19%) saw reduced lot sizes and mostly two-story homes, and most of these units were for-sale, single-family, and detached relatively large houses. During this period, the latent defect liabilities associated with multiunit condominiums steered most development towards single-family homes on relatively small parcels, and almost all within an HOA framework. These developments were largely located around the northeastern, northwestern, and western areas of Oxnard.

Population and Housing Interaction

This section suggests a conceptual framework for the interaction of the city's current and future population with its current and future housing stock. Assuming that the city must grow to some extent because of natural increase and housing developments already approved but not yet constructed, there are only six ways growth can be accommodated in terms of housing, as follows:

1. New Housing: New housing development, net of any demolitions required to prepare the site, will continue to play a large role in the City's growth for at least 10 years. There are about 7,000 units either under construction, fully entitled but not yet constructed, or anticipated by the

1990 General Plan and likely to be entitled. New housing, with the exception of required affordable units and public assisted housing, is relatively expensive, compared to the existing housing stock and to the incomes of most Oxnard residents. Still, many residents and in-migrants have accumulated housing equity that can allow them to purchase a new home. In short, if you already own a home, you are more likely to be able to afford a new home. It is renters who are least likely to be able to afford new market-rate homes unless, they are smaller condominium apartments.

2. Larger Existing Households: Natural increase growth largely occurs within existing households, as children are born to existing households. Households may also increase in size as older children continue to live with their parents, and/or relatives are added to create multi-generation extended families. Anecdotal evidence suggests some new homes are being purchased by four and five related wage-earners, none of whom individually have a relatively large income. Within household growth is largely beyond the control of local government. The only indirect tools a local government may have, should it desire to have some influence on within household growth, are regulations on parking and/or additions.

3. Replacement Households: Over the next 25 years, many Oxnard households will dissolve as the residents either consolidate with other households, move into group quarters (i.e. nursing home), move out of Oxnard, or die. These units will come onto the market and be available to in-migrating households, newly formed households out of the local population (i.e. children "getting their own place"), or local households moving within the city (who, in turn, free up another unit). This "churning" of the housing market may gradually reduce household sizes if in-migrant households are generally smaller than the households they replace. Or just as likely, household sizes may increase as young families replace one and two person older households.

4. Reduced Vacancy Rate: The city's vacancy rate in 1990 was 4.72 percent, about 25% higher than in 2000. While the actual numbers of units is not large, filling vacant units with households is another way of adding population that, in some communities, is a significantly large number. In Oxnard's case, the increase in seasonal vacancies has largely offset the relative reduction in for-rent and for-sale vacancies.

5. New or Expanded Group Quarters: This category has also played a minor role in Oxnard, as the city's group quarters population has remained in the low 2,000's for over 20 years. In other cities, adding a prison or military barracks could play a large role in population change.

6. Homeless and Transient Housing: Oxnard's homeless and transient population is relatively small, but is of continuing concern. Cities around the Gulf Coast were inundated by people displaced by Hurricane Katrina, and suddenly the homeless and transient population was their biggest concern. While not anticipated in the Oxnard area, it remains a possibility that the city could find itself hosting a displaced population due to a nearby natural disaster.

2.6 Population Projections and Growth

As discussed earlier in this section, planning to a population projection is not encouraged by the planning profession. Yet, in reality and because of the nature of State Housing Element law, communities do look at projections as a starting place in a General Plan Update. There are basically two ways of working with projections, expressed as questions. One way is to ask, "What population projection (or growth rate) do we agree on, and where will we build the housing?" The other way is, "What kind of community do we want, how many people will it accommodate, and how does that compare to the projections?" Either approach is a policy decision that is not part of the Background Report.

Below are four projections prepared by Planning staff and the UCSB Economic Forecast Project that set the "projection bookends" for the General Plan Update. (The existing 1990 General Plan projection and the SCAG 2030 forecast have both been discussed earlier in this section.) Each projection begins with the same data for 2005 (using a 2005 city population of 192,232 which is part of the larger data set used by UCSB and retained for continuity purposes), and assumes there are 7,000 new units to be constructed in the city within the next seven years. Each projection has the same birth and death rate assumptions (natural increase), and allows little change in household size.

1. Market Trend Extended: This projection uses historic migration and growth data from 1986 to 2005 and extends this 'market demand trend' to 2030 to calculate how many housing units would be needed to accommodate market-driven growth. Housing production is allowed to rise to whatever level is necessary to accommodate net migration and net natural increase at roughly four persons per unit. The resulting 2030 population is 285,500 and the city adds 23,881 housing units. Overall growth is 50 percent, or 2.0 percent per year.

2. Baseline: Known Projects Plus Natural Increase: This projection assumes 7,000 new units are constructed by 2015, and then only allows housing to grow to match population growth due to natural increase. Migration is not allowed until after natural increase is accommodated. This

projection essentially asks the question, "What is needed to take care of our own growth?" By 2030, the population has grown to 278,500, an increase of 47 percent, or 1.8 percent per year.

3. Baseline Plus 350 Units per Year: This projection is Baseline with the addition of 350 units in each year from 2016 to 2030. By 2030, the population has grown to 239,000, an increase of 26 percent, or 1.0 percent per year. Under these assumptions, "natural increase" local residents have to leave the city because of the lack of housing, and in-migrants are accommodated only in the first ten years.

4. Baseline Plus 750 Units per Year: This projection is Baseline with the addition of 750 units in each year from 2016 to 2030. By 2030, the population has grown to 260,000, an increase of 37 percent, or 1.5 percent per year. Under these assumptions, a much smaller number of "natural increase" local residents have to leave the city because of the lack of housing.

2030 projections for the City range from 238,900 to 285,500.

The four projections are summarized in Table 2-7 below.

Table 2-7 Bookend Projections

Bookend Projections	Market Trend	Baseline (7,000)	Baseline +500/year	Baseline +1,000/year
2005 Population	189,996	189,996	189,996	189,996
Units added	23,881	22,124	12,250	17,500
Population added	95,525	88,495	49,000	70,000
Average annual population gain	3,821	3,540	1,960	2,800
Overall growth compared to 2005	50.3%	46.6%	25.8%	36.8%
2030 population	285,521	278,491	238,996	259,996
Average annual growth (2005)	2.0%	1.86%	1.0%	1.5%
Migration allowed?	Yes	Almost All	No	No
Natural Increase accommodated?	Yes	Yes	No	No

Source: City of Oxnard, 2006. UCSB, 2006

2.7 Fiscal Conditions

California local government finances have been challenged in recent years and the State of California has responded to its financial problems, in part, by reducing local government funding. Even so, Oxnard has not shared in the financial distress that has become common for many California cities and counties. In fact, the city's finances have actually improved; Oxnard has run operating surpluses in seven of the past ten years and in every year since fiscal 1998. A summary of Oxnard's fiscal status is provided in Table 2-8 and Figures 2-5 and 2-6.

Oxnard has not shared in the financial distress that has become common for California Cities.

In fiscal year 2004 Oxnard ran a surplus of \$840,000. While this surplus was down significantly from those of the previous five years, it needs to be viewed in the context of the stresses that California's finances have placed on local government finances and on expenditure and revenue trends. In the current circumstances, many California cities would be pleased to be in the same financial condition as Oxnard.

Oxnard's revenues and expenses have grown, in real and nominal terms, over the past decade, but revenues have grown more rapidly than expenses. In fiscal 1995, the city had revenues of \$114.2 million (2004 dollars) and expenses of \$117.1 million (2004 dollars). By fiscal 2004, revenues had increased to \$145.5 million (2004 dollars), while expenditures had grown to \$144.6 million (2004 dollars).

The composition of the budget has also changed. Public Safety has become an increasingly larger component of spending. That increase has been offset in part by decreases in Community Development spending and increased local revenue streams. On the revenue side, Oxnard has successfully reduced its reliance on volatile State funding and increased its reliance on generally less volatile Property and Sales Taxes and Development and Service fees.

Revenues

Oxnard's nominal revenues have grown 59 percent in the past decade, from \$91.5 million in fiscal 1995 to \$145.5 million in fiscal 2004. In inflation adjusted terms the growth rate was a smaller-but-significant 27 percent.

As mentioned above, California's budget issues have had a serious detrimental impact on local government financing. In Oxnard's case, real inflation adjusted Inter-Governmental transfers fell by a rather large 78 percent, from \$53.7 million (2004 dollars) in fiscal 2000 to \$30.2 million

(2004 dollars) in fiscal 2001. This was after a real cut of over \$3.5 million between fiscal 2000 and fiscal 2001. These transfers have crept back up a bit since fiscal 2001, to a still relatively low \$40.8 million in fiscal 2004.

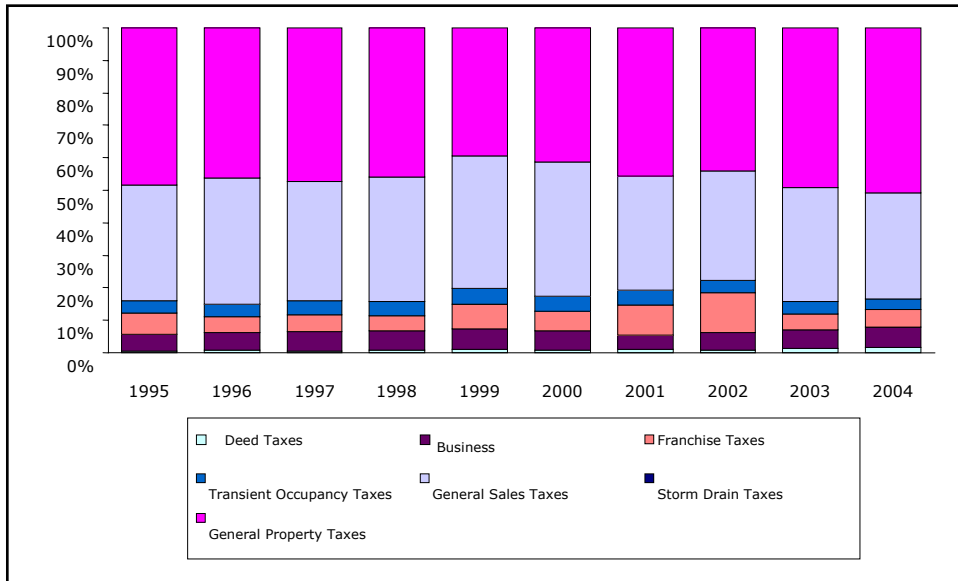
Table 2-8 Government Fiscal Accounts, Oxnard, 1995 to 2004

Year ending June 30 ...	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	---- thousands of dollars ----									
Expenditures										
General Government	6,890	5,520	7,070	7,016	7,580	7,602	7,713	9,787	9,781	11,444
Public Safety	29,668	29,676	34,058	35,691	32,863	38,888	40,353	44,561	48,495	55,857
Public Works	3,778	3,983	4,081	4,296	3,990	5,170	5,385	4,744	8,410	8,108
Community Development	20,471	22,381	20,109	22,253	25,786	25,248	13,032	15,269	20,455	17,912
Culture/Leisure/Other	8,243	7,738	7,728	7,788	8,772	8,239	7,799	10,362	10,803	14,644
Debt Service	5,499	5,951	4,450	4,139	4,978	6,673	4,738	4,401	6,704	5,011
Capital Outlay	19,253	21,427	27,523	26,262	23,028	23,469	16,294	23,795	22,199	31,640
TOTAL Expenditures	93,803	96,677	105,021	107,446	106,998	115,289	95,314	112,919	126,846	144,616
Revenues										
Taxes	36,276	37,711	36,977	39,024	38,111	42,055	51,637	59,059	59,303	69,686
General Property Taxes	17,568	17,401	17,521	17,963	15,058	17,417	23,575	26,056	29,234	35,427
Storm Drain Taxes	24	2	0	0	0	0	0	0	0	0
General Sales Taxes	12,874	14,675	13,481	14,867	15,499	17,357	18,140	19,846	20,776	22,772
Transient Occupancy Taxes	1,348	1,445	1,627	1,763	1,908	1,877	2,328	2,322	2,248	2,223
Franchise Taxes	2,414	1,873	1,886	1,812	2,842	2,507	4,807	7,085	2,830	3,719
Business License Taxes	1,877	2,039	2,221	2,304	2,432	2,551	2,203	3,195	3,366	4,386
Deed Taxes	171	276	241	316	372	347	584	555	849	1,159
Licenses and Permits	1,050	1,267	1,610	1,391	2,213	2,474	2,211	1,987	2,862	2,183
Inter-Governmental	38,063	41,482	40,930	45,809	49,262	47,736	27,715	37,691	38,509	40,835
Growth/Development Fees	1,647	3,562	3,676	4,332	5,233	11,840	8,049	7,433	8,797	9,004
Charges for Current Svcs	2,413	3,217	2,760	3,721	7,191	6,697	6,070	7,909	12,023	11,105
Fines and Forfeitures	950	884	807	865	1,212	1,699	1,284	1,412	853	1,198
Interest	3,676	3,617	3,743	3,327	4,242	5,209	4,389	4,588	3,859	4,547
Miscellaneous	7,427	7,429	5,459	5,610	5,898	7,009	4,738	5,088	4,784	6,899
TOTAL Revenues	91,501	99,168	95,961	104,079	113,362	124,719	106,093	125,167	130,990	145,458
Balance (Surplus + / Deficit -)	-2,302	2,490	-9,059	-3,367	6,364	9,430	10,779	12,248	4,144	842

Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

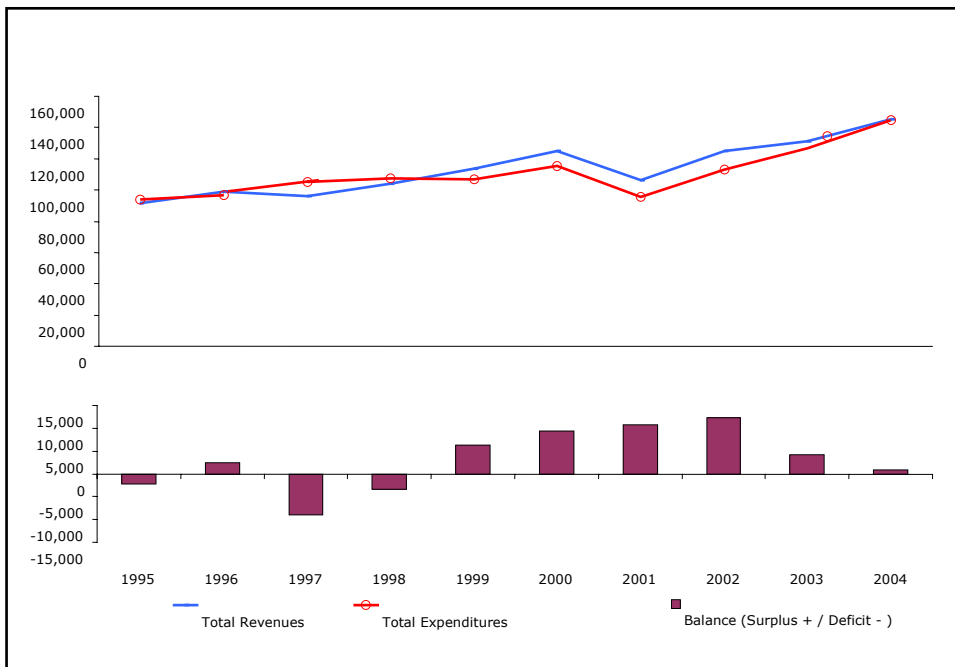
Oxnard coped with the revenue cut at first by dramatically cutting expenses in 2001, particularly Capital Outlays and Community Development. As discussed in the following section, the Community Development cut has turned out to be more or less permanent. Capital Outlays have more than recovered, and total spending has climbed significantly since fiscal 2001. While many revenue sources have increased, in real terms, to help fund the growth in spending, the bulk of new funds have come from Property Taxes, Sales Taxes, and Service Fees. Figures 2-7 and 2-8 present a summary of Oxnard's revenue composition from 1995 to 2004.

Figure 2-5 Tax Composition, Oxnard, 1995 to 2004



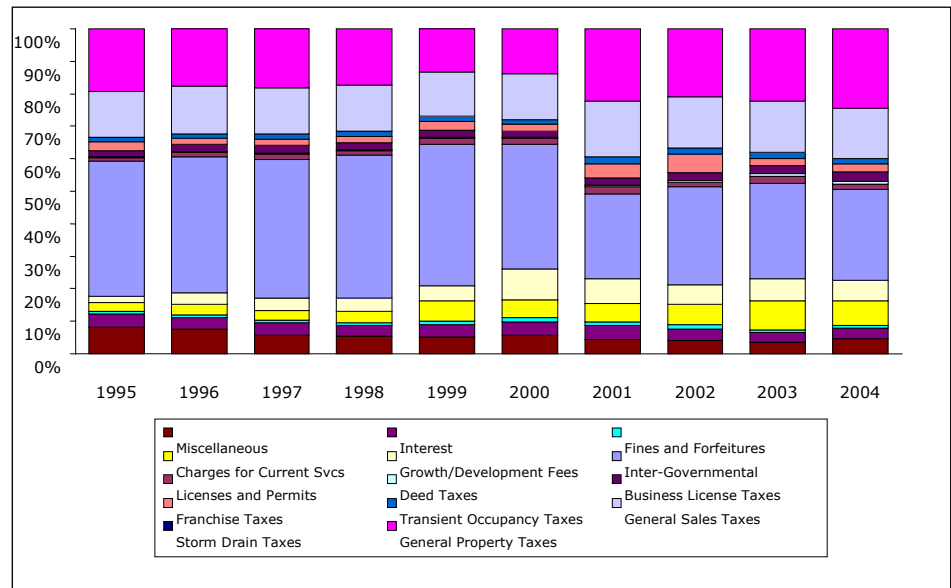
Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

Figure 2-6 Revenues, Expenditures, and Balance, Oxnard, 1995 to 2004



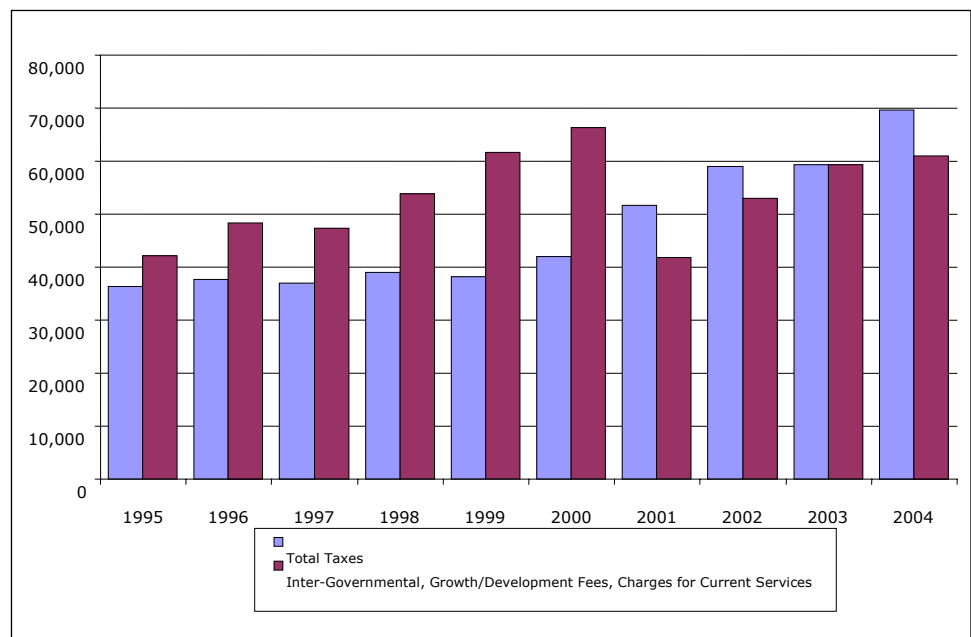
Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

Figure 2-7 Revenue Composition, Oxnard, 1995 to 2004



Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

Figure 2-8 Selected Revenue Comparison, Oxnard, 1995 to 2004



Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

A real estate construction boom and rising land values have significantly contributed to Oxnard's current financial health. Development and Service Fees and Property taxes have exceeded forecasts. At the same time, new shopping facilities, particularly The Esplanade, have generated very strong Retail Sales Tax growth.

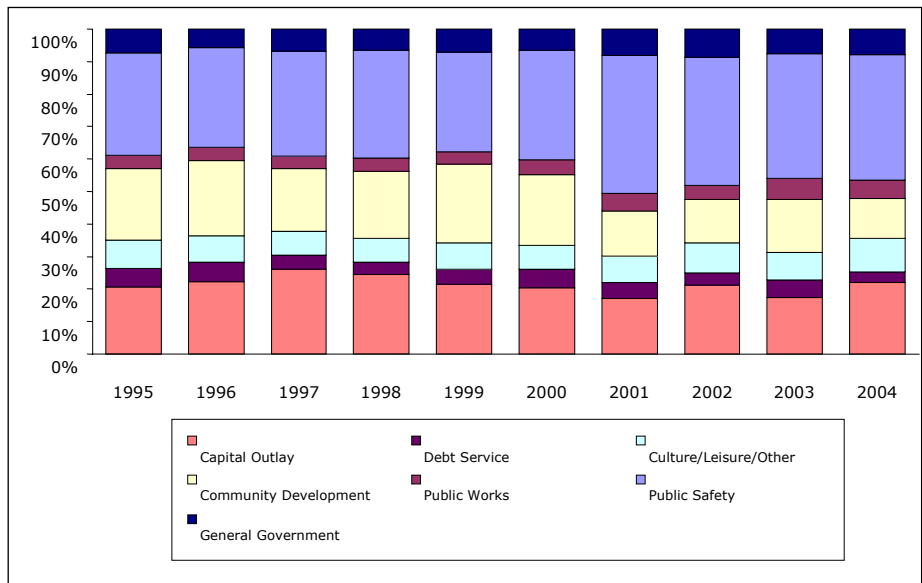
As a result of these changes, Taxes, which lagged Inter-Governmental transfers by approximately \$13 million in fiscal 1999, exceeded Inter-Governmental transfers by approximately \$29 million in fiscal 2004. Given the behavior of the California State Government in recent business cycles, the new revenue structure is probably less volatile than the one that existed in fiscal 1999.

Expenditures

Public Safety and Capital Outlay dominate Oxnard's fiscal 2004, expenditures. Combined, they are over half of the city's expenditures. The trend over the past few years has been for large increases in Public Safety spending, while Capital Outlay spending has been volatile. A summary of Oxnard's expenditure composition is provided in Figures 2-9 and 2-10.

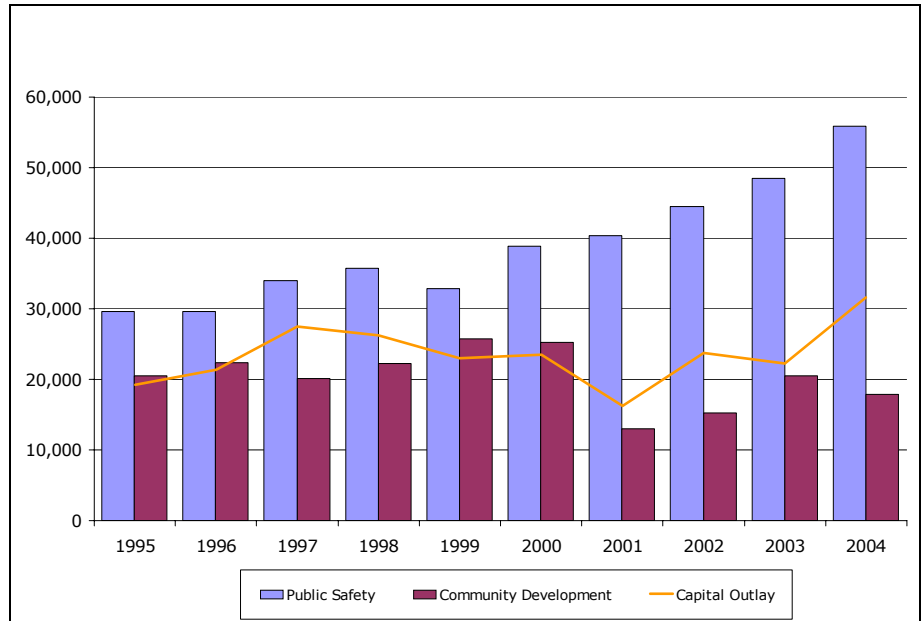
Oxnard's fiscal 2004 Public Safety spending of \$55.9 million (38.6 percent of total fiscal 2004 expenditures) comprised, by far, the largest component of city spending. This is up significantly from the mid-1990's as a percentage of expenditures, but down a bit from the percentage in the early 2000's. In real, inflation adjusted, 2004 dollars, fiscal 2004's Public Safety expenditures are much larger than any previous year. In fact, fiscal 2004's real spending was up 11.5 percent from fiscal 2003's second highest amount, \$50.1 million in 2004 dollars. Tables 2-9 and 2-10 present a summary of expenditures and revenues from 1995 to 2004.

Figure 2-9 Expenditure Composition, Oxnard, 1995 to 2004



Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

Figure 2-10 Selected Expenditure Comparison, Oxnard, 1995 to 2004



Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

2. Demographics, Housing and Economics

Table 2-9 Composition of Revenues and Expenditures, Oxnard, 1995 to 2004

Year ending June 30 ...	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	---- percent share ----									
Expenditures										
General Government	7.3	5.7	6.7	6.5	7.1	6.6	8.1	8.7	7.7	7.9
Public Safety	31.6	30.7	32.4%	33.2%	30.7%	33.7%	42.3%	39.5	38.2	38.6
Public Works	4.0	4.1	3.9%	4.0%	3.7%	4.5%	5.6%	4.2	6.6	5.6
Community Development	21.8	23.2	19.1%	20.7%	24.1%	21.9%	13.7%	13.5	16.1	12.4
Culture/Leisure/Other	8.8	8.0	7.4%	7.2%	8.2%	7.1%	8.2%	9.2	8.5	10.1
Debt Service	5.9	6.2	4.2%	3.9%	4.7%	5.8%	5.0%	3.9	5.3	3.5
Capital Outlay	20.5	22.2	26.2%	24.4%	21.5%	20.4%	17.1%	21.1	17.5	21.9
TOTAL Expenditures	100	100	100	100	100	100	100	100	100	100
Revenues										
Taxes	39.6	38.0	38.5%	37.5%	33.6%	33.7%	48.7%	47.2	45.3	47.9
General Property Taxes	19.2	17.5	18.3%	17.3%	13.3%	14.0%	22.2%	20.8	22.3	24.4
Storm Drain Taxes	0.0	0.0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0	0.0	0.0
General Sales Taxes	14.1	14.8	14.0%	14.3%	13.7%	13.9%	17.1%	15.9	15.9	15.7
Transient Occupancy Taxes	1.5	1.5	1.7%	1.7%	1.7%	1.5%	2.2%	1.9	1.7	1.5
Franchise Taxes	2.6	1.9	2.0%	1.7%	2.5%	2.0%	4.5%	5.7	2.2	2.6
Business License Taxes	2.1	2.1	2.3%	2.2%	2.1%	2.0%	2.1%	2.6	2.6	3.0
Deed Taxes	0.2	0.3	0.3%	0.3%	0.3%	0.3%	0.6%	0.4	0.6	0.8
Licenses and Permits	1.1	1.3	1.7%	1.3%	2.0%	2.0%	2.1%	1.6	2.2	1.5
Inter-Governmental	41.6	41.8	42.7%	44.0%	43.5%	38.3%	26.1%	30.1	29.4	28.1
Growth/Development Fees	1.8	3.6	3.8%	4.2%	4.6%	9.5%	7.6%	5.9	6.7	6.2
Charges for Current Svcs	2.6	3.2	2.9%	3.6%	6.3%	5.4%	5.7%	6.3	9.2	7.6
Fines and Forfeitures	1.0	0.9%	0.8%	0.8%	1.1%	1.4%	1.2%	1.1	0.7	0.8
Interest	4.0	3.6%	3.9%	3.2%	3.7%	4.2%	4.1%	3.7	2.9	3.1
Miscellaneous	8.1	7.5%	5.7%	5.4%	5.2%	5.6%	4.5%	4.1	3.7	4.7
TOTAL Revenues	100	100	100	100	100	100	100	100	100	100

Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

Table 2-10 Government Fiscal Accounts Percent Change, Oxnard, 1995 to 2004

Year ending June 30 ...	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	----- annual percent change -----									
Expenditures (growth)										
General Government	NA	-19.9%	28.1%	-0.8%	8.0%	0.3%	1.5%	26.9%	-0.1%	17.0%
Public Safety	NA	0.0%	14.8%	4.8%	-7.9%	18.3%	3.8%	10.4%	8.8%	15.2%
Public Works	NA	5.5%	2.5%	5.2%	-7.1%	29.6%	4.2%	-11.9%	77.3%	-3.6%
Community Development	NA	9.3%	-10.2%	10.7%	15.9%	-2.1%	-48.4%	17.2%	34.0%	-12.4%
Culture/Leisure/Other	NA	-6.1%	-0.1%	0.8%	12.6%	-6.1%	-5.3%	32.9%	4.2%	35.6%
Debt Service	NA	8.2%	-25.2%	-7.0%	20.3%	34.0%	-29.0%	-7.1%	52.3%	-25.3%
Capital Outlay	NA	11.3%	28.5%	-4.6%	-12.3%	1.9%	-30.6%	46.0%	-6.7%	42.5%
TOTAL Expenditures	NA	3.1%	8.6%	2.3%	-0.4%	7.7%	-17.3%	18.5%	12.3%	14.0%
Revenues (growth)										
Taxes	NA	4.0%	-1.9%	5.5%	-2.3%	10.3%	22.8%	14.4%	0.4%	17.5%
General Property Taxes	NA	-1.0%	0.7%	2.5%	-16.2%	15.7%	35.4%	10.5%	12.2%	21.2%
Storm Drain Taxes	NA	-93.5%	NA	NA	NA	NA	NA	NA	NA	NA
General Sales Taxes	NA	14.0%	-8.1%	10.3%	4.3%	12.0%	4.5%	9.4%	4.7%	9.6%
Transient Occupancy Taxes	NA	7.2%	12.5%	8.4%	8.2%	-1.6%	24.1%	-0.3%	-3.2%	-1.1%
Franchise Taxes	NA	-22.4%	0.7%	-4.0%	56.9%	-11.8%	91.8%	47.4%	-60.1%	31.4%
Business License Taxes	NA	8.7%	8.9%	3.7%	5.5%	4.9%	-13.6%	45.0%	5.4%	30.3%
Deed Taxes	NA	61.0%	-12.7%	31.0%	18.0%	-6.9%	68.3%	-4.9%	53.0%	36.5%
Licenses and Permits	NA	20.6%	27.1%	-13.6%	59.1%	11.8%	-10.6%	-10.1%	44.0%	-23.7%
Inter-Governmental	NA	9.0%	-1.3%	11.9%	7.5%	-3.1%	-41.9%	36.0%	2.2%	6.0%
Growth/Development Fees	NA	116.3%	3.2%	17.9%	20.8%	126.3%	-32.0%	-7.7%	18.4%	2.4%
Charges for Current Svcs	NA	33.3%	-14.2%	34.8%	93.3%	-6.9%	-9.4%	30.3%	52.0%	-7.6%
Fines and Forfeitures	NA	-7.0%	-8.7%	7.2%	40.1%	40.2%	-24.4%	9.9%	-39.6%	40.5%
Interest	NA	-1.6%	3.5%	-11.1%	27.5%	22.8%	-15.7%	4.5%	-15.9%	17.8%
Miscellaneous	NA	0.0%	-26.5%	2.8%	5.1%	18.8%	-32.4%	7.4%	-6.0%	44.2%
TOTAL Revenues	NA	8.4%	-3.2%	8.5%	8.9%	10.0%	-14.9%	18.0%	4.7%	11.0%

Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004

Oxnard's Capital Outlay spending was \$31.6 million in fiscal 2004, or 21.9 percent of total spending. Nominally, this is the highest spending in this category over the past decade. However, when adjusted for inflation, Capital Outlay spending in fiscal 1997 was higher than in fiscal 2004, while Capital Outlay spending in fiscal 1998 was almost identical to that of fiscal 2004. As a percentage of total spending, fiscal 2004's Capital Outlay was below that of 1996 through 1998. A summary of Oxnard's fiscal accounts is provided in Table 2-11.

2. Demographics, Housing and Economics

Table 2-11 Government Fiscal Accounts (Real), Oxnard, 1995 to 2004

Year ending June 30 ...	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	----- thousands of real 2004 dollars -----									
Expenditures										
General Government	8,602	6,778	8,533	8,351	8,817	8,560	8,399	10,376	10,104	11,444
Public Safety	37,036	36,440	41,104	42,482	38,227	43,788	43,944	47,246	50,096	55,857
Public Works	4,716	4,891	4,926	5,113	4,642	5,821	5,864	5,030	8,687	8,108
Community Development	25,555	27,482	24,269	26,487	29,995	28,429	14,191	16,190	21,130	17,912
Culture/Leisure/Other	10,290	9,502	9,327	9,270	10,204	9,277	8,493	10,987	11,159	14,644
Debt Service	6,865	7,307	5,371	4,927	5,791	7,514	5,159	4,667	6,925	5,011
Capital Outlay	24,034	26,311	33,217	31,259	26,787	26,426	17,744	25,229	22,933	31,640
TOTAL Expenditures	117,097	118,712	126,745	127,890	124,462	129,815	103,795	119,724	131,035	144,616
Revenues										
Taxes	45,284	46,306	44,626	46,449	44,332	47,354	56,231	62,618	61,262	69,686
General Property Taxes	21,931	21,367	21,146	21,381	17,516	19,611	25,672	27,626	30,199	35,427
Storm Drain Taxes	30	2	0	0	0	0	0	0	0	0
General Sales Taxes	16,071	18,020	16,270	17,696	18,029	19,544	19,754	21,042	21,462	22,772
Transient Occupancy Taxes	1,683	1,775	1,963	2,098	2,219	2,113	2,535	2,462	2,322	2,223
Franchise Taxes	3,013	2,299	2,277	2,156	3,306	2,822	5,235	7,512	2,924	3,719
Business License Taxes	2,343	2,504	2,680	2,742	2,829	2,872	2,399	3,387	3,477	4,386
Deed Taxes	214	339	291	376	433	390	636	589	877	1,159
Licenses and Permits	1,311	1,555	1,942	1,656	2,574	2,786	2,408	2,107	2,957	2,183
Inter-Governmental	47,515	50,937	49,396	54,525	57,303	53,751	30,180	39,963	39,780	40,835
Growth/Development Fees	2,056	4,374	4,436	5,157	6,087	13,332	8,766	7,880	9,087	9,004
Charges for Current Svcs	3,013	3,950	3,331	4,429	8,365	7,541	6,610	8,385	12,420	11,105
Fines and Forfeitures	1,186	1,085	974	1,030	1,410	1,913	1,399	1,497	881	1,198
Interest	4,589	4,441	4,518	3,960	4,934	5,866	4,780	4,865	3,986	4,547
Miscellaneous	9,271	9,122	6,588	6,677	6,861	7,892	5,159	5,395	4,942	6,899
TOTAL Revenues	114,224	121,770	115,812	123,883	131,865	140,433	115,533	132,710	135,316	145,458
Balance (Surplus + / Deficit -)	-2,873	3,058	-10,933	-4,007	7,403	10,618	11,738	12,986	4,280	842

Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004, CA Department of Finance

With Public Safety taking a larger portion of the budget, all other categories had to become proportionately smaller. Community Development expenditures dropped from 21.8 percent in fiscal 1995 to only 12.4 percent of the budget in fiscal 2004, while Public Safety expenditures grew from 31.6 percent in fiscal 1995 to 38.6 percent of the budget in fiscal 2004.

2.8 Labor Trends

For Ventura County and Oxnard, jobs and labor force are two population sets that are not balanced within their respective areas. Ventura County, with about 400,000 workers and about 300,000 jobs, has about 100,000 more workers than jobs. Oxnard, with about 85,000 workers and about 60,000 jobs, has about 25,000 more workers than jobs. In both cases, workers commute to other areas, mostly into Los Angeles County.

Oxnard has 25,000 more workers than jobs.

Most of Oxnard’s 2005 population age 16-years and over was either working, (57.8 percent) or voluntarily not in the labor force (36.9 percent). These percentages are similar to West Ventura County and California as presented in Table 2-12. However, Oxnard’s 2005 Unemployment Rate of 7.3 percent was significantly higher than Ventura County’s 5.1 percent, and exceeded by only Santa Paula’s 8.0 percent. In large part, the city’s high unemployment rate is largely due to seasonal agricultural employment.

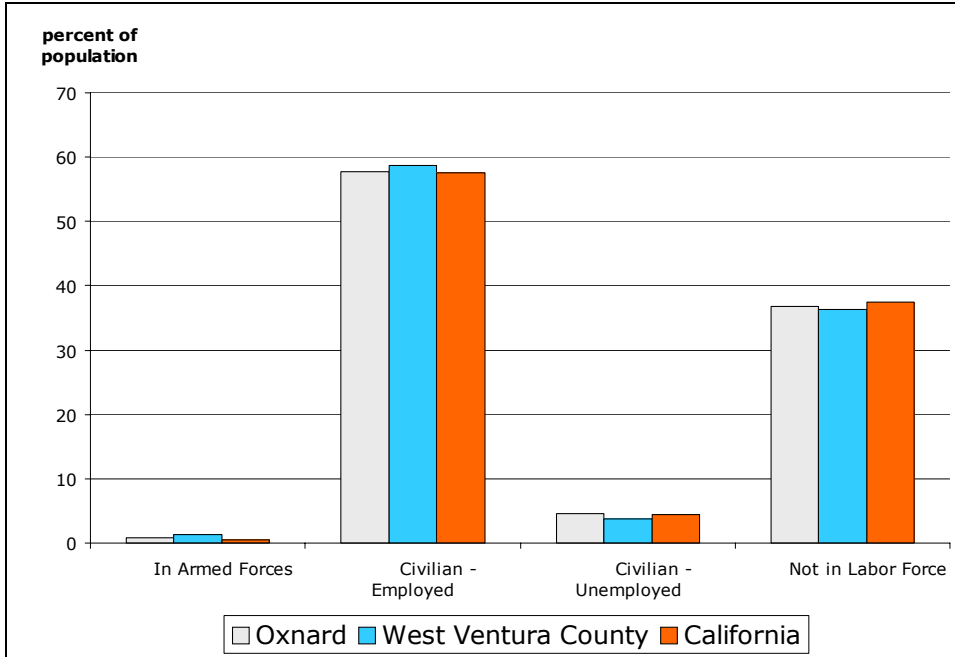
Oxnard’s workers differ from Ventura County workers. They are more likely to be Latino, have lower educational attainment, be younger, and have lower incomes. Figures 2-11 and 2-12 present information on Oxnard’s employment characteristics.

Table 2-12 Unemployment Rate, Various Areas, 2005

Area	Unemployment Rate
Camarillo	3.5%
Thousand Oaks	3.7%
Simi Valley	4.2%
San Buenaventura	5.0%
Ventura County	5.1%
California	7.0%
Oxnard	7.3%
Santa Paula	8.0%

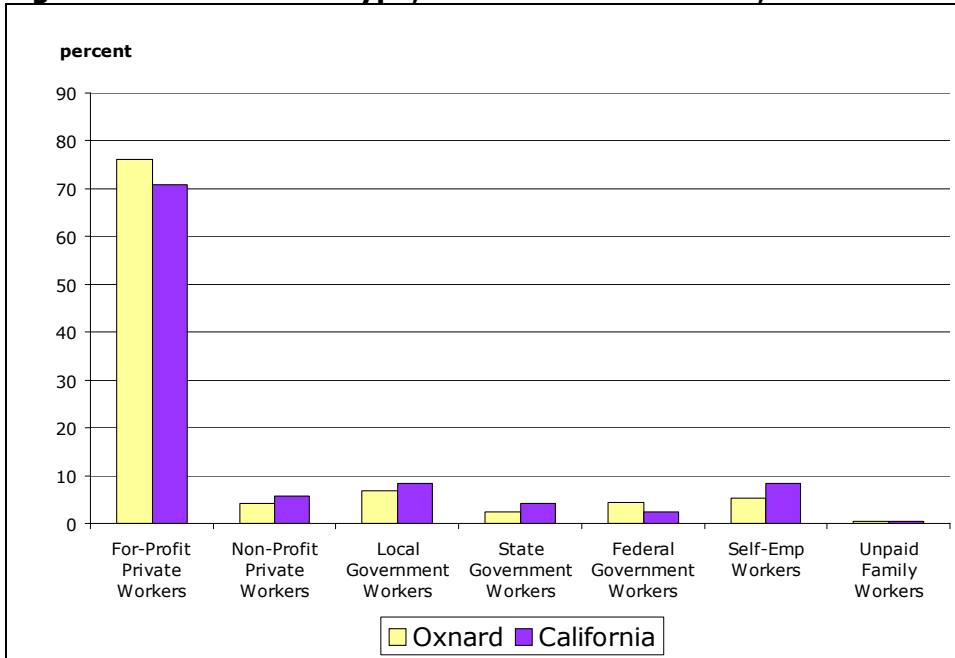
Source: *Site Reports, 2005*

Figure 2-11 Population 16-over Employment Status, Oxnard, West Ventura County, and California, 2005



Source: Site Reports, 2005

Figure 2-12 Worker Type, Oxnard and California, 2005

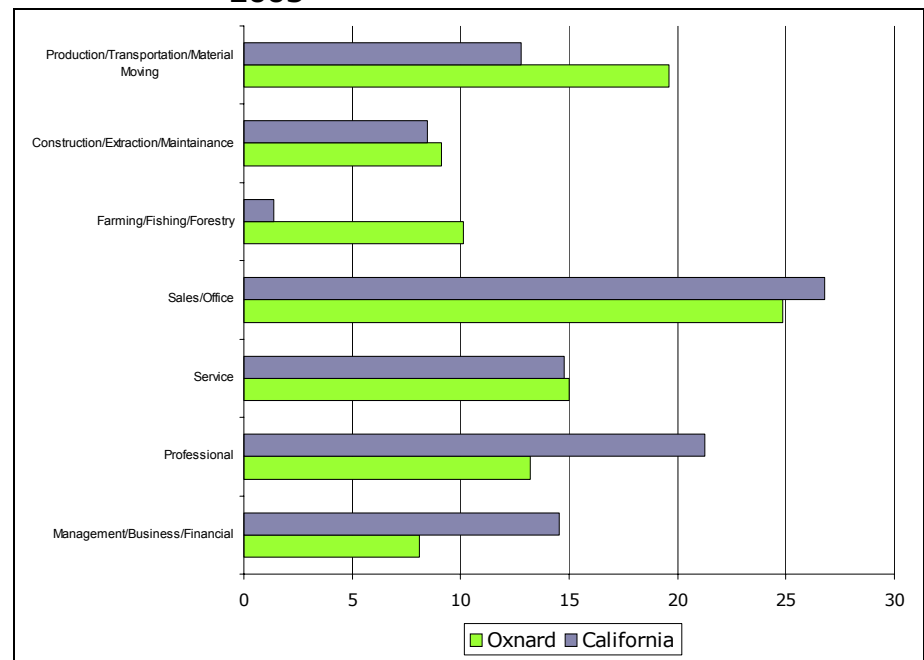


Source: Site Reports, 2005

2.9 Jobs

Oxnard’s job composition is quite different than that of California as a whole. Most notably, a large portion of Oxnard’s workforce is employed in Agriculture and Production/Transportation/Material Moving. In contrast, a much smaller proportion of Oxnard’s workforce is employed in the Professional, and Management/Business/Financial Sectors compared to California, as presented in Figure 2-13. Oxnard also has relatively fewer self-employed workers than is typical in California. About 5.4 percent of the city’s workers are self-employed, while about 8.4 percent California workers are self-employed.

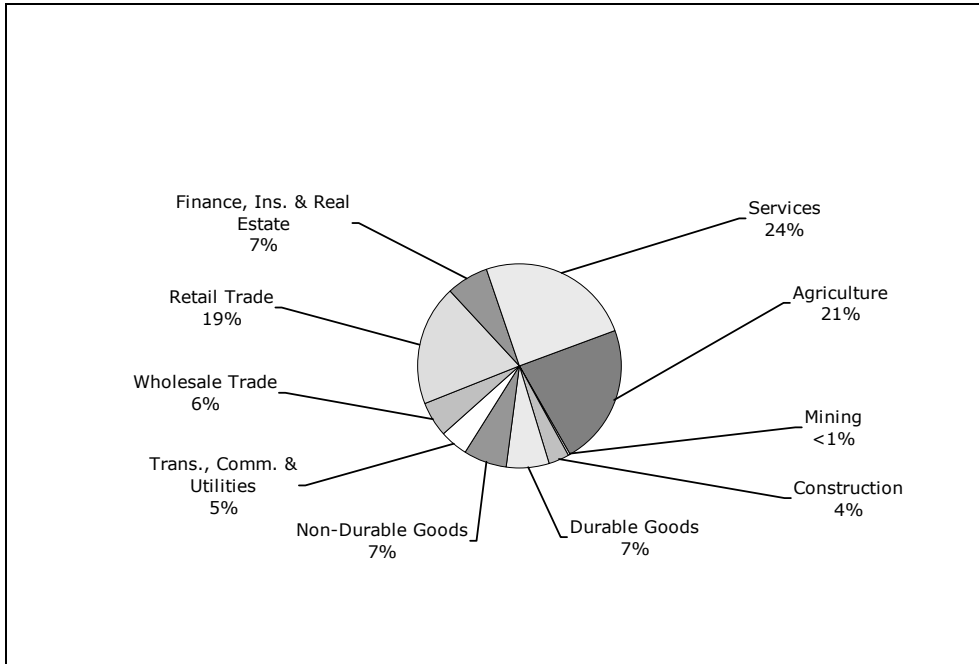
Figure 2-13 Occupation Shares, Oxnard and California, 2005



Source: *Site Reports, 2005. Horizontal scale measured in percent.*

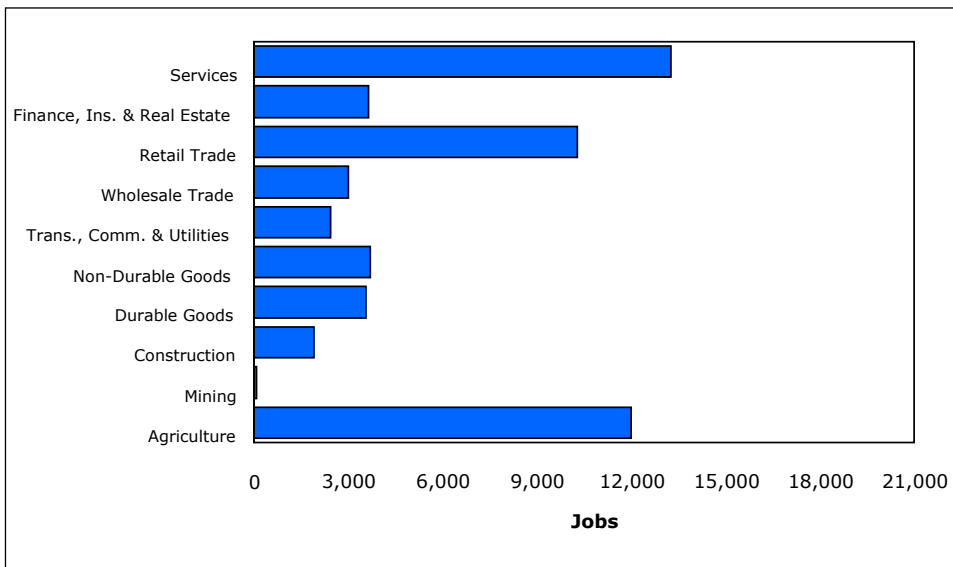
Even though Oxnard has higher-than-typical representation in the Agricultural and Industrial Sectors, they are not necessarily the City’s largest sectors by jobs. The largest sector is the Service Sector, which accounts for about 24 percent (12,682) of all private-sector jobs. Agriculture, with 21 percent (11,605) of private sector jobs, and Retail Trade with 19 percent (10,188) of private sector jobs, are the other major Oxnard private-sector employment industries. In comparison, government (all types), has 7,309 jobs. Figures 2-14 to 2-16 present information on Oxnard’s employment distribution. This data is for the Oxnard Metro Area as defined by zip codes 93030-93036.

Figure 2-14 Employment Distribution, Oxnard, 2005



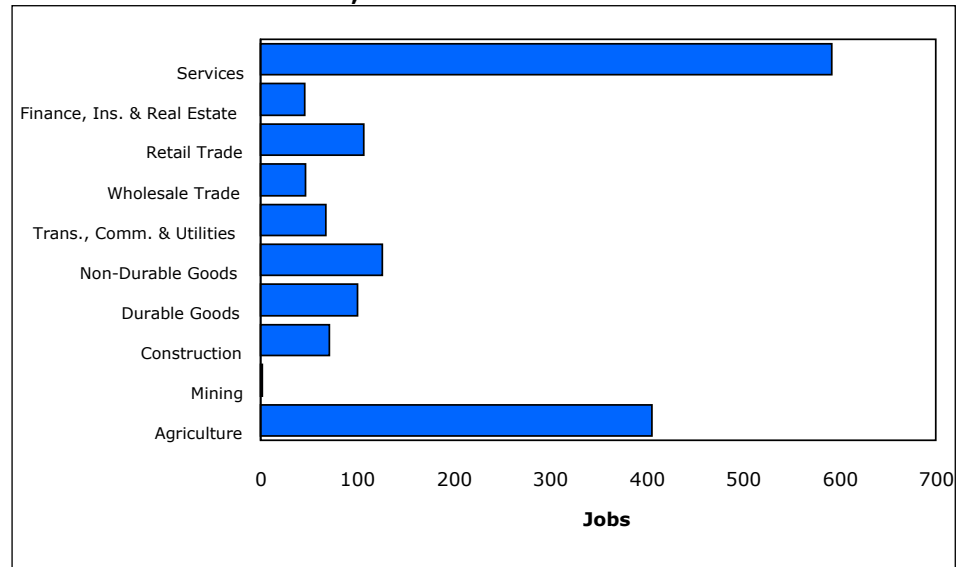
Source: California Employment Development Department. . The Metro Area is slightly larger than the incorporated city boundary and is defined by zip codes 93030 to 93036

Figure 2-15 Employment by Industry, Oxnard, 2005



Source: California Employment Development Department. . The Metro Area is slightly larger than the incorporated city boundary and is defined by zip codes 93030 to 93036.

Figure 2-16 1-year Employment Growth by Industry, Oxnard, 2005



Source: California Employment Development Department. . The Metro Area is slightly larger than the incorporated city boundary and is defined by zip codes 93030 to 93036

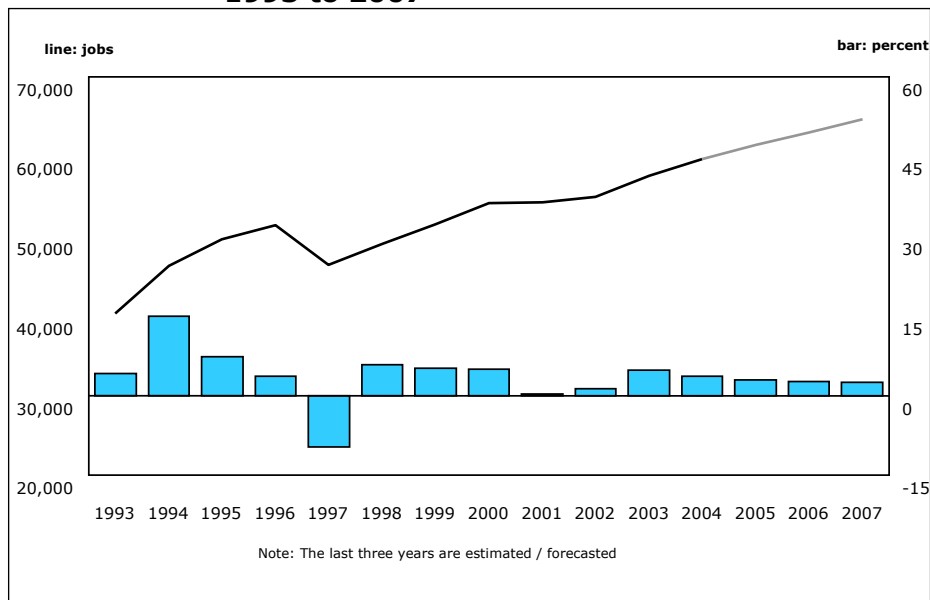
Oxnard job growth was relatively high in the 1990s with the exception of 1997. With the recession of 2000-2001, the city saw a decline in the job growth rate. However, it is notable that Oxnard gained jobs in every year of the recession. More recently, Oxnard’s job growth has been very strong. Jobs grew by 4.8 percent in 2003 and 3.5 percent in 2004, as presented in Figure 2-17.

The Durable and non-Durable Manufacturing Sectors were Oxnard’s most rapidly growing sectors in 2004, with growth rates of 9.2 percent and 14.6 percent, respectively. However, the larger Service and Agriculture Sectors generated more jobs. In 2004, the Services Sector created 689 net new jobs, while the Agriculture Sector created 332 net new jobs. Somewhat surprisingly, the Finance, Insurance, and Real Estate Sector and the Retail Sector showed job losses in 2004. The very small Mining Sector continued its long-term decline.

Durable goods manufacturing, with a 2004 average annual salary of \$73,850, is Oxnard’s highest paying sector. The Finance, Insurance and Real Estate Sector and the small Mining Sector are other well paying industries. Agriculture and Retail Trade are the city’s lowest paid sectors with 2004 average annual salaries of \$21,082 and \$23,073, respectively. Figure 2-18 presents a comparison of the average salary by industry for Oxnard in 2004.

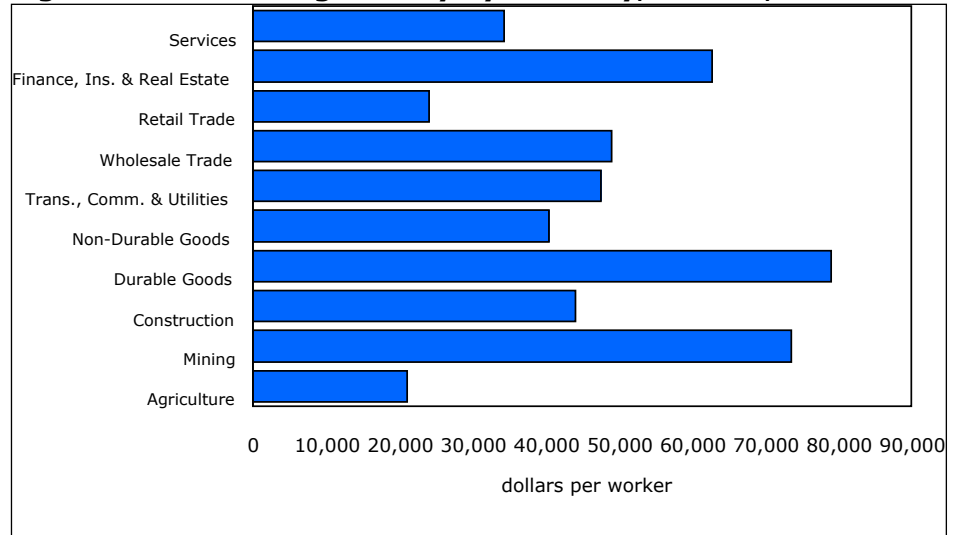
Oxnard experienced consistent salary growth through 2005, even during one 2000-2001 recession. In fact, in three of the past five years the average annual salary grew by over 5 percent. Given the low inflation rate of recent years, many but not all of Oxnard workers are seeing real salary gains. Many of these gains are concentrated in industries where technology gains are generating rapid productivity increases. They also likely represent changes in job distributions, particularly those observed in the Durable Goods Manufacturing Sector. Tables 2-17 to 2-19 present a summary of Oxnard’s salary information by job sector and classification for various years.

Figure 2-17 Total Employment and Growth, Oxnard, 1993 to 2007



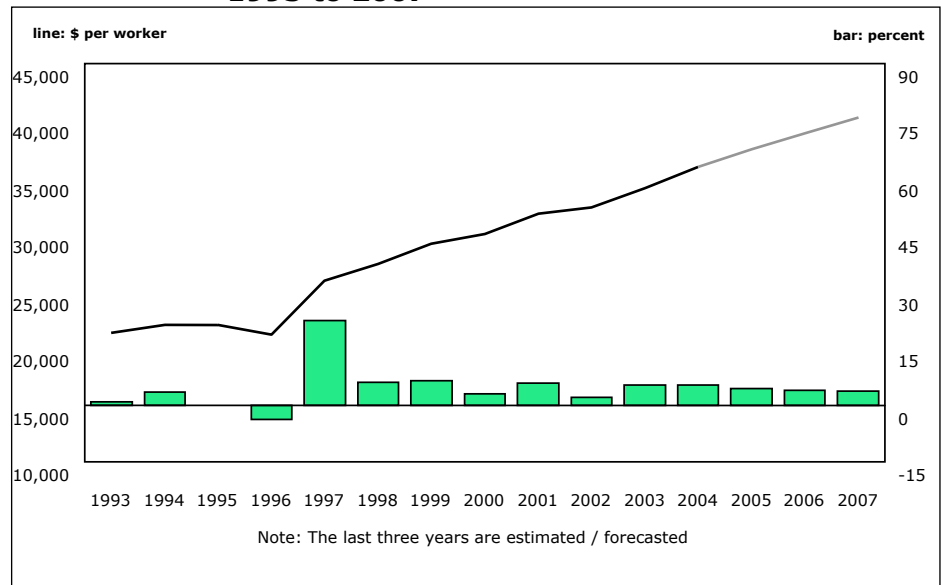
Source: California Employment Development Department. . The Metro Area is slightly larger than the incorporated city boundary and is defined by zip codes 93030 to 93036

Figure 2-18 Average Salary by Industry, Oxnard, 2005



Source: California Employment Development Department. The Metro Area is slightly larger than the incorporated city boundary and is defined by zip codes 93030 to 93036.

Figure 2-19 Average Salary and Growth, Oxnard, 1993 to 2007



Source: California Employment Development Department. . The Metro Area is slightly larger than the incorporated city boundary and is defined by zip codes 93030 to 93036.

Table 2-13 Oxnard, Employment by Major Sector, 1991 to 2004

Employment by Industry	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	----- # of people -----													
Agriculture	8,514	9,260	9,429	8,829	8,600	8,932	9,171	9,815	10,215	11,008	10,323	10,720	11,273	11,605
percent change	na	8.8	1.8	-6.4	-2.6	3.9	2.7	7.0	4.1	7.8	-6.2	3.8	5.2	2.9
Mining	106	133	125	141	125	124	161	119	120	121	109	109	77	76
percent change	na	26.1	-6.0	12.7	-11.4	-0.9	29.9	-26.1	0.9	0.4	-9.9	0.2	-29.1	-1.3
Construction	1,683	1,027	909	985	1,005	928	1,030	1,177	1,566	1,574	1,713	1,723	1,942	1,824
percent change	na	-39.0	-11.5	8.4	2.1	-7.7	11.0	14.2	33.1	0.5	8.8	0.6	12.7	-6.1
Durables Manufacturing	2,394	2,384	2,027	1,771	2,039	2,250	3,126	3,425	3,229	3,240	3,200	3,167	3,163	3,454
percent change	na	-0.4	-15.0	-12.6	15.1	10.4	38.9	9.5	-5.7	0.4	-1.2	-1.0	-0.2	9.2
Non-Durables Manufacturing	2,251	2,462	2,924	2,725	2,726	2,564	2,930	3,021	3,185	3,168	2,728	2,741	3,120	3,577
percent change	na	9.4	18.8	-6.8	0.0	-5.9	14.3	3.1	5.4	-0.5	-13.9	0.5	13.8	14.6
Transp., Comm., & Ut. (2)	1,606	1,678	1,690	1,840	2,486	2,614	2,505	2,580	2,617	2,643	2,567	2,363	2,268	2,371
percent change	na	4.5	0.7	8.9	35.1	5.1	-4.1	3.0	1.4	1.0	-2.8	-8.0	-4.0	4.5
Finance, Ins., & Real Est. (2)	1,426	1,522	1,503	1,514	1,579	1,446	1,411	1,436	1,517	1,540	2,566	2,871	3,659	3,597
percent change	na	6.7	-1.2	0.8	4.3	-8.4	-2.4	1.8	5.6	1.5	66.6	11.9	27.5	-1.7
Retail Trade (2)	8,017	7,602	8,312	8,821	8,822	8,835	8,654	8,807	9,461	9,313	9,708	10,003	10,259	10,188
percent change	na	-5.2	9.3	6.1	0.0	0.1	-2.0	1.8	7.4	-1.6	4.3	3.0	2.6	-0.7
Wholesale Trade	2,299	2,324	2,160	2,376	2,581	2,457	2,783	2,700	2,820	3,037	2,486	2,621	2,932	2,964
percent change	na	1.1	-7.1	10.0	8.7	-4.8	13.3	-3.0	4.4	7.7	-18.1	5.4	11.8	1.1
Services (2)	8,666	8,702	9,539	10,773	11,423	11,680	10,778	12,033	12,663	13,223	12,993	12,156	11,993	12,682
percent change	na	0.4	9.6	12.9	6.0	2.2	-7.7	11.6	5.2	4.4	-1.7	-6.4	-1.3	5.7
Public Sector	3,180	3,067	3,128	3,453	3,945	4,632	4,979	4,765	5,187	5,232	5,869	6,503	6,916	7,309
percent change	na	-3.5	2.0	10.4	14.2	17.4	7.5	-4.3	8.9	0.9	12.2	10.8	6.3	5.7
Private Sector	36,961	37,094	38,618	39,775	41,387	41,829	42,549	45,113	47,393	48,865	48,394	48,473	50,686	52,337
percent change	na	0.4	4.1	3.0	4.1	1.1	1.7	6.0	5.1	3.1	-1.0	0.2	4.6	3.3
TOTAL, All Sectors	40,141	40,161	41,746	43,228	45,331	46,461	47,529	49,878	52,580	54,098	54,264	54,976	57,601	59,646
percent change	na	0.0	3.9	3.6	4.9	2.5	2.3	4.9	5.4	2.9	0.3	1.3	4.8	3.5

Notes: (1) The Oxnard Metropolitan Area is defined by zip codes 93030-93036

(2) These sectors had significant changes in classification in 2001

Source: California Employment Development Department

Table 2-14 Oxnard, Salary by Major Sector, 1991 to 2004

Average Salary By Industry	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	----- dollars -----													
Agriculture	13,992	13,822	14,564	14,836	16,228	16,258	20,177	20,753	20,117	19,815	20,503	20,803	21,348	21,082
percent change	na	-1.2	5.4	1.9	9.4	0.2	24.1	2.9	-3.1	-1.5	3.5	1.5	2.6	-1.2
Mining	42,552	70,962	54,438	51,589	52,804	50,941	45,839	47,370	48,542	50,622	61,299	61,519	66,262	69,960
percent change	na	66.8	-23.3	-5.2	2.4	-3.5	-10.0	3.3	2.5	4.3	21.1	0.4	7.7	5.6
Construction	27,345	30,249	30,034	31,453	31,437	34,863	31,978	33,602	36,261	36,927	36,859	37,764	38,998	41,100
percent change	na	10.6	-0.7	4.7	0.0	10.9	-8.3	5.1	7.9	1.8	-0.2	2.5	3.3	5.4
Durables Manufacturing	31,127	32,553	31,488	28,205	29,733	30,081	50,842	38,981	56,440	54,088	52,173	54,995	57,618	73,850
percent change	na	4.6	-3.3	-10.4	5.4	1.2	69.0	-23.3	44.8	-4.2	-3.5	5.4	4.8	28.2
Non-Durables Manufacturing	23,386	25,590	26,116	27,566	27,863	29,028	32,547	31,866	31,359	32,898	33,211	36,298	39,132	40,030
percent change	na	9.4	2.1	5.6	1.1	4.2	12.1	-2.1	-1.6	4.9	1.0	9.3	7.8	2.3
Transp., Comm., & Ut. (2)	26,359	27,803	28,328	27,120	29,348	30,800	33,623	31,466	35,664	36,604	39,834	40,074	41,443	44,996
percent change	na	5.5	1.9	-4.3	8.2	4.9	9.2	-6.4	13.3	2.6	8.8	0.6	3.4	8.6
Finance, Ins., & Real Est. (2)	26,706	28,124	29,215	29,094	31,666	38,698	46,020	44,379	47,367	51,460	44,396	49,015	55,540	58,324
percent change	na	5.3	3.9	-0.4	8.8	22.2	18.9	-3.6	6.7	8.6	-13.7	10.4	13.3	5.0
Retail Trade (2)	14,027	13,618	14,994	15,091	15,726	15,970	17,031	18,396	19,308	20,077	22,160	21,728	22,354	23,073
percent change	na	-2.9	10.1	0.6	4.2	1.6	6.6	8.0	5.0	4.0	10.4	-2.0	2.9	3.2
Wholesale Trade	28,695	30,154	31,205	30,856	30,459	30,380	29,509	33,902	31,752	33,714	36,823	38,774	45,886	46,987
percent change	na	5.1	3.5	-1.1	-1.3	-0.3	-2.9	14.9	-6.3	6.2	9.2	5.3	18.3	2.4
Services (2)	22,303	22,476	22,169	21,898	22,084	21,788	24,157	26,876	28,435	29,677	30,963	30,476	31,140	32,628
percent change	na	0.8	-1.4	-1.2	0.9	-1.3	10.9	11.3	5.8	4.4	4.3	-1.6	2.2	4.8
Public Sector	29,911	32,928	33,591	30,982	31,403	31,811	32,202	32,361	35,113	39,385	44,246	44,056	43,858	42,783
percent change	na	10.1	2.0	-7.8	1.4	1.3	1.2	0.5	8.5	12.2	12.3	-0.4	-0.4	-2.5
Private Sector	20,262	20,698	20,894	20,882	21,914	22,297	26,292	26,611	28,437	29,050	30,256	30,806	32,758	34,923
percent change	na	2.1	1.0	-0.1	4.9	1.8	17.9	1.2	6.9	2.2	4.2	1.8	6.3	6.6
TOTAL, All Sectors	21,026	21,632	21,846	21,689	22,739	23,246	26,911	27,161	29,095	30,050	31,769	32,373	34,090	35,887
percent change	na	2.9	1.0	-0.7	4.8	2.2	15.8	0.9	7.1	3.3	5.7	1.9	5.3	5.3

Notes: (1) The Oxnard Metropolitan Area is defined by zip codes 93030-93036

(2) These sectors had significant changes in classification in 2001

Source: California Employment Development Department

Table 2-15 Oxnard Employment and Salary by Detailed Sector, Part 1

NAICS		Establishments	Employment (1)	Average Salary
Code	Title			
111	Crop Production	141	8,082	21,205
112	Animal Production	1	(2)	(2)
114	Fishing, Hunting, and Trapping	1	(2)	(2)
115	Support Activities for Agriculture and Forestry	37	3,346	21,289
211	Oil and Gas Extraction	1	(2)	(2)
212	Mining (except Oil and Gas)	1	(2)	(2)
213	Support Activities for mining	3	23	82,955
221	Utilities	17	261	63,293
236	Construction Buildings	48	295	40,983
237	Heavy and Civil Engineering Construction	11	305	70,826
238	Speciality Trade Contractors	132	1,177	43,843
311	Food Manufacturing	23	721	27,975
312	Beverage and Tobacco Product Manufacturing	1	(2)	(2)
313	Textile Mills	2	(2)	(2)
314	Textile Product Mills	7	58	27,803
315	Apparel Manufacturing	5	(2)	(2)
321	Wood Product Manufacturing	1	(2)	(2)
322	Paper Manufacturing	7	672	58,887
323	Printing and Related Support Activities	17	385	39,644
324	Petroleum and Coal Products Manufacturing	1	(2)	(2)
325	Chemical Manufacturing	8	1,008	54,191
326	Plastics and Rubber Products Manufacturing	9	369	38,568
327	Nonmetallic Mineral Product Manufacturing	5	116	44,560
331	Primary Metal Manufacturing	7	172	47,518
332	Fabricated Metal Product Manufacturing	39	671	49,946
333	Machinery Manufacturing	19	1,186	371,396
334	Computer and Electric Product Manufacturing	10	277	52,030
335	Electrical Equip., Appliance, and Component Manufacturing	5	152	68,770
336	Transportation Equipment Manufacturing	14	697	41,620
337	Furniture and Related Product Manufacturing	12	156	34,870
339	Miscellaneous Manufacturing	19	473	41,371
423	Merchant Wholesalers, Durable Goods	86	1,322	59,993
424	Merchant Wholesalers, Nondurable Goods	77	1,337	40,720
425	Wholesale Electric Markets, Agents, and Brokers	16	307	53,822
441	Motor Vehicle and Parts Dealers	64	1,480	44,943
442	Furniture and Home Furnishings Stores	31	290	28,148
443	Electronics and Appliance Stores	17	312	25,015
444	Building Material, Garden Equipment, and Supplies	31	520	34,142
445	Food and Beverage Stores	91	1,137	24,000
446	Health and Personal Care Stores	29	304	33,103
447	Gasoline Stations	32	249	22,243

Table 2-15 Oxnard Employment and Salary by Detailed Sector, Part 1 (Continued)

NAICS				
Code	Title	Establishments	Employment (1)	Average Salary
448	Clothing and Clothing Accessories Stores	53	575	19,411
451	Sporting Goods, Hobby, Book, and Music Stores	25	297	14,918
452	General Merchandise Stores	15	1,440	23,095
453	Miscellaneous Store Retailers	48	358	22,661
454	Nonstore Retailers	6	65	35,921

Notes: (1) Average of October, November, and December, (2) Data unavailable due to confidentiality restrictions, (3) The Oxnard Metropolitan Area is slightly larger than the incorporation boundary and defined by zip codes 93030-93036

Source: EDD-Labor Market Information Division (2004 4th Quarter, 3-Digit North American Industry Classification System (NAICS) data for City of Oxnard, based on zip codes 93030-36

Table 2-16 Oxnard Employment and Salary by Detailed Sector, Part 2

NAICS				
Code	Title	Establishments	Employment (1)	Average Salary
481	Air Transportation	2	(2)	(2)
484	Truck Transportation	57	619	45,174
485	Transit and Ground Passenger Transportation	7	132	24,079
487	Scenic and Sightseeing Transportation	6	18	9,359
488	Support Activities Transportation	11	111	43,891
491	Postal Service	1	(2)	(2)
492	Couriers and Messengers	5	175	34,823
493	Warehousing and Storage	7	202	56,338
511	Publishing Industries (except internet)	7	18	56,839
512	Motion Picture and Sound Recording Industries	1	(2)	(2)
515	Broadcasting (except internet)	5	68	31,215
516	Internet Publishing and Broadcasting	1	(2)	(2)
517	Telecommunications	19	650	53,731
518	Internet Service, Web Search, and Data Processing	5	22	69,986
522	Credit Intermediation and Related Activities	75	902	64,433
523	Securities, Commodities, and Other Financial	24	237	99,334
524	Insurance Carriers and Related Activities	53	391	66,381
525	Funds, Trusts, and Other Financial Vehicles	1	(2)	(2)
531	Real Estate	121	432	40,481
532	Rental and Leasing Services	31	372	44,777
541	Professional, Scientific, and Technical Services	203	1,473	53,267
551	Management of Companies and Enterprises	14	1,202	59,536
561	Administrative and Support Services	157	3,465	22,809
562	Waste Management and Remediation Services	5	48	33,159
611	Educational Services	37	353	31,111
621	Ambulatory Health Care Services	285	2,286	54,473
622	Hospitals	6	1,268	53,555
623	Nursing and Residential Care Facilities	33	792	26,554
624	Social Assistance	69	841	27,495
711	Performing Arts, Spectator Sports, and Related Industries	12	107	23,922

Table 2-16 Oxnard Employment and Salary by Detailed Sector, Part 2 (Continued)

NAICS Code	Title	Establishments	Employment (1)	Average Salary
712	Museums, Historical Sites, and Similar Industries	4	16	25,434
713	Amusement, Gambling, and Recreation Industries	19	422	15,057
721	Accommodation	11	294	19,813
722	Food Services and Drinking Places	214	3,220	13,509
811	Repair and Maintenance	135	798	31,253
812	Personal and Laundry Services	49	363	21,681
813	Religious, Grantmaking, Civic, Professional, and Related	33	431	24,994
814	Private Households	35	146	10,396
931	Federal Government	3	45	72,959
932	State Government	13	444	45,926
933	Local Government	70	6,976	46,258
999	Nonclassifiable Establishments	7	16	9,307
TOTAL	All industries	3,078	59,948	43,272

Notes: (1) Average of October, November, and December, (2) Data unavailable due to confidentiality restrictions, (3) The Oxnard Metropolitan Area is slightly larger than the incorporation boundary and defined by zip codes 93030-93036

Source: EDD-Labor Market Information Division (2004 4th Quarter, 3-Digit NAICS data for City of Oxnard, based on zip codes 93030-36

2.10 Cost and Service Standards

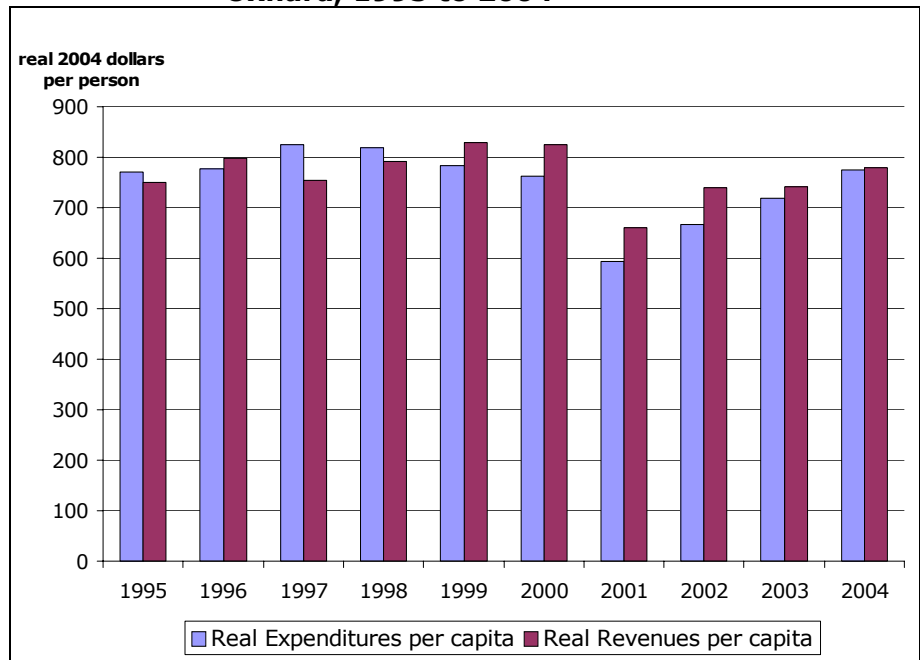
Revenues

City spending is largely determined by revenue, and revenue is subject to shocks. Shocks are events that are at best only partially foreseen. Oxnard's per-capita revenue has shown dramatic variation over the recent past, and the composition of that revenue has also changed. These changes were brought about by, most importantly, California's state government fiscal crises. The housing boom and Oxnard's growth have moderated some of the variation, contributed to the changes in composition, and minimized the impact of the California state government fiscal crises.

Oxnard's real (inflation adjusted) per-capita revenue rose from 1995 to 1999, when it peaked at about \$830 (2004 dollars). Real per-capita revenue slipped a bit in 2000, and then it fell precipitously in 2001, to only about \$660 (2004 dollars). Rapid population growth and dramatic cuts in Inter-Governmental transfers were the cause of the 2001 decline. Real per-capita revenue resumed its growth in 2002, but with 2004's real per-capita revenue of about \$780, is still significantly below the 1999 peak of \$830. Information on real expenditures and revenues per capita are presented in Figure 2-20 and Table 2-17.

*Real per-capita
revenue ...fell
precipitously in
2001, to only about
\$660.*

Figure 2-20 Real Expenditures/Revenues per capita, Oxnard, 1995 to 2004



Sources: City of Oxnard, CA Department of Finance, Unites States (US) Bureau of Labor Statistics

Taxes and Inter-governmental Transfers are Oxnard’s most important sources, but the relationship between Taxes and Inter-Governmental Transfers has changed. Inter-Governmental Transfers were 44 percent of total per-capita revenue in 1998. By 2004, this had fallen to only 28 percent of total per-capita revenue. Taxes by contrast, have become relatively more important. In 1999 and 2000 Taxes represented less than 34 percent of per-capita revenue. By 2004, Taxes represented almost 48 percent of per-capita revenue, nearly 50 percent higher than 2000. Expenditure and revenue details for 1995 to 2004 are presented in Figures 2-21 and 2-22.

As is the case with most California cities, Property Taxes and Sales Taxes are Oxnard’s most significant tax sources. In 2004, the city collected an average of \$190 in Property Taxes from each person, and about \$122 in Sales Taxes. Rising real estate values and new construction have contributed to a dramatic increase in city Property Taxes. Real per-capita Real Estate Taxes have almost doubled from about \$110 in 1999 to \$190 in 2004. This Property Tax increase has partially mitigated the impact of cuts in Inter-Governmental Transfers, but it has also increased the city’s exposure to a possible decline in real estate prices or declining construction.

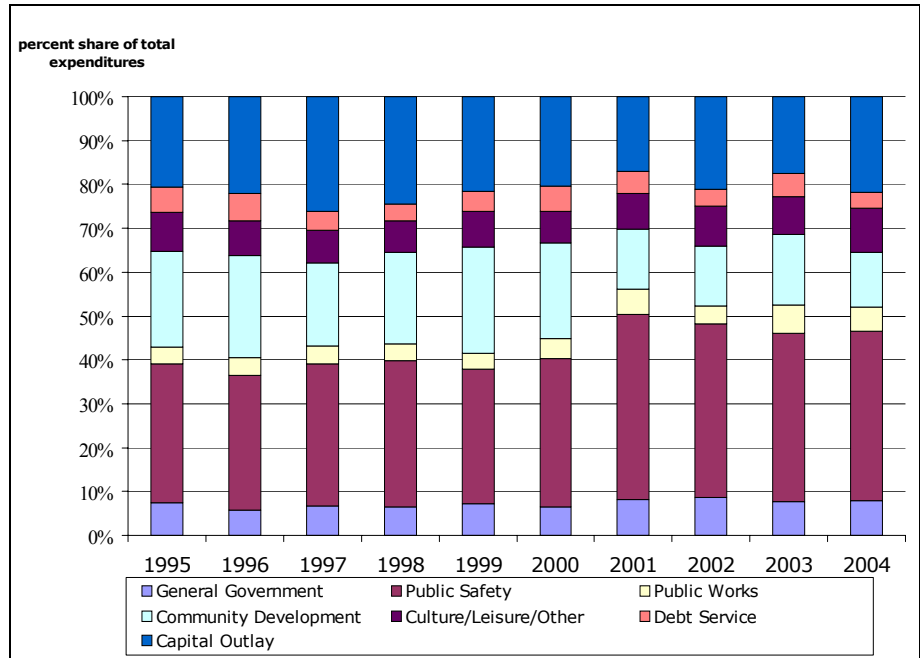
2. Demographics, Housing and Economics

Table 2-17 Real Expenditures and Revenues per capita, Oxnard, 1995 to 2004

Year ending June 30 ...	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	----- real 2004 dollars per person -----									
Expenditures (per capita)										
General Government	56.55	44.37	55.51	53.40	55.50	50.25	47.97	57.81	55.41	61.33
Public Safety	243.51	238.51	267.39	271.65	240.62	257.04	250.97	263.24	274.72	299.33
Public Works	31.00	32.02	32.04	32.69	29.22	34.17	33.49	28.02	47.64	43.45
Community Development	168.02	179.88	157.87	169.37	188.81	166.88	81.05	90.20	115.88	95.99
Culture/Leisure/Other	67.66	62.19	60.67	59.28	64.23	54.46	48.51	61.22	61.20	78.47
Debt Service	45.13	47.83	34.94	31.50	36.45	44.11	29.46	26.00	37.98	26.85
Capital Outlay	158.02	172.21	216.08	199.89	168.61	155.12	101.34	140.57	125.76	169.56
TOTAL Expenditures	769.91	777.01	824.50	817.78	783.44	762.01	592.79	667.07	718.58	774.98
Revenues (per capita)										
Taxes	297.74	303.09	290.30	297.02	279.05	277.97	321.14	348.89	335.96	373.44
General Property Taxes	144.20	139.85	137.56	136.72	110.26	115.12	146.62	153.92	165.61	189.85
Storm Drain Taxes	0.20	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
General Sales Taxes	105.66	117.95	105.84	113.16	113.48	114.73	112.82	117.24	117.70	122.03
Transient Occupancy Taxes	11.07	11.62	12.77	13.42	13.97	12.40	14.48	13.72	12.73	11.91
Franchise Taxes	19.81	15.05	14.81	13.79	20.81	16.57	29.90	41.86	16.03	19.93
Business License Taxes	15.40	16.39	17.43	17.53	17.80	16.86	13.70	18.87	19.07	23.51
Deed Taxes	1.41	2.22	1.89	2.40	2.73	2.29	3.63	3.28	4.81	6.21
Licenses and Permits	8.62	10.18	12.64	10.59	16.20	16.35	13.75	11.74	16.22	11.70
Inter-Governmental	312.41	333.40	321.33	348.66	360.70	315.52	172.36	222.66	218.15	218.83
Growth/Development Fees	13.52	28.63	28.86	32.98	38.31	78.26	50.06	43.91	49.83	48.25
Charges for Current Svcs	19.81	25.86	21.67	28.32	52.65	44.26	37.75	46.72	68.11	59.51
Fines and Forfeitures	7.80	7.10	6.34	6.58	8.87	11.23	7.99	8.34	4.83	6.42
Interest	30.17	29.07	29.39	25.32	31.06	34.43	27.30	27.10	21.86	24.37
Miscellaneous	60.96	59.71	42.86	42.70	43.19	46.33	29.46	30.06	27.10	36.97
TOTAL Revenues	751.02	797.03	753.37	792.16	830.04	824.34	659.82	739.42	742.06	779.49
Balance (Surplus + / Deficit -)	-18.89	20.02	-71.12	-25.62	46.60	62.33	67.04	72.35	23.47	4.51

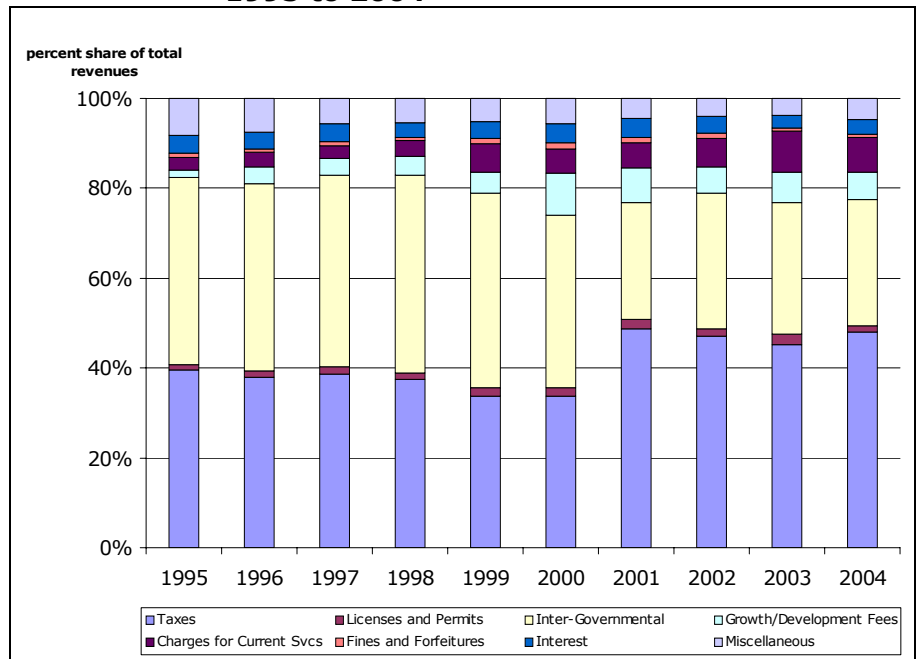
Source: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004, CA Department of Finance

Figure 2-21 Real Expenditure Detail per capita, Oxnard, 1995 to 2004



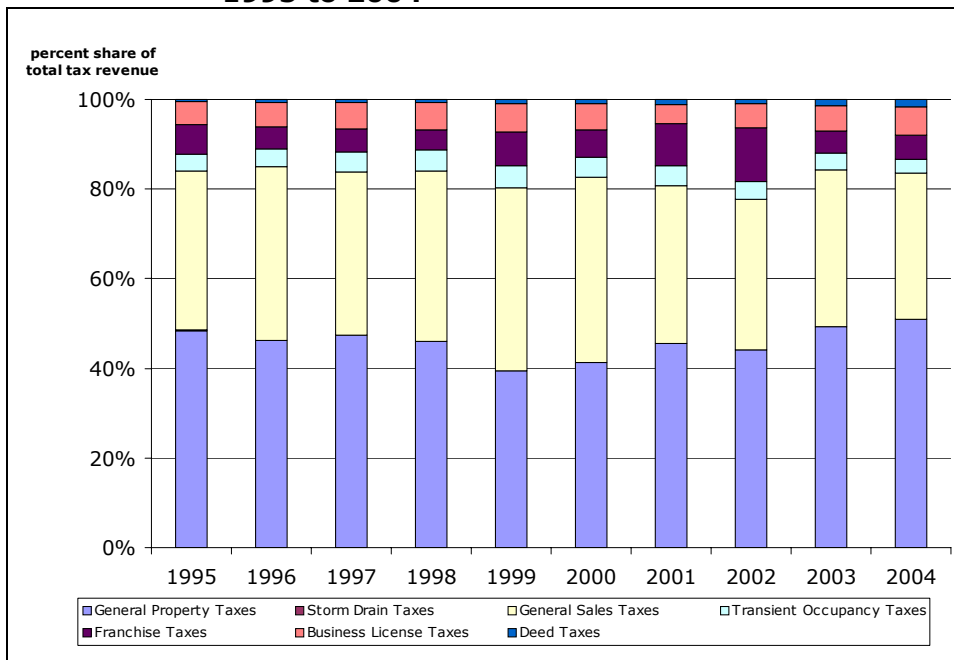
Sources: City of Oxnard, CA Department of Finance, US Bureau of Labor Statistics

Figure 2-22 Real Revenue Detail per capita, Oxnard, 1995 to 2004



Sources: City of Oxnard, CA Department of Finance, US Bureau of Labor Statistics

Figure 2-23 Real Tax Revenue Detail per capita, Oxnard, 1995 to 2004



Sources: City of Oxnard, CA Department of Finance, US Bureau of Labor Statistics

Oxnard’s thriving residential real estate market has particularly contributed to increased Property Tax revenue. On average, Oxnard collected about \$3,000 in tax revenues per housing unit in 2004. In the same year, the city collected about \$6,200 per million square feet of commercial space. Real per-unit Residential collections grew by 19 percent from 2001 to 2004, while real Commercial collections per million square feet grew by 14 percent. Residential and commercial summaries for real expenditures are provided in Tables 2-18 and 2-19.

Oxnard’s real per-capita Retail Sales tax revenue has increased from \$8,400 (2004 dollars) in 1995 to \$10,100 in 2004, an increase of 20 percent. Real per-capita Total Taxable Sales (Retail plus Business-to-Business plus Wholesale Taxable) grew from \$10,000 (2004 dollars) in 1995 to \$11,900 in 2004, an increase of 19 percent. However, this growth has not been steady. Oxnard saw a dramatic decline in both Retail Taxes and Total Taxable Sales in 2000. It took three years for real per-capita sales to recover to 1999 levels. This dramatically exposes the city’s risk from changes in market conditions.

Oxnard’s estimated 2005 per-capita Retail Sales are the fourth highest in Ventura County, after Thousand Oaks, San Buenaventura, and Camarillo. Oxnard’s \$10,900 is about the same as Ventura County’s consolidated average of \$11,000. Estimated 2005 per-capita Total Taxable Sales in Oxnard is the fifth highest in Ventura County, after Thousand Oaks, San

Buenaventura, Camarillo, and Ojai. Oxnard's \$12,700 is 13 percent lower than the consolidated average for Ventura County, \$14,600 as presented in Tables 2-20 and 2-21.

Table 2-18 Real Expenditures and Revenues per Housing Unit, Oxnard, 1995 to 2004

Year ending June 30 ...	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
	----- real 2004 dollars per housing unit -----									
Expenditures										
General Government	199.9	156.4	196.0	190.3	199.0	191.5	181.9	219.8	211.6	234.8
Public Safety	860.7	840.8	944.2	967.8	862.6	979.5	951.8	1,000.7	1,049.1	1,145.8
Public Works	109.6	112.9	113.2	116.5	104.7	130.2	127.0	106.5	181.9	166.3
Community Development	593.9	634.1	557.5	603.4	676.9	635.9	307.4	342.9	442.5	367.4
Culture/Leisure/Other	239.1	219.2	214.3	211.2	230.3	207.5	184.0	232.7	233.7	300.4
Debt Service	159.5	168.6	123.4	112.2	130.7	168.1	111.7	98.8	145.0	102.8
Capital Outlay	558.5	607.1	763.0	712.2	604.5	591.1	384.3	534.4	480.3	649.0
TOTAL Expenditures	2,721.2	2,739.0	2,911.5	2,913.6	2,808.6	2,903.9	2,248.2	2,535.8	2,744.1	2,966.5
Revenues										
Taxes	1,052.3	1,068.4	1,025.1	1,058.2	1,000.4	1,059.3	1,218.0	1,326.3	1,282.9	1,429.5
General Property Taxes	509.7	493.0	485.7	487.1	395.3	438.7	556.1	585.1	632.4	726.7
Storm Drain Taxes	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
General Sales Taxes	373.5	415.8	373.7	403.2	406.8	437.2	427.9	445.7	449.5	467.1
Transient Occupancy Taxes	39.1	41.0	45.1	47.8	50.1	47.3	54.9	52.1	48.6	45.6
Franchise Taxes	70.0	53.1	52.3	49.1	74.6	63.1	113.4	159.1	61.2	76.3
Business License Taxes	54.4	57.8	61.6	62.5	63.8	64.2	52.0	71.7	72.8	90.0
Deed Taxes	5.0	7.8	6.7	8.6	9.8	8.7	13.8	12.5	18.4	23.8
Licenses and Permits	30.5	35.9	44.6	37.7	58.1	62.3	52.2	44.6	61.9	44.8
Inter-Governmental	1,104.2	1,175.3	1,134.7	1,242.2	1,293.1	1,202.4	653.7	846.4	833.1	837.6
Growth/Development Fees	47.8	100.9	101.9	117.5	137.4	298.2	189.9	166.9	190.3	184.7
Charges for Current Svcs	70.0	91.1	76.5	100.9	188.8	168.7	143.2	177.6	260.1	227.8
Fines and Forfeitures	27.6	25.0	22.4	23.5	31.8	42.8	30.3	31.7	18.5	24.6
Interest	106.6	102.5	103.8	90.2	111.3	131.2	103.5	103.0	83.5	93.3
Miscellaneous	215.4	210.5	151.3	152.1	154.8	176.5	111.7	114.3	103.5	141.5
TOTAL Revenues	2,654.4	2,809.6	2,660.4	2,822.3	2,975.7	3,141.4	2,502.4	2,810.9	2,833.8	2,983.7
Balance (Surplus + / Deficit -)	-66.8	70.6	-251.2	-91.3	167.1	237.5	254.2	275.0	89.6	17.3

Sources: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004, CA Department of Finance

Table 2-19 Real Expenditures and Revenues per million square feet of Commercial Space, Oxnard, 1995 to 2004

Year ending June 30 ...	2000	2001	2002	2003	2004
	----- real 2004 dollars per million feet of commercial space -----				
Expenditures					
General Government	439.6	397.2	466.7	449.1	491.4
Public Safety	2,249.0	2,078.1	2,124.9	2,226.5	2,398.3
Public Works	299.0	277.3	226.2	386.1	348.2
Community Development	1,460.1	671.1	728.1	939.1	769.1
Culture/Leisure/Other	476.5	401.6	494.1	496.0	628.8
Debt Service	385.9	244.0	209.9	307.8	215.1
Capital Outlay	1,357.3	839.1	1,134.6	1,019.2	1,358.6
TOTAL Expenditures	6,667.3	4,908.4	5,384.5	5,823.7	6,209.4
Revenues					
Taxes	2,432.1	2,659.1	2,816.2	2,722.7	2,992.2
General Property Taxes	1,007.2	1,214.0	1,242.4	1,342.2	1,521.2
Storm Drain Taxes	0.0	0.0	0.0	0.0	0.0
General Sales Taxes	1,003.8	934.2	946.4	953.9	977.8
Transient Occupancy Taxes	108.5	119.9	110.7	103.2	95.4
Franchise Taxes	145.0	247.6	337.9	130.0	159.7
Business License Taxes	147.5	113.5	152.3	154.5	188.3
Deed Taxes	20.0	30.1	26.5	39.0	49.8
Licenses and Permits	143.1	113.9	94.8	131.4	93.7
Inter-Governmental	2,760.6	1,427.2	1,797.3	1,768.0	1,753.3
Growth/Development Fees	684.7	414.5	354.4	403.9	386.6
Charges for Current Svcs	387.3	312.6	377.1	552.0	476.8
Fines and Forfeitures	98.2	66.1	67.3	39.2	51.5
Interest	301.3	226.0	218.8	177.2	195.2
Miscellaneous	405.3	244.0	242.6	219.6	296.2
TOTAL Revenues	7,212.7	5,463.5	5,968.5	6,014.0	6,245.6
Balance (Surplus + / Deficit -)	545.3	555.1	584.0	190.2	36.1

Sources: City of Oxnard, Comprehensive Annual Financial Report (CAFR) 2004, CB Richard Ellis

Table 2-20 Total Taxable and Retail Sales per Capita, Oxnard, 1995 to 2004

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Retail Sales per Capita	8.4	8.5	8.6	8.8	9.6	8.9	9.1	9.4	9.7	10.1
Real Total Taxable Sales per Capita	10.0	10.1	10.4	10.5	11.5	10.7	11.0	11.2	11.6	11.9

Sources: City of Oxnard, Comprehensive Annual Financial Report (CAFR), Fiscal Year 2004, CA Department of Finance

Table 2-21 Total Taxable and Retail Sales per Capita, 1995 to 2004

	Nominal Retail Sales	Nominal Total Taxable Sales
Camarillo	12.2	16.2
Fillmore	5.9	6.5
Port Hueneme	2.8	3.2
Moorpark	4.7	6.6
Ojai	10.0	12.9
Oxnard	10.9	12.7
Simi Valley	9.7	11.7
Santa Paula	4.3	5.7
Thousand Oaks	18.1	21.7
San Buenaventura	15.8	18.9
Ventura County	11.0	14.6

Sources: CA Board of Equalization, CA Department of Finance

Expenditures

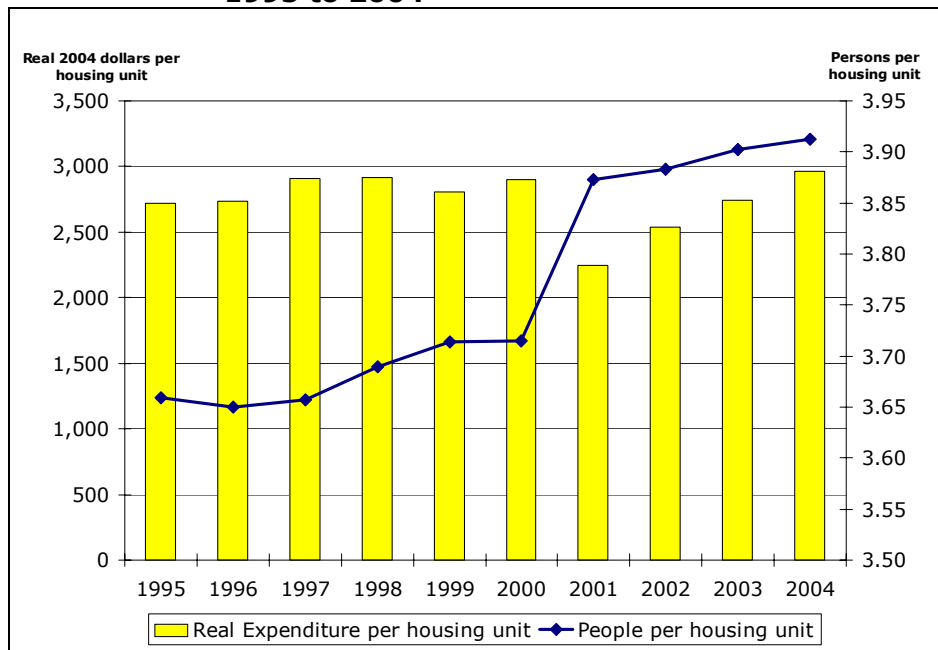
Oxnard responded to changing revenue stream by changing both the amount of city spending and the composition of that spending. Consequently, Oxnard’s real per capita expenditures rose from 1995 to 1997, then spending gradually fell until 2000. It is interesting that the city’s spending declined prior to the decline in Intra-Government Transfers. It appears that the decline in spending was a response to the use of reserve funds in 1997 and 1998. As with revenues, per capita expenditures fell significantly in 2001. They have been growing ever since. However, real per-capita spending still lags that of the late 1980s.

Oxnard’s leaders made a decision to not only cut spending, but to change the composition of that spending in response to California’s fiscal crises and to the city deficits of 1997 and 1998. In 2001, Oxnard’s real Public Safety expenditures per person increased dramatically, going from about 33 to 42 percent of total per capita expenditures. The Public Safety share has been at or just under 40 percent ever since. The increased Public Safety spending was at the expense of per-capita Capital Outlay and per-capita Community Development. Since 2002, Oxnard has spent more than \$1,000 real dollars per-housing-unit on Public Safety.

Service standards attempt to measure the level of public services that the City’s residents receive. In most cases, data is limited to expenditures per capita, or per household.

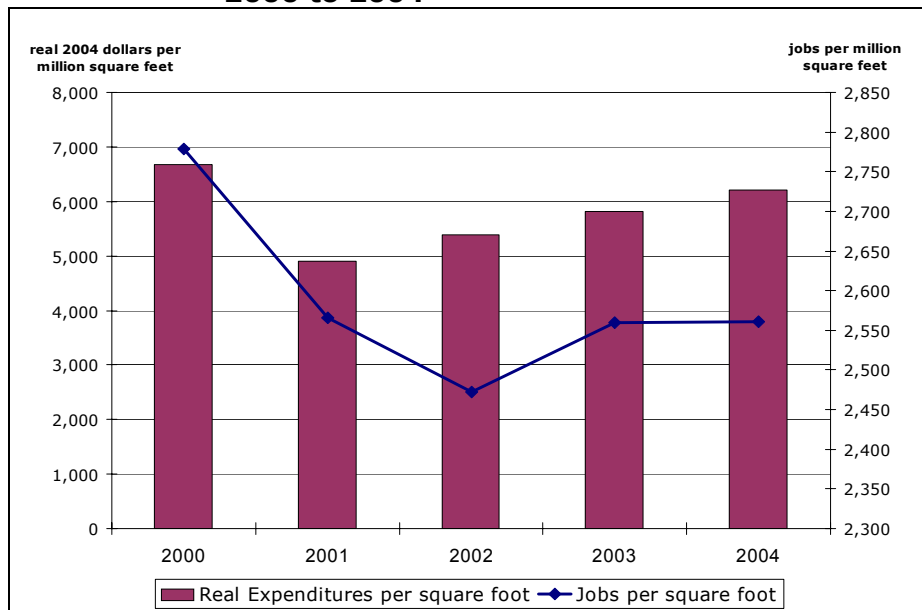
The Service Standard for Oxnard’s resident population declined with California’s budget crises that began in 2001. Real per-housing-unit expenditures fell significantly. At the same time the number of persons per housing unit rose significantly. Consequently, from 2000 to 2001 Oxnard’s expenditure on services for each member in a household fell dramatically. However, from 2002 on, the growth in real per-capita expenditure has exceeded the growth of persons per household. Finally, in 2004 expenditures per-household reached the levels that prevailed before the state’s fiscal crises. Figures 2-24 and 2-25 presents a summary of Oxnard’s service standard per person from 1995 to 2004.

Figure 2-24 Service Standard for Population, Oxnard, 1995 to 2004



Sources: City of Oxnard, CA Department of Finance, US Bureau of Labor Statistics

Figure 2-25 Service Standard for Jobs, Oxnard, 2000 to 2004



Sources: City of Oxnard, CB Richard Ellis, CA Employment Development Department, US Bureau of Labor Statistics

From 2000 to 2004, the number of jobs per square foot of commercial space fell significantly, while real per-square-foot expenditures, after falling in 2001, has increased every year since. However, real expenditure

per-square-foot is still below those of 2000. On net, per-square-foot expenditure fell by about seven percent from 2000 to 2004, while jobs per-square-foot fell by about eight percent. This implies 2004 job holders received a bit more in public spending and services thereof than job holders did in 2000. Table 2-22 presents commercial office space characteristics for the Oxnard/Port Hueneme area and Figure 2-26 presents a comparison of residential versus commercial revenue generation rates.

Table 2-22 Commercial Space, Oxnard/Port Hueneme, 2000 to 2004

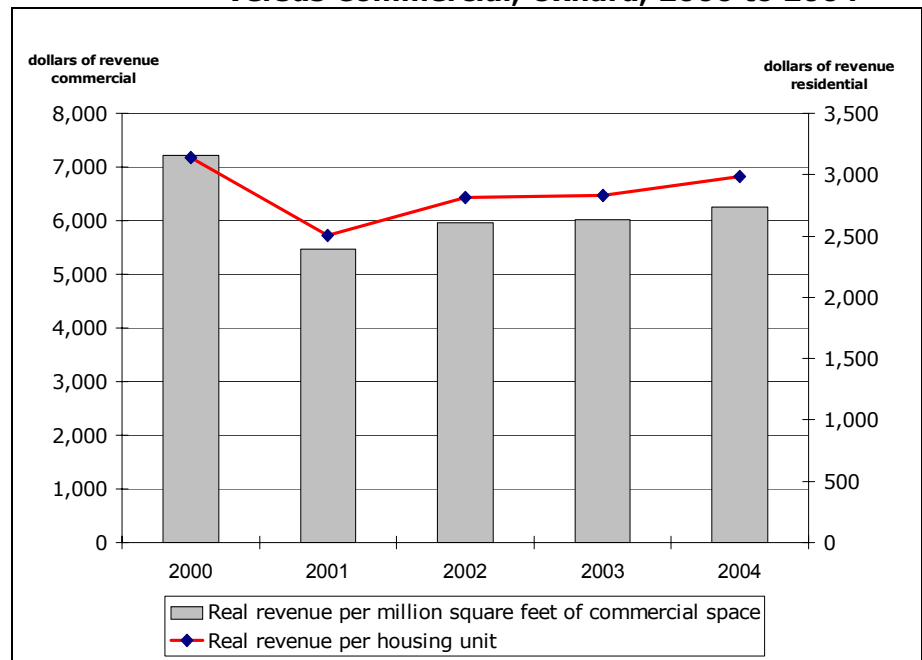
	2000	2001	2002	2003	2004
Total Leasable Industrial Space	15,605,671	16,561,848	17,227,597	17,525,031	18,428,784
Total Leasable Office Space	881,701	1,251,877	1,329,479	1,297,269	1,254,967
Total Leasable Retail Space	2,982,976	3,332,730	3,677,914	3,677,914	3,605,914
TOTAL Commercial	19,470,348	21,146,455	22,234,990	22,500,214	23,289,665

Estimated additions to Retail Base 2001 349,754

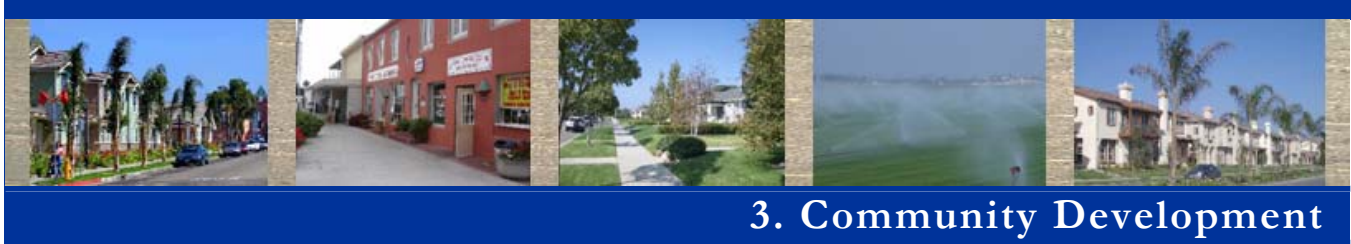
Jobs per million square feet	2,778	2,566	2,472	2,560	2,561
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Source: CB Richard Ellis, University of California, Santa Barbara (UCSB) Economic Forecast Project

Figure 2-26 Revenue Generation Rates for Residential versus Commercial, Oxnard, 2000 to 2004



Sources: City of Oxnard, CB Richard Ellis, CA Department of Finance, US Bureau of Labor Statistics



3. Community Development

3.1 Introduction

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. In order to accomplish this, land uses must complement each other visually, aesthetically, socially, and economically. Natural resources must be protected, while maintaining and enhancing economic opportunities. Incompatible, conflicting and damaging land use arrangements must be prevented to avoid compromising the overall character of a neighborhood and the community as a whole.

This chapter covers land use types, distribution, and intensity; population and building density; existing specific plans; public land ownership; and future growth areas. The focus of this element is on the future growth and physical development of the community. Information presented will be utilized to form the backbone for the subsequent development of land use policies. This chapter is divided into the following sections:

- Land Use (3.2)
- Urban Design - Community Identity (3.3)
- Growth Management (3.4)
- Economic Development (3.5)

3.2 Land Use

An analysis of the current land use pattern and development potential within the City provides the foundation for the determination of the appropriate future land use mix within the community. As the backbone of the General Plan, the land use fabric exhibits a symbiotic relationship with all other elements of the plan. A firm understanding of the current state of the community and the land use regulations exhibiting influence on the City will be necessary to identify issues and establish the future direction for growth.

Key Terms

Density (Net and Gross). Density is calculated by taking the number dwelling units in an area and dividing it by the acreage in the area. Gross density is calculated using the total acreage for the area. Net density is calculated by dividing units by the net acreage, generally, exclusive of roadways.

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.

Floor Area Ratio (FAR). The ratio of gross floor area of structures on a particular parcel to the area of the parcel on which the structures are located.

Gross Acreage. This term refers to the total area of a site.

Gross Floor Area. The floor area actually occupied or used by a tenant or other user, including hallways, lobbies, utilities, and other common areas.

Lot Coverage. This term refers to the amount of a lot that is allowed to be covered by the footprint of structures on that lot.

Net Acreage. Net acreage is calculated by taking the gross acreage of a site and subtracting portions of the site dedicated to public improvements, such as streets.

Planned Development (PD). Land use zoning which allows the adoption of a set of development standards that are specific to a particular project. PUD zones usually do not contain detailed development standards; those are established during the process of considering proposals and adopted upon project approval. Also known as a Planned Residential Group (PRD) or Planned Unit Development (PUD).

Zoning. Zoning is the principal land use tool for implementing the general plan; it translates general plan land use recommendations and standards directly into enforceable regulations. A zoning ordinance divides a community into districts and specifies the land uses allowed and the development standards that apply for each district. Standards generally include minimum lot size, density, building height, lot coverage, and setbacks.

Land Use Planning History

The Oxnard 2020 General Plan represented a comprehensive revision to the City's 1990 General Plan and consolidation of many of the elements into one document. The Oxnard 2020 General Plan is comprised of 12 required and optional elements including: growth management; land use; circulation; public facilities; open space/conservation; safety; noise; economic development; community design; parks and recreation; housing; and coastal land use. These elements, their original adoption dates, date of last update, and corresponding element within the 2030 General Plan are presented in Table 3-1.

Table 3-1 History and Status of the 2020 General Plan

Element	Status	Adopted	Updated	2030 General Plan
Circulation	Required	1978	1990	Public Facilities Element
Coastal Land Use	Required	1981	2002	Separate document
Community Design	Optional	1990	1990	Community Development Element
Economic Development	Optional	1986	1990	Community Development Element
Growth Management	Optional	1990	1990	Community Development Element
Housing	Required	1970	2000	Separate document
Land Use	Required	1978	1990 (2)	Community Development Element
Noise	Required	1979	1990	Safety and Hazards Element
Open Space/Conservation	Required	1973	1990	Environmental Resources
Parks and Recreation	Optional	1987	1990	Public Facilities Element
Public Facilities (1)	Required	1990	1990	Public Facilities Element
Safety	Required	1976	1990	Safety and Hazards Element

Notes: (1) General substance required by State law
(2) Last amended 2005.

Source: City of Oxnard General Plan 2020, 1990

3.2.1 Existing Oxnard General Plan Land Use Element

The existing General Plan Land Use Element provides for five major types of land use designations: residential, commercial, industrial, open space and other. Each of these categories is further subdivided into distinct uses correlated with specific intensity standards. The following text provides an overview of each designation.

Residential

The maximum intensities for residential development are defined by density standards specified for each category of residential use. These standards are presented in Table 3-2 following the category definitions. In addition to the density standards, estimated household size reflects the number of inhabitants per dwelling unit projected for each residential category and provides the basis for estimating public service needs (i.e. infrastructure, schools, and parks).

Table 3-2 General Plan 2020 Residential Density Standards

Land Use Category	Density	Estimated HH Size
Rural	1 - 4 dus/acre	3.7 persons/du
Very Low Density	1 - 2 du/acre	3.7 persons/du
Low Density	1 - 7 du/acre	3.7 persons/du (attached); 2.7 persons/du (detached)
Low-Medium Density	7 - 12 du/acre	3.7 persons/du (attached); 2.7 persons/du (detached)
Medium Density	12 - 18 du/acre	2.7 persons/du
High Density	18 - 30 du/acre	1.9 persons/du
Mobile Home 1	1 - 7 du/acre	1.9 persons/du
Mobile Home 2	7 - 12 du/acre	2.7 persons/du

Source: City of Oxnard General Plan 2020, 1990

Large-scale developments and specific plan areas may provide for other intensity control measures that provide development flexibility while maintaining intensity maximums for the planning area.

- **Rural.** This designation predominantly provides for single family homes on larger lots and is intended to reflect the semi-rural character of the surrounding area. Although some higher density development may exist, the density range for this classification 1 to 4 dwelling units (du) per acre with a typical household size of 3.7 persons per dwelling unit. Areas with this classification include El Rio and Nyeland Acres.
- **Very Low Density.** This classification is intended to provide for a single family residential transition from the edge of a residential area to higher density residential areas. These edges typically adjoin major thoroughfares and urban/rural boundaries. Typical lot size is 20,000 square feet, but dwelling unit density may range from 1 to 2 dwelling units per acre. Household size is an average of 3.7 persons per household.
- **Low Density.** This classification is intended for single family detached and attached housing. This type of housing can be conventional detached homes with conventional yard and setback requirements and may also include patio and “zero lot line” homes and attached planned developments. Density ranges from 1 to 7 dwelling units per acre with an average household size of 2.7 persons per dwelling unit for detached units and 3.7 persons per dwelling unit for attached units.
- **Low-Medium Density.** This designation allows lower density apartments or condominiums and higher density detached single family residences. In order to provide a range of housing opportunities, planned developments providing single family detached homes on lots of less than standard size (but not less than 3,500 square feet) shall be considered subject to the following:
 - a. Small lot planned developments providing detached homes are a preferred housing type on infill properties in largely developed neighborhoods.
 - b. In larger undeveloped and specific plan areas, PUDs may be considered as part of an overall housing program that clearly achieves a balance of housing types and housing prices affordable to a broad segment of Oxnard residents.

Dwelling unit densities range from 7 to 12 units per acre with an average household size of 2.7 persons per dwelling unit for detached units and 3.7 persons per dwelling unit for attached units.

- **Medium Density.** This designation allows for garden apartments and condominiums and other forms of attached housing. Density ranges from 12 to 18 dwelling units per acre with an average household size of 2.7 persons per dwelling unit.
- **High Density.** This designation provides for higher density residential apartments and condominiums. Density ranges for 18 to 30 dwelling units per acre with an average household size of 1.9 persons per dwelling unit.
- **Mobile Home 1.** This designation applies to existing conventional mobile home parks and future manufactured mobile home parks intended to be developed in a conventional manner. Density ranges from 1 to 7 dwelling units per acre with an average household size of 1.9 persons per dwelling unit.
- **Mobile Home 2.** This designation applies to property intended to serve exclusively for the purpose of providing replacement housing for older dilapidated trailer parks or mobile home parks inconsistent with other land use designations. Density ranges from 7 to 12 dwelling units per acre with an average household size of 2.7 persons per dwelling unit.

Commercial

The primary measure for regulating the intensity of development of commercial uses is the FAR. The FAR is defined as the ratio of gross leasable floor area of structures on a particular parcel to the total gross land of the parcel on which the structures are located. For example, a FAR of 0.5 would permit the development of a structure or structures with a gross leasable floor area amounting to half of the total gross land area of the parcel. Category standards are presented in Table 3-3.

Table 3-3 General Plan 2020 Commercial Floor Area Ratios (FAR) - Gross

Land Use Category	FAR
General	0.30:1
Convenience	0.30:1
Neighborhood	0.30:1
Community Shopping Center	0.30:1
Regional Shopping Center	0.60:1
Specialized	0.30:1
Visitor Serving	0.30:1
Central Business District	1.50:1 (Office 3:1)
Office	0.60:1

Source: *City of Oxnard General Plan 2020, 1990*

- **General.** This designation includes older established, one-story retail centers, free-standing commercial uses along thoroughfares, and higher density residential uses (up to 18 dwelling units per acre).
- **Convenience.** This designation provides for limited retail and other commercial services that are primarily oriented towards and compatible with residential areas. These centers are typically one-story, range up to 26,000 square feet in size, and are located on property of up to two acres in size.
- **Neighborhood.** This designation provides for a wide range of services oriented toward two or more residential neighborhoods. A supermarket typically anchors the center; other major retailers may also be included. These one-story centers typically range up to 80,000 square feet in size, occupy from two to six acres, and are located on a thoroughfare. In addition to commercial uses, higher density residential uses (up to 13 to 18 dwelling units per acre) may be permitted.
- **Community Shopping Center.** This designation provides for commercial centers with two or more anchor retailers, one or two-story developments, and range up to 265,000 square feet in size on a maximum of 20 acres. These centers are located at the intersection of major thoroughfares.
- **Regional Shopping Center.** This designation provides for large-scale commercial centers ranging in size of up to 3 million square feet on a maximum of 100 acres. Uses can also include offices, hotels and other service uses.
- **Specialized.** This designation provides for specialized commercial uses and includes promotional and “discount” shopping centers, tourist-oriented developments, and other specialized markets. Other uses include general commercial in special or unique settings.
- **Visitor Serving.** This designation applies to visitor serving commercial uses generally restricted to the Coastal Zone and is generally retail service uses oriented to tourists and visitors to coastal attractions.
- **Central Business District (CBD).** This designation provides for an area of relatively intense retail and office land uses in the core area of the City’s downtown area. Higher density residential uses up to 39 dwelling units per acre, such as apartment and condominium projects, may also be included. Special architectural and site design guidelines apply.

- **Office.** This designation provides for single- or multi-story office uses, and limited retail and service uses. These uses generally provide a transitional use between thoroughfares or retail commercial and residential uses. Limited related retail and service uses may also be allowed.

Industrial

Similar to commercial uses, the primary measure for regulating the intensity of development of industrial uses is the FAR. Category standards for the industrial classifications are presented in Table 3-4.

Table 3-4 General Plan 2020 Industrial Floor Area Ratios - Gross

Land Use Category	FAR
Business and Research Park	0.60:1
Limited	0.45:1
Light	0.40:1 Manufacturing; 0.50:1 Warehousing
Central Industrial Area	0.40:1
Public Utility/Energy Facilities	No FAR
Priority to Coastal Development	0.45:1
Increased FAR	Not to Exceed 1:1

Source: *City of Oxnard General Plan 2020, 1990*

- **Business and Research Park.** Facilities within this designation typically include fully conditioned buildings devoted either exclusively or in part to office and research and development uses. Retail or service facilities may also be established in free-standing buildings or as part of multi-use developments. Development standards (i.e., landscaping, architecture, etc.) apply to business and research parks oriented towards major transportation features such as freeways, thoroughfares, Oxnard Airport, and Port Hueneme.
- **Limited.** Limited Industrial uses include light manufacturing, assembly, and warehousing uses developed to higher development standards than may be found in other industrial zones. All activity occurs within buildings with the exception of incidental storage. Office and limited retail activities related to the principal manufacturing, wholesale, or warehousing use may also be allowed.
- **Light.** Light industrial uses include manufacturing uses where the principal activity occurs within a building, but also permits incidental light outdoor assembly, fabrication, and storage. Wholesale and retail sales of large commodities related to warehousing or service uses on-site may also be permitted.

- **Central Industrial Area.** The Central Industrial Area is characterized by uses often requiring outdoor use and storage, but is not considered heavy industrial uses. Agricultural processing and service, vehicle and equipment storage, and repair services are predominate in this area. In order to be compatible with adjacent CBD and redevelopment plans, development standards are applied.
- **Public Utility/Energy Facilities.** This designation applies to utility facilities, including electrical generating stations, transmission facilities, and oil and gas development. Due to the uniqueness of these facilities, development intensity is established on an individual basis.
- **Priority to Coastal Dependent.** Applicable to industrial properties within the Coastal Zone, land use priority is given to uses related to coastal and offshore activities including oil and gas development and marine shipping.
- **Increased FAR.** Properties designated for Increased FAR may be considered for an FAR not to exceed 1:1 upon completion of a full-scope Environmental Impact Report. These areas are limited to major freeway interchanges.

Open Space

- **Agriculture.** This designation includes lands devoted to row and tree crops intended for consumption as well as other crops and commodities intended for other uses such as livestock feed, grain products, ornamental horticulture, hydroponic agriculture, and sod. This designation may also include greenbelts intended to preserve open spaces and agriculture uses. Greenbelts also serve to provide spatial separations between communities and preserve individual community identity. The land use intensity standard for agricultural uses is a maximum of one dwelling unit per minimum 40-acre parcel.
- **Buffer.** This designation includes agricultural, landscaped, or fallow areas intended to provide a spatial separation between potentially incompatible land uses and activities.
- **Planning Reserve Overlay.** This overlay designation has been placed on certain open space areas contiguous to developed portions of the City to indicate that they may be considered for urbanization during the term of the 2020 General Plan. This designation applies to properties classified Mineral Resources.

- **Resource Protection.** This designation provides for areas identified in order to preserve and enhance sensitive habitats of features that may be threatened by urbanization including wetlands, dunes, and riparian areas.
- **Mineral Resources.** This designation identifies sand and gravel extraction areas that may also be threatened by encroachment from development.
- **Parks/Recreation.** This designation includes existing or proposed areas under the jurisdiction of a park agency. This includes State beaches and beach parks, regional parks, community and neighborhood parks, golf courses, and special purpose facilities.
- **Miscellaneous.** This designation includes parcels, which due to their size or location, do not lend themselves to another land use designation.

Other Land Uses

- **Public/Semi-Public.** This designation includes public institutions and uses such as the City Hall and civic centers, medical centers, community centers, City maintenance yards, libraries, and fire stations as well as privately owned institutions of a public nature such as cemeteries and hospitals.
- **Airport Compatible.** This designation provides for airport compatible land uses including low intensity commercial and industrial uses that do not interfere with airport operations or subject large numbers of persons to aircraft hazards. Airport compatible uses need not be directly related to or dependent upon the adjacent airport. The City may require hazard studies to determine the suitability of a proposed use and its relative intensity. The use must be consistent with the policies of the City; Federal Aviation Administration (FAA); California Department of Transportation (Caltrans), Division of Aeronautics; and the Airport Land Use Commission. Allowable uses are typically of a limited industrial or specialized commercial nature.
- **Schools.** This designation allows public and private educational facilities. The FAR for this type of use is established on an individual basis due to their unique nature and single purpose use.
- **Mixed Use Overlay.** This designation provides for the incorporation of three or more different land uses (such as residential/retail/office) within one or more structures. The flexibility of this designation provides increased opportunities for persons to live in proximity of their place of employment. The integration of land uses is intended to provide a pedestrian orientation to reduce trips and vehicle miles traveled in order to

improve air quality and energy conservation. Residential densities for the horizontal integration of mixed use developments are established through site plan review, but shall not exceed a density of 18 dwelling units per acre. Mixed use developments outside of the CBD area are subject to City Council approval of a specific plan and appropriate environmental review to consider potential impacts associated with the development.

Existing Land Use

A firm understanding of the type and distribution of existing land uses within the Planning Area (as presented in Table 3-5 and Figure 3-1) is critical to the formation of a new land use diagram and standards for the City of Oxnard. This evaluation can assist in the assessment of existing policies and their effectiveness in directing development areas of growth.

With the exception of several high rise buildings in northern Oxnard, the City is 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. The following descriptions characterize the existing development within the City based on the land use categories adopted in the 2020 General Plan.

Residential. As the predominant urban land use, residential uses comprise over 15 percent of the acreage within the Planning Area. Sixty percent of the residential units fall into the Low Density category. Limitations with available property for additional development (as discussed in Section 3.2.5) will present planning challenges for the City if this ratio is to be maintained. Although higher density developments have been increasing in recent years, additional considerations must be given to increasing the residential density of future development proposals.

Commercial. Commercial uses comprise 1,398.2 acres, or 3.1 percent of the land use within the Planning Area. Commercial development includes regional and community retail, neighborhood uses, and administrative offices. This land is dispersed throughout the City and ranges from small, single parcel retail stores, to large retail and office developments. Several regional retail centers within the City provide a variety of opportunities for City residents and visitors. Brief profiles of the most significant areas are provided.

Table 3-5 Existing Land Use, 2005

Land Use Category	Acres	Percent
Residential		
Rural	541.7	1.2
Very Low Density	9.2	<0.1
Low Density	4,211.3	9.2
Low-Medium Density	1,325.0	2.9
Medium Density	429.0	0.9
High Density	265.8	0.6
Mobile Home 1 & 2	255.6	0.6
TOTAL Residential	7,037.6	15.4
Commercial		
General	357.4	0.8
Convenience	4.2	<0.1
Neighborhood	49.6	0.1
Community Shopping Center	114.7	0.3
Regional Shopping Center	175.6	0.4
Specialized	213.6	0.5
Visitor Serving	230.7	0.5
Central Business District (CBD)	157.3	0.3
Office	95.1	0.2
TOTAL Commercial	1,398.2	3.1
Industrial		
Business and Research Park	457.9	1.0
Limited	567.9	1.2
Light	1,528.1	3.3
Central Industrial Area	307.7	0.7
Public Utility/Energy Facilities	569.4	1.3
Priority to Coastal Dependent	334.1	0.7
TOTAL Industrial	3,765.1	8.2
Open Space		
Miscellaneous	315.1	0.7
Agriculture	24,539.7	53.7
Buffer	60.0	0.1
Planning Reserve Overlay	2.0	<0.1
Resource Protection	628.6	1.4
Mineral Resources	0	0.0
Parks/Recreation	1,327.8	2.9
TOTAL Open Space	26,873.2	58.8
Other		
Public/Semi-Public	311.8	0.7
Airport Compatible	203.8	0.5
Schools	789.3	1.7
Easements	400.3	0.9
Mixed Use	681.6	1.5
Other areas (County, Pt. Mugu)	4,241.7	9.3
TOTAL Other	6,628.5	14.5
TOTAL	45,702.6	100.0

Source: *City of Oxnard, 2005*

- **Downtown Oxnard:** Also referred to as the Central Business District (CBD), is bounded by 2nd Street on the north, the Ventura County railroad and Factory Lane on the east, Wooley Road on the south, and C and D Streets on the west. This area contains a variety of commercial and retail uses including a new theater complex, restaurants, farmer's market, and other various opportunities.
- **Heritage Square:** Occupying the block bound by 7th, "A", 8th, and "C" Streets, this complex of relocated historic buildings contains professional offices, visitor serving uses, a community theatre, restaurant, and facilities for weddings, meetings, and other special events.
- **Centerpoint Mall:** This center is approximately two miles south of Downtown Oxnard at the intersection of Saviers Road and Channel Islands Boulevard.
- **Oxnard Factory Outlet/Oxnard Home and Lifestyle Center:** South of Highway 101 between Rice and Rose Avenues, this discount center features a variety of restaurants, housewares, home furnishings, luggage, and electronics retailers. This facility is currently being renovated as "The Palms."
- **Plaza del Norte Marketplace/Oxnard Auto Center:** North of Highway 101 between Rice and Rose Avenues, this shopping area includes Costco, Marshall's, Wickes Furniture, Sports Chalet, Frye's Electronics, a variety of restaurants, and additional retail stores and the Oxnard Auto Center.
- **The Esplanade:** This "Power Center" is located approximately 2.5 miles north of Downtown Oxnard off Highway 101 at Vineyard and Oxnard Boulevards. Its major tenants include Cost Plus, Borders Books, Staples, Home Depot, and Nordstrom Rack.
- **Shopping at the Rose:** Located on Highway 101 at Rose Avenue in Oxnard, this center includes retail businesses such as Sam's Club, Wal-Mart, CompUSA, and Vons.
- **Channel Islands Harbor**

In addition to these existing regional centers, there are two significant areas already planned for development within the City. These areas include RiverPark and Wagon Wheel.

- **RiverPark:** This mixed-use community is located immediately north of Highway 101 between Vineyard Avenue and the Santa Clara River. In addition to a variety of residential uses, it will include a significant retail and office component. The RiverPark

Figure 3-1 Existing Land Use



Legend

- Residential**
- Residential Rural 1-4 DU
 - Residential Very Low 1-2 DU
 - Residential Low 3-7 DU
 - Residential Low Medium 8-12 DU
 - Residential Medium 13-18 DU
 - Residential High 19-30 DU
 - Factory Built 1 To 7 DU

- Commercial**
- Commercial Community
 - Commercial Convenience
 - Commercial General
 - Commercial Neighborhood
 - Commercial Office
 - Commercial Regional
 - Commercial Specialized RS
 - Central Business District

- Industrial**
- Industrial Light
 - Industrial Limited
 - Industry Coastal Dependent
 - Central Industrial Area
 - Business & Research Park

- Open Space**
- Misc Resource Protection
 - Recreational Area
 - Park
 - Misc Ag/Planning Reserve
 - Misc Open Space
 - Open Space Buffer
 - Misc Agriculture

- Other**
- School
 - Visitor Serving
 - Airport Compatible
 - Other/Ventura County
 - Military Base
 - Public Utility/Energy Facility
 - Public/Semi Public
 - Easement

Jurisdictional Boundary Legend

- Oxnard City Limits
- Oxnard Sphere of Influence
- Coastal Zone Boundary



Figure 3-1
Current
General Plan Map

(Back of Figure 3-1)

specific plan calls for 244 acres of residential uses, 147 acres of commercial (2.5 million square feet), 44 acres of public facilities (including schools and community playfields), and 265 acres of open space (water storage facilities and passive parks). Commercial uses are expected to include retail and entertainment uses, office space, a hotel and convention center, and ground floor retail in residential buildings in selected locations.

- **Wagon Wheel:** Located south of Highway 101, just west of the Esplanade development, is an 80-acre redevelopment project which is expected to combine commercial and residential uses into a mixed-use, transit-oriented development.

Industrial. Industrial lands constitute over eight percent of the total planning area. Within the industrial category, light industrial land uses, primarily located in the eastern part of the City between Rice Avenue and Del Norte Boulevard and in southern Oxnard south of Hueneme Road, are the predominate industrial type (almost 41 percent).

Major industrial areas within the City include:

- **Oxnard Pacific Commerce Center.** Located south of Highway 101 (Ventura Freeway), between Rose Avenue and Del Norte Boulevard, the Pacific Commerce Center provides industrial and business and research park opportunities.
- **Channel Island Business Center.** The Channel Islands Business Center consists of 211 acres of industrial uses surrounding the Channel Islands Harbor.
- **Northeast Industrial Area.** The Northeast Industrial Area includes 1,389 acres of light industrial, limited industrial, and business and research park uses.
- **Oxnard Town Center (Business and Research Park).** The Oxnard Town Center is a multiple use master planned business and commercial development located near the interchange of Highway 101 (Ventura Freeway) and State Route 1 (Oxnard Boulevard).
- **Hueneme Road Industrial Area.** Located north and south of Hueneme Road between Edison Drive and the Pacific Ocean, the Hueneme Road Industrial Area includes 185 acres of heavy industrial uses, including the City's Wastewater Treatment Facility.
- **Sakioka Farms/Powers.** This project, located south of Highway 101 (Ventura Freeway), proposes light industrial, office, and retail uses on a 430 acre mixed used site.

- **Ormond Beach.** The Southern Subarea of the Ormond Beach Specific Plan areas consists of approximately 595 acres south of Hueneme Road. Approximately 420 acres of this area would be developed, primarily with light industrial (265 acres) and business/research park (62 acres) uses; the remaining developed areas would include detention/biofiltration areas and a greenbelt area.
- **Power Generating Stations.** There are currently two power generating stations located within Oxnard's coastal areas. One station is located within Mandalay Beach and the other, in Ormond Beach.

Open Space. There are approximately 26,800 acres of open space and recreational areas within the planning area, most under agricultural production (91 percent) and located outside the incorporated city limits. The abundance of open space creates a unique urban pattern as these resources delineate the City's boundaries. The western and southern edges are framed by the Pacific Ocean, the northwestern edge by the Santa Clara River, and the northeastern and eastern sides by the area associated with the Oxnard-Camarillo Greenbelt Agreement.

Bounded on the south and west by the Pacific Ocean, beaches are plentiful and provide significant contributions to open space within the City. Developed beaches include the McGrath State Beach and Oxnard Beach, with undeveloped sites including Mandalay State Beach and Ormond Beach. Significant natural features within these beaches include dunes, wetlands, and animal habitats. The beaches along the City's coastline are recognized as Oxnard's primary natural resources providing unique recreational opportunities and scenic views. In addition to these coastal resources, the Santa Clara River and its floodplain form a strong natural boundary to the northern portion of the City.

The City of Oxnard, along with the Cities of Camarillo and Ventura and the County of Ventura, is party to the Oxnard-Camarillo and Oxnard-Ventura Greenbelt Agreements. These agreements contribute to the preservation of a large agricultural area extending outside the planning area (approximately 29,460 acres). These areas provide a buffer between Oxnard and Camarillo to the east and Oxnard and Ventura to the northwest.

Other. Approximately 15 percent of land within the City is specified as other uses which do not fit into one of the previous land use classifications. Examples of uses in this description include public facilities, schools, and airport compatible land uses such as low intensity commercial and some limited manufacturing uses.

Public and quasi-public uses have a major presence throughout the Downtown area of the City. Facilities within this area include City Hall, City Hall Annex, Main Library, Ventura County Human Services Agency, Oxnard School District Education Service Center, Clinicas del Camino Real, and the Oxnard Boys and Girls Club. Additional facilities, such as schools, fire stations, and parks are dispersed through the community providing more direct access to the neighborhoods they serve.

3.2.2 Zoning

The City of Oxnard Zoning Ordinance and Coastal Zoning Ordinance set forth the zoning regulations for the incorporated areas of the Planning Area. These ordinances regulate building height, land uses, setbacks, provisions of open space, density, and other factors related to development on individual properties. Under California State law, cities and counties have latitude in establishing zoning standards and procedures. The Oxnard Zoning Ordinance provides for a total of 39 districts. A brief description of the basic zoning categories and acres within the planning area as of January 2006 are provided in Table 3-6 and Figure 3-2. As shown in Table 3-6, the acreage per each zoning classification correlates with the land use designations established within the 2020 General Plan.

3.2.3 General Plan 2020 and Zoning Consistency

In California, regulations contained within the zoning ordinance are required by law to be consistent with the policies established in the general plan (Government Code §658960). Consistency is achieved when each land use category has one or more corresponding zoning districts. While the General Plan provides general descriptions of permitted land uses and development intensities, the zoning ordinance must provide the specific regulations upon which property can be developed. Table 3-7 shows the relationship between the 1990 General Plan land use categories and current zoning classification.

3.2.4 Current Development

As of January 2006, a sizeable inventory of residential and non-residential projects is in the development review "pipeline" or has recently been approved for construction within the City (Table 3-8). It is estimated that these residential projects will create approximately 5,900 additional dwelling units within the City. Although new residential development is scattered throughout the City, RiverPark in northern Oxnard contributes over 24 percent (1,411 dwelling units) of the units presented in Table 3-8. For comparison, the characteristics of housing built over the 2000-2005 period is shown in Table 3-9.

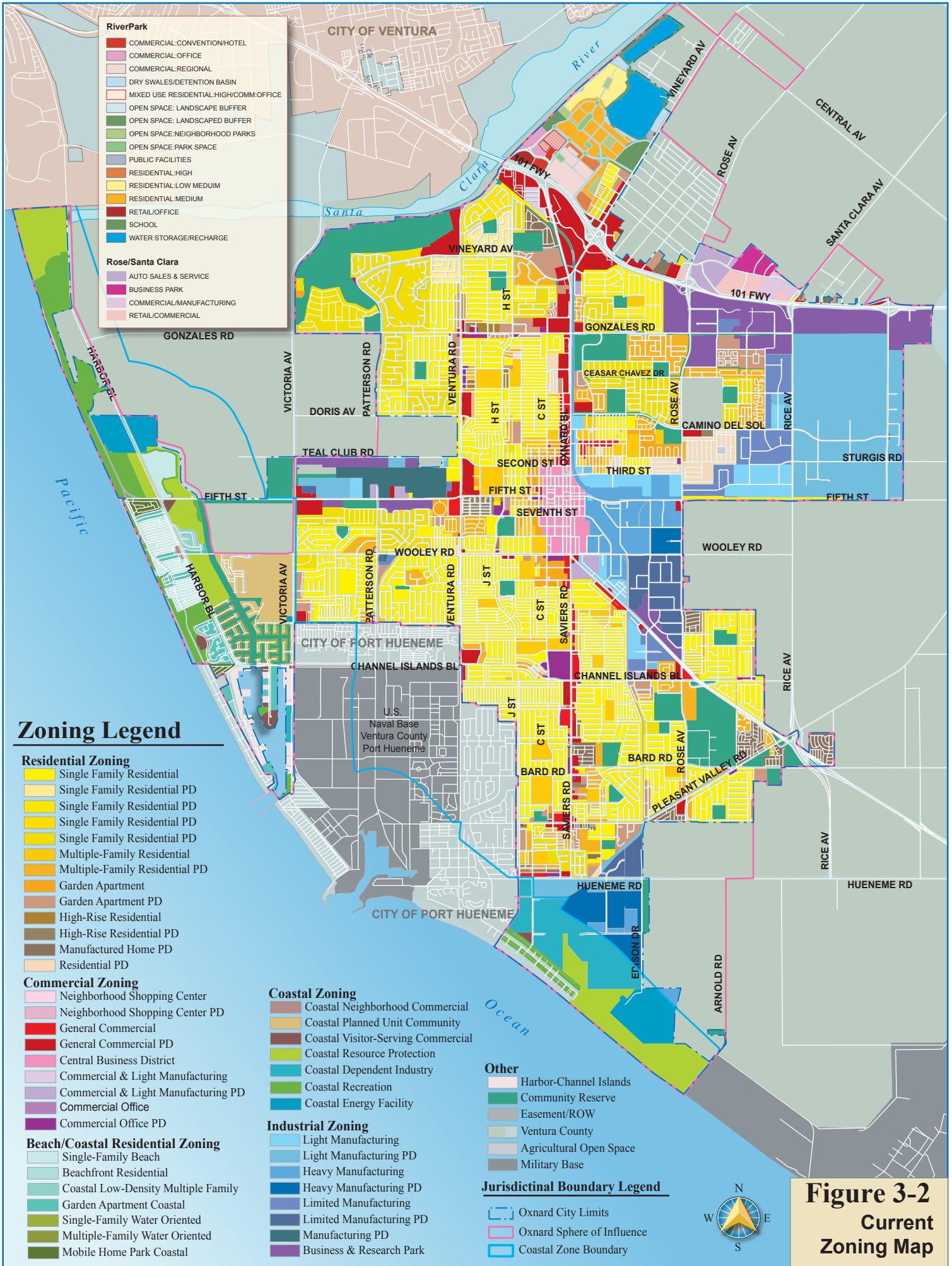
*In 2005,
approximately 31%
of all new housing
units added were
single-family
residential.*

Table 3-6 Existing Zoning, 2005

Zone	Code(s)	Acres	Percent of Planning Area
Residential Zoning			
Single Family Residential	R1, R1-7PD, R1-8PD, R10PD	3,842.1	9.5
Multiple-Family Residential	R2, R2PD	879.6	2.2
Garden Apartment	R3, R3PD	500.9	1.2
High-Rise Residential	R4, R4PD	67.6	0.2
Manufactured Home	MHPD	244.5	0.6
Residential Planned Development	RPD	139.0	0.3
Single Family Beach	RB1	93.5	0.2
Beachfront Residential	RBF	12.5	<0.1
Coastal Low-Density Multiple Family	R2C	23.4	<0.1
Garden Apartment Coastal	R3C	105.1	0.3
Single Family Water Oriented	RW1	36.2	<0.1
Multiple-Family Water Oriented	RW2	30.6	<0.1
Mobile Home Park Coastal	MH, MHPC, MHPD	244.5	0.6
TOTAL Residential Zoning		6,219.5	15.4
Commercial Zoning			
Neighborhood Shopping Center	C1, C1PD	4.6	<0.1
General Commercial	C2, C2PD	607.2	1.5
Central Business District	CBD	127.6	0.3
Commercial & Light Manufacturing	CM, CMPD	61.2	0.2
Commercial Office	CO, COPD	32.4	<0.1
Commercial Planned Development	CPD	46.7	0.1
Coastal Neighborhood Commercial	CNC	3.4	<0.1
Coastal Visitor Serving Commercial	CVC	34.9	<0.1
TOTAL Commercial Zoning		918.0	2.3
Industrial Zoning			
Light Manufacturing	M1, M1PD	1,324	3.3
Heavy Manufacturing	M2, M2PD	518.5	1.3
Heavy Manufacturing/Group Housing	M3	20.7	<0.1
Limited Manufacturing	ML, MLPD	461.2	1.1
Manufacturing Planned Development	MPD	132.4	0.3
Business & Research Park	BRP	636.8	1.6
Coastal Dependent Industry	CDI	303.2	0.8
Coastal Energy Facility	EC	243.6	0.6
Coastal Oil Development	COD	0.0	0.0
TOTAL Industrial Zoning		3,093.6	7.7
Parks and Open Space			
Coastal Resource Protection	RP	538.4	1.3
Coastal Recreation	RC	384.7	1.0
Agricultural/Open Space	AO	2.7	<0.1
Community Reserve	CR	1,168.6	2.9
TOTAL Parks and Open Space Zoning		2,094.4	5.2
Other			
Harbor-Channel Islands	HCI	75.4	0.2
Easement/Right-of-way	ER	86.7	0.2
Specific Plan	SPLAN	830.7	2.1
Coastal Planned Unit Community	CPC	196.6	0.5
County Zoned Areas	CNTY	26,572.2	65.8
TOTAL Other Zoning		28,736.3	71.2
TOTAL		40,389.8	100

Source: City of Oxnard, 2005 and Matrix Design Group, 2005

Figure 3-2 Existing Zoning



[Red]	COMMERCIAL-CONVENTION/HOTEL
[Pink]	COMMERCIAL-OFFICE
[Light Blue]	COMMERCIAL-REGIONAL
[Light Blue]	DRY SWALES/DETENTION BASIN
[Light Blue]	MIXED USE RESIDENTIAL-HIGH/COMM.OFFICE
[Light Green]	OPEN SPACE: LANDSCAPE BUFFER
[Light Green]	OPEN SPACE: LANDSCAPED BUFFER
[Light Green]	OPEN SPACE-NEIGHBORHOOD PARKS
[Light Green]	OPEN SPACE-PARK SPACE
[Light Green]	PUBLIC FACILITIES
[Light Yellow]	RESIDENTIAL-HIGH
[Yellow]	RESIDENTIAL-LOW/MEDIUM
[Yellow]	RESIDENTIAL-MEDIUM
[Brown]	RETAIL/OFFICE
[Green]	SCHOOL
[Blue]	WATER STORAGE/RECHARGE

[Purple]	AUTO SALES & SERVICE
[Purple]	BUSINESS PARK
[Purple]	COMMERCIAL/MANUFACTURING
[Purple]	RETAIL/COMMERCIAL

Zoning Legend

- Residential Zoning**
- [Yellow]
 - [Yellow]
 - [Yellow]
 - [Yellow]
 - [Yellow]
 - [Orange]
 - [Orange]
 - [Brown]
 - [Brown]
 - [Brown]
 - [Brown]
 - [Brown]
 - [Brown]
 - [Brown]
 - [Brown]
 - [Brown]

- Commercial Zoning**
- [Pink]
 - [Pink]
 - [Red]
 - [Red]
 - [Pink]
 - [Light Purple]
 - [Light Purple]
 - [Light Purple]
 - [Light Purple]
 - [Dark Purple]

- Beach/Coastal Residential Zoning**
- [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]

- Coastal Zoning**
- [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]
 - [Light Blue]

- Industrial Zoning**
- [Light Blue]
 - [Light Blue]
 - [Light Blue]
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- Other**
- [Light Blue]
 - [Light Blue]
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- Jurisdictional Boundary Legend**
- [Light Blue]
 - [Light Blue]
 - [Light Blue]



Figure 3-2
Current Zoning Map

Source: City of Oxnard GIS
 Created By: City of Oxnard Planning & Environmental Services, 05-2006



(Back of Figure 3-2)

Table 3-7 General Plan 2020 and Zoning Compatibility

Land Use Designation	Zoning Classification
Residential	
Rural	R-1 – Single family Residential
Very Low Density	R-1 – Single family Residential
Low Density	R-1 – Single family Residential
Low-Medium Density	R-2 – Multiple Family Residential
Medium Density	R-3 – Garden Apartment
High Density	R-4 – High Density Residential; CDB – Central Business District
Mobile Home 1	MH-PD – Mobile Home Planned Development
Mobile Home 2	MH-PD – Mobile Home Planned Development
Commercial	
General	C-2 – General Commercial
Convenience	C-1 – Neighborhood Shopping Center
Neighborhood	C-2 – General Commercial
Community Shopping Center	C-2 – General Commercial
Regional Shopping Center	C-2 – General Commercial
Specialized	C-2 – General Commercial
Visitor Serving	CVC – Coastal Visitor Serving Commercial; C-2 General Commercial; Varies
Central Business District (CBD)	CBD – Central Business District
Office	C-O – Commercial Office
Industrial	
Business and Research Park	BRP – Business Research Park
Limited	M-L – Limited Manufacturing, BRP – Business Research Park
Light	M-1 – Light Manufacturing
Central Industrial Area	M-1 – Light Manufacturing, M-L – Limited Manufacturing
Public Utility/Energy Facilities	M-1 – Light Manufacturing; M-2 – Heavy Manufacturing; Varies
Priority to Coastal Dependent	CDI – Coastal Dependent Industry
Increased FAR Overlay	Varies
Open Space	
Miscellaneous	Varies
Agriculture	C-R – Community Reserve
Buffer	C-R – Community Reserve
Planning Reserve Overlay	Varies
Resource Protection	R-P – Coastal Resource Protection
Mineral Resources	C-R – Community Reserve; Varies
Parks	Varies
Other	
Public/Semi-Public	C-R – Community Reserve; Varies
Airport Compatible	Varies – low intensity commercial and industrial
Schools	R-2 – Multiple Family Residential
Mixed Use Overlay	Varies

Source: *City of Oxnard General Plan 2020, 1990; City of Oxnard Zoning Ordinance*

Table 3-8 Proposed Residential Units, 2005

Housing Type	Proposed Units	Percentage
Single Family	1,818	30.8
Attached	1,916	32.5
Detached	194	3.3
Condominiums		
Attached Condominiums	777	13.2
Unspecified Condominiums	962	16.3
Senior Housing	229	3.9
TOTAL	5,896	100.0

Note: Includes units with the following status – proposed, approved, plan check or under construction as of 4th quarter 2005

Source: City of Oxnard, 2006

Table 3-9 Housing Characteristics, 2000-2005

Housing Type	2000	2005	Change (%)
Detached	24,909	28,001	12.4
Attached	4,576	4,576	0.0
2 to 4 Units	4,353	4,427	1.7
5 Plus Units	8,389	9,432	12.4
Mobile Homes	2,939	2,946	0.2

Source: California Department of Finance, 2000 and 2005 Housing Estimates

3.2.5 Development Potential

Vacant and underutilized lands within the City provide opportunities for new development or redevelopment to occur. Table 3-10 provides a summary of the total acreage of vacant land available by parcel type and Table 3-11 presents a summary of total acreage data by planned land use.

Approximately 1,519 acres of land are currently vacant, with the largest percentage of this vacant land designated for industrial development (72.9 percent of the total). 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. The land constraints posed by the current lack of available properties present challenges to the projected growth within the City. Figure 3-3 illustrates the vacant properties within the City.

Approximately 1,519 acres of land within the existing incorporated boundaries are vacant.

Table 3-10 Vacant Land by Parcel Type, 2005

Parcel Type	Acreage	Percent of Total	Percent of Planning Area
Infill (1)	264.9	17.4	0.6
Permanent Open Space	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

Table 3-11 Vacant Land by Land Use Category, 2005

Land Use Category	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 percent due to rounding

Source: City of Oxnard, 2005

3.2.6 Local Coastal Program

In accordance with State legislation, Oxnard has adopted a Local Coastal Program consisting of a Coastal Land Use Plan and Coastal Zoning Ordinance. The boundary of the Oxnard coastal zone generally extends 1,000 yards inland from the coast within the City limits. In Oxnard, the “coast” is measured from mean sea level from the Pacific Ocean and Channel Islands Harbor, and from the channel edge along the Edison Canal and the channels associated with the inland waterway development.

The City’s coastal zone is divided into four areas: McGrath-Mandalay, Oxnard Shores, Channel Islands, and Ormond Beach. In general, recreational uses are predominant in the McGrath-Mandalay area, with adjacent residential uses concentrated in the Oxnard Shores area. The Channel Islands area includes the Channel Islands Harbor and provides a variety of uses including residential, recreation, visitor serving commercial and harbor-related industry. Separated from the northern portion of the Oxnard coastal zone by the Port of Hueneme, Ormond Beach, to the south, is a mixture of industrial, energy production facilities, wetlands, and other sensitive natural habitats.

Building permit authority within the Oxnard coastal zone resides with the City of Oxnard. However, local decisions on the following types of development can be appealed to the California Coastal Commission:

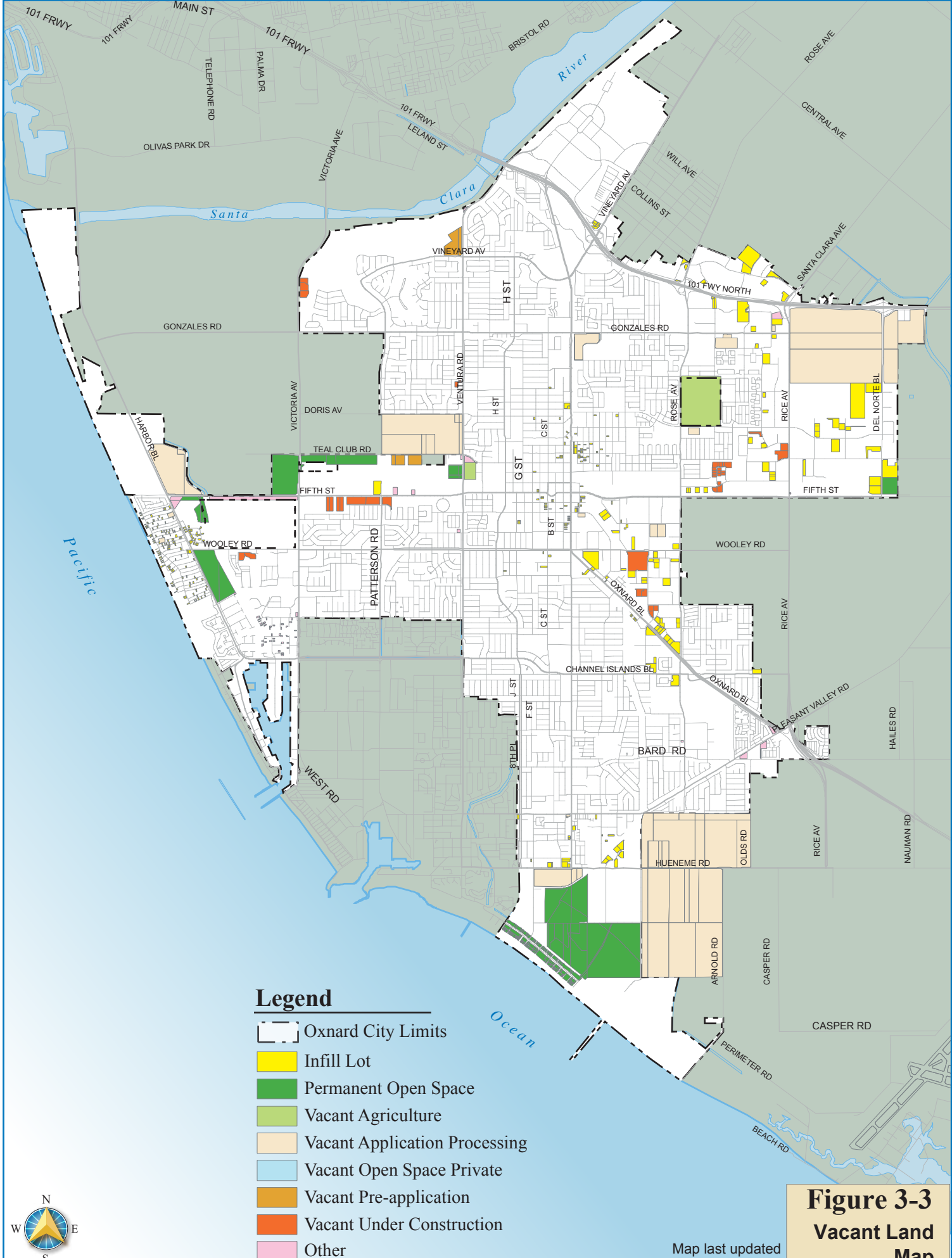
- Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance;
- Developments located on tidelands, submerged lands, public trust lands within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff; and,
- Any development which constitutes a major public works project or major energy facility.

3.2.7 Specific Plans

The intent of a specific plan is to establish guidelines at the general plan level for those areas requiring a more detailed level of planning. Although specific plans may be prepared by either the public or the private sector the ultimate responsibility for its adoption, amendment, and repeal lies within the City. As a minimum, a specific plan must demonstrate its relationship to the general plan text and land use diagram by including the following (§65451(b)):

- The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the established standards and criteria for development.
- Any other subjects that in the judgment of the City is necessary or desirable for general plan implementation.

Figure 3-3 Vacant Land



Legend










-  Oxnard City Limits
-  Infill Lot
-  Permanent Open Space
-  Vacant Agriculture
-  Vacant Application Processing
-  Vacant Open Space Private
-  Vacant Pre-application
-  Vacant Under Construction
-  Other

Figure 3-3
Vacant Land
Map

Map last updated
 May 31, 2006



(Back of Figure 3-3)

Specific plans are especially suited for the development of large land areas, mixed-use projects, or sites with environmental or fiscal constraints that would pose challenges for a viable development project. The nine adopted and five proposed specific plans as of January 2006 are described in Table 3-12 and illustrated on Figure 3-4.

Table 3-12 Adopted and Proposed Specific Plans, City of Oxnard

Specific Plan	Ordinance No.	Adoption Date	Acreage
Northfield/Seagate Business Park	2012	7/3/1984	252
Mandalay Bay Phase IV	8685	7/10/1984	220
Oxnard Town Center	2048	10/1/1985	265
Rose-Santa Clara Corridor	2085	7/15/1986	204
Northwest Community	9330	11/27/1987	255
McInnes Ranch Business Park	2184	12/20/1988	236
Northwest Golf Course	2497	7/20/1989	324
Northeast Community	9330	11/24/1990	737
RiverPark	2604	9/10/2002	701
Teal Club	Proposed	n/a	175
Sakioka Farms/Power	Proposed	n/a	430
Ormond Beach (Southshore)	Proposed	n/a	323
Ormond Beach (south of Hueneme)	Proposed	n/a	595
Wagon Wheel	Proposed	n/a	56
TOTAL			4,773

Note: n/a = Not available

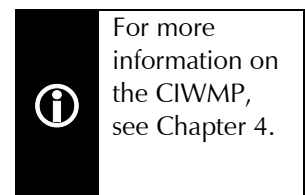
Source: City of Oxnard General Plan 2020, City of Oxnard 2006

3.2.8 Other City, County, and Regional Plans and Policies

Intergovernmental relationships influence and affect the City of Oxnard. A brief summary of the impact of these agencies and their respective policies are described below.

Ventura County Local Agency Formation Commission. Formed under provisions of State law, the Ventura County Local Agency Formation Commission (LAFCO) is charged with managing the implementation of State requirements and policies relating to boundary changes within the County. Boundary alterations include spheres of influence, incorporations, annexations, and reorganizations. As with all LAFCO's within the state, the organizations goals and objectives include: encouragement of the orderly formation and expansion of local government agencies; preservation of agricultural land resources; and discouragement of urban sprawl.

Ventura County Council of Governments (VCOG). The Ventura County Council of Governments (VCOG) is a voluntary joint powers authority established to promote regional cooperation within the County. VCOG's goal is to facilitate cooperation on issues of mutual concern within the County or subregion of the County. Services provided by the organization include: oversight of the Countywide Integrated Waste Management Plan (CIWMP); review of transportation and planning related regional governance models and documents; coordination with agencies and



organization outside of Ventura County; provision of a forum for informal information exchange; and county-wide emergency management coordination.

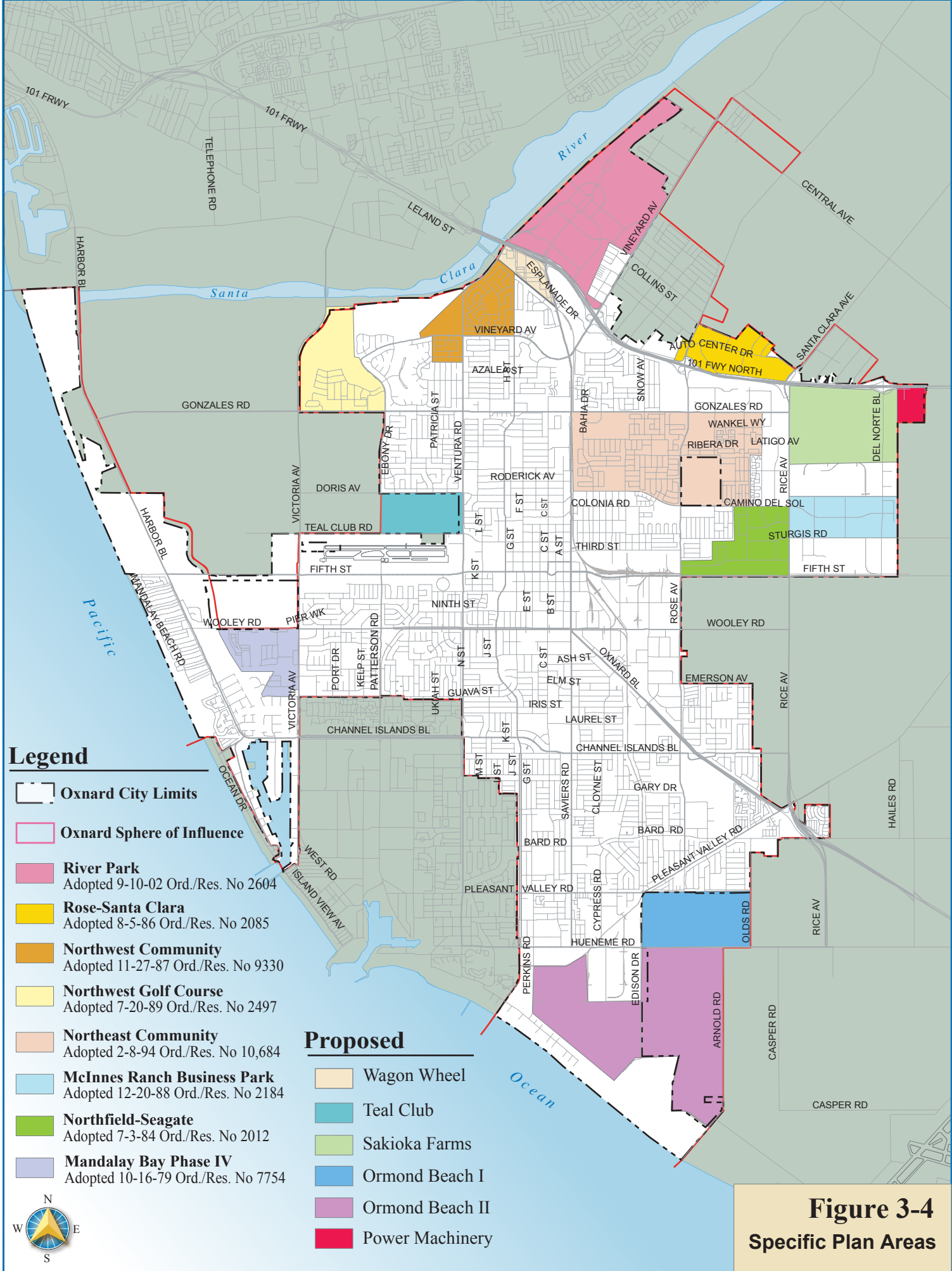
Southern California Association of Governments (SCAG). The Southern California Association of Governments (SCAG) serves as the designated Metropolitan Planning Organization (MPO) for the six-county area including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. Mandated at the Federal level, SCAG is responsible for researching and preparing region-wide plans for transportation, growth management, hazardous waste management, and air quality.

Oxnard Harbor District. As an independent special district, the Oxnard Harbor District operates the commercial activities of the Port of Hueneme. Created in 1937, the Harbor District is managed by a five-member Board of Harbor Commissioners elected at-large by the residents of the Harbor District. The boundary of the Harbor District includes the cities of Oxnard and Port Hueneme. The Harbor District is empowered to acquire, construct, own, operate, control, and develop any project or activity necessary to accomplish its mission and goals for operation of the harbor. With the exception of the Port of Hueneme, land use decisions remain the responsibility of the jurisdiction within which the property is located. However, activities occurring in the Port of Hueneme can dramatically impact surrounding land uses. As such, cooperation between the City of Oxnard and the Harbor District is necessary to ensure all impacts are considered.

California Coastal Commission. The mission of the California Coastal Commission is to protect, conserve, restore, and enhance California's coastal assets to ensure environmental sustainability and stewardship for future generations. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land within the designated coastal zone. Issues of concern to the commission include: shoreline public access; recreation; habitat protection; landform alteration; development; and other land altering activities.

Adjacent Jurisdictions. The land use intentions of neighboring jurisdictions influence and impact the overall pattern of land use within the City of Oxnard. Neighboring jurisdictions include the City of Ventura to the northwest, the City of Camarillo to the northeast, the City of Port Hueneme to the southwest, and the County of Ventura. As previously mentioned, mechanisms exist for the regional coordination of land use and other activities impacting the health and welfare of the community.

Figure 3-4 Specific Plan Areas



Legend

- Oxnard City Limits
- Oxnard Sphere of Influence
- River Park**
Adopted 9-10-02 Ord./Res. No 2604
- Rose-Santa Clara**
Adopted 8-5-86 Ord./Res. No 2085
- Northwest Community**
Adopted 11-27-87 Ord./Res. No 9330
- Northwest Golf Course**
Adopted 7-20-89 Ord./Res. No 2497
- Northeast Community**
Adopted 2-8-94 Ord./Res. No 10,684
- McInnes Ranch Business Park**
Adopted 12-20-88 Ord./Res. No 2184
- Northfield-Seagate**
Adopted 7-3-84 Ord./Res. No 2012
- Mandalay Bay Phase IV**
Adopted 10-16-79 Ord./Res. No 7754

Proposed

- Wagon Wheel
- Teal Club
- Sakioka Farms
- Ormond Beach I
- Ormond Beach II
- Power Machinery



Figure 3-4
Specific Plan Areas

(Back of Figure 3-4)

3.2.9 Redevelopment

Redevelopment is the principal means by which cities can affect community revitalization, foster the maximum utilization of land, promote economic development, provide public amenities, increase housing opportunities, enhance urban aesthetics, and promote public health and welfare. The City of Oxnard maintains a Web site with information on the City's redevelopment activities, and plans (www.oxnard.ca.us/redevelopment/frameset.html).

Redevelopment is the principal means by which cities can affect community revitalization.

The City Council serves as the governing board for the Community Development Commission (redevelopment agency); however, the council and the Commission are two separate, distinct legal entities. The Commission reviews all redevelopment plans every five years and adopts a new Redevelopment Implementation Plan that includes updated strategic plan, housing plan, goals, and objectives. The Commission hires staff to carry out the day to day operations and its redevelopment plans.

Redevelopment benefits not only the immediate area surrounding the project, but also the entire community. The positive effects of redevelopment include the following:

- Increased job opportunities, including the construction jobs created by the development of new buildings, new infrastructure, and remodeling of existing buildings;
- Development of new cultural, shopping, and recreation opportunities within the community;
- Increase in revenues associated with new development (i.e., sales, hotel, and utility taxes);
- Reversal of the financial drain of the blighted area into a positive financial asset to the community;
- Improved safety and environment of the project and adjacent areas;
- Restoration of community pride; and,
- Establish barriers to the spread of blighted conditions within the community.

Redevelopment projects within the City are primarily funded through the use of tax increment financing, as provided within California law, and bonds. Upon approval of a redevelopment plan, the taxable value of the property within the project area is assessed. When the total taxable value of the project area increases, a majority of the taxes derived from this increase, referred to as "tax increments" will go to the redevelopment agency. Proceeds from the tax increments are usually used to repay bonds

issued on behalf of the redevelopment agency. One important factor on tax increments is that they can only be used in the same project area upon which they are generated, with the exception of residential projects which benefit low and moderate income households which can be used within any designated redevelopment area.

The City of Oxnard has established five separate redevelopment areas that are intended to encourage reinvestment and rehabilitation of properties within its established boundaries. Existing redevelopment areas within the City of Oxnard are summarized below and depicted on Figure 3-5.

The City of Oxnard has established five separate redevelopment areas that are intended to encourage reinvestment and rehabilitation of properties within its established boundaries.

- **Historic Enhancement and Revitalization of Oxnard (HERO).** The HERO redevelopment area provides a mechanism for the City to engage in a range of projects and programs that seek to alleviate the blighted conditions within the 2,232 acre redevelopment area. As the largest redevelopment area within the City, the area includes Oxnard Boulevard from the RiverPark development to the north to Hueneme Road in southern Oxnard, along Ventura Boulevard from RiverPark to Rice Avenue, and the area surrounding the Oxnard Airport. Properties within the redevelopment area include underutilized and blighted areas of the City such as the Wagon Wheel area, the former Oxnard High School, and the former St. John's Hospital.
- **Central City Revitalization Project (CCRP).** The CCRP encompasses the traditional Central Business District area of the City as well as the area known as the Central Industrial Area. This area generally surrounds the Five-Points Intersection in the downtown area. The redevelopment plan for the CCRP focuses attention on several "action areas" located in the CBD area where efforts to redevelop and revitalize properties are to be concentrated.

In April of 2005, the City adopted the Downtown Strategic Plan with the overall intent to address land use issues and establish priorities for public and private investment in the downtown area. Due to the size of the downtown area, approximately 200 acres, a series of seven districts reflecting the particular character in terms of land use, character, and function were identified for each area.

Figure 3-5 Redevelopment Areas

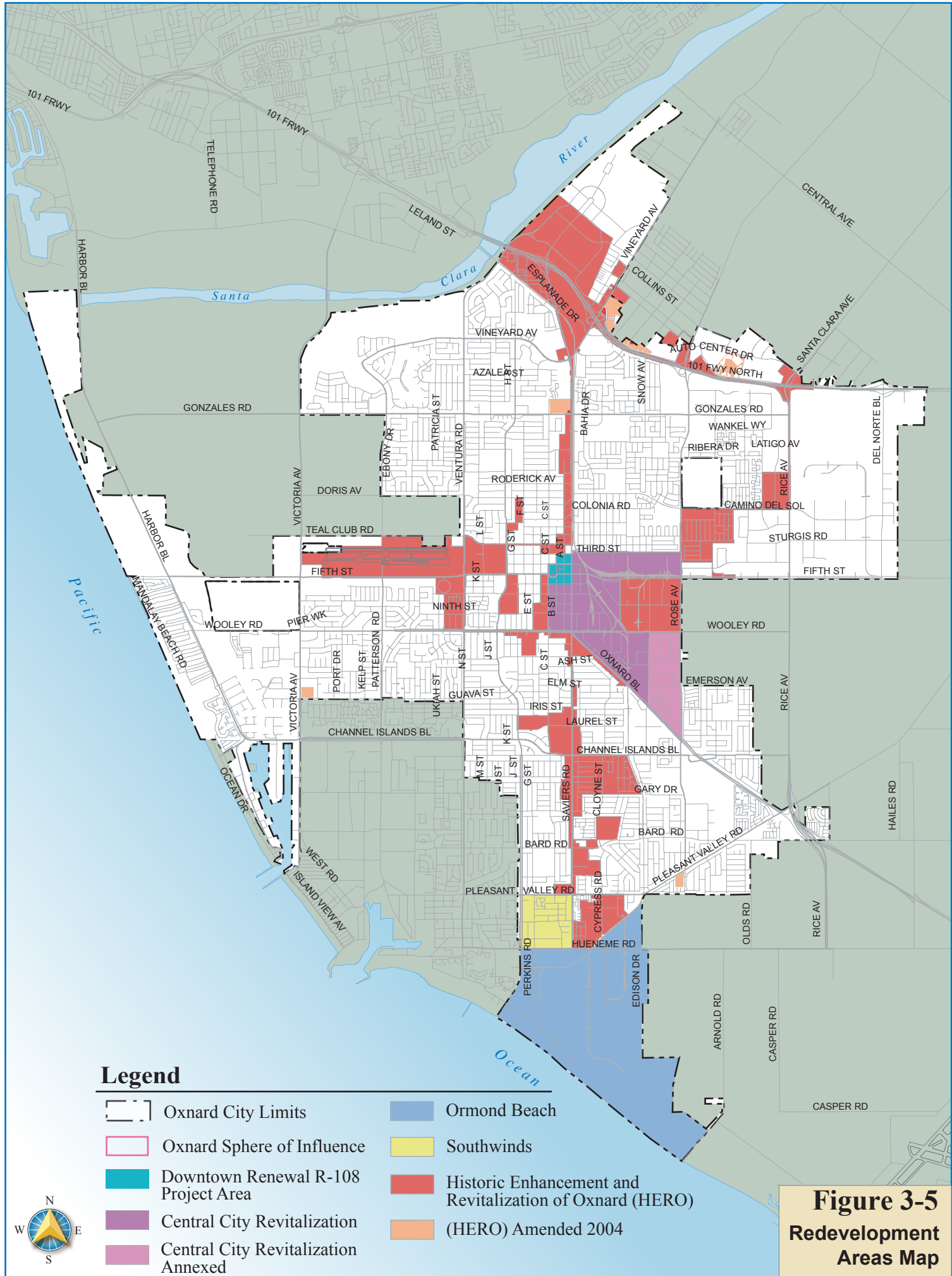


Figure 3-5
Redevelopment
Areas Map

(Back of Figure 3-5)

The seven established districts include the following:

- The Civic Center District
 - The Plaza Entertainment District
 - "A" Street Retail District
 - The Transportation Center District
 - The Meta District
 - The South of Seventh District
 - The Five Points Northeast District
- **R-108 Redevelopment Area.** Located adjacent to the CCRP in the heart of the downtown area is the R-108 Redevelopment Area. This area encompasses the "A" Street Mall as well as several adjacent blocks. The focus of this area is on revitalizing retail uses.
 - **Southwinds Redevelopment Area.** The Southwinds Redevelopment Area, encompassing 153 acres within the Southwinds Neighborhood, is designated with the mission to systematically address neighborhood blight and crime problems that existed in the area. The chief intent of the Southwinds Redevelopment Plan is to continue to reduce crime further through the security fencing and lighting program, enhanced graffiti abatement, stabilization of the existing residential housing stock, encouraging new infill housing and rehabilitation of existing housing, installing enhanced and upgraded public landscaping, new business recruitment, and encourage private reinvestment in the commercial area along Hueneme Road. Completed and on-going activities within the redevelopment area include the investment of over \$280,000 for residential rehabilitation and ownership opportunities and completion of Phase I of a median landscaping project on Hueneme Road.
 - **Ormond Beach Redevelopment Area.** The Ormond Beach Redevelopment Area consists of 1,165 acres located south of Hueneme Road in the Ormond Beach Area. The overall mission of this redevelopment area is to create a high-quality community in Ormond Beach, consisting of a balanced blending of development areas and wetlands and habitat areas, work with the California Coastal Conservancy on wetland restoration and adopt an Ormond Beach Specific Plan.

Table 3-13 Redevelopment Areas

Redevelopment Area	Size (acres)	Adopted	Expiration	Last Date to Incur Debt	Tax Increment Expansion
Historic Enhancement and Revitalization of Oxnard (HERO)	2,117	4/7/1998	4/7/2029	4/7/2018	4/7/2044
HERO Amended 2004	84.52	3/23/2004	3/22/2034	3/22/2024	3/22/2049
Central City Revitalization Project (CCRP)	568	7/6/1976	7/5/2017	1/1/2014	7/5/2027
Central City Revitalization Annexed	129	5/6/2015	5/6/2036		
R-108 Redevelopment Area	20	5/14/1968	1/1/2010	1/1/2009	1/1/2020
Southwinds Redevelopment Area	153	6/18/1985	6/17/2026	6/17/2015	6/17/2036
Ormond Beach Redevelopment Area	1,214	11/22/1983	11/21/2024	1/1/2014	11/21/2034

Source: *City of Oxnard, Matrix Design Group, 2005*

3.3 Urban Design – Community Identity

Largely determined by the built environment and the surrounding natural environment, a community is often characterized by the perceptions and experiences of residents and visitors. The character of the community can be complex and diverse. Each neighborhood setting holds an important image that when grouped together produces a unified identity as a single community. Urban, suburban, rural, and coastal elements combine to provide a broad pallet of experiences and expressions, each offering a unique opportunity for an elegant composition. Careful urban design can provide direction and guidance for development to enhance community identity through the creation of place and cohesiveness. This section provides the background information needed to establish the basic tenants of Oxnard’s community identity.

3.3.1 Historical Design Characteristics

Architectural style helps create a distinct identity for a single development, neighborhood, or entire community. Most downtown areas possess a variety of architectural styles that mirror the community’s historical development and incremental development pattern, and Oxnard is no different. A unique representation of the City’s historical past, from initial development to the present, Oxnard’s diversity is a reflection of the community’s heritage and long-standing variety of cultural backgrounds. The distinct architectural styles present within the City of Oxnard are described in detail below and presented in Table 3-14.

Table 3-14 Architectural Styles Comparison

Architectural Style	Building Materials	Architectural Elements	Examples
Early Twentieth Century Commercial	Brick, concrete, steel, and wood	Recessed entries, bay windows, canopies, and awnings	Woolworth Building
Classical Revival	Stone, brick, concrete, marble, and wood	Columns, pediments, cornices, and friezes	Carnegie Art Museum
Art Deco	Concrete, smooth-faced stone, and metal for exterior coverings, often includes vivid colors and accents in glass and terra cotta	Simplified and streamlined forms and futuristic effects	Vogue Theatre on B Street and Teatro on Oxnard Boulevard
Spanish Revival	Masonry, concrete, wood, stucco, and red clay	Arches, columns, ornate entrances, and red clay tile roofs	US Post Office on A and 4 th Streets
Early Renaissance Revival	Masonry, concrete, steel, and decorative elements	Arched windows, columns, recessed entrances, and friezes	Former Bank of A. Levy on A and 5 th Streets
Eclectic Bungalow	Varies Wooden frames, stucco, bricks, roof tiles, shingles, or any other local materials	Varies Walls, porches, chimneys, pitched roofs, and overhangs	Cabo Restaurant Former American Beet Company manager homes at northeast corner of 7 th and B Streets
International / Contemporary	Concrete, glass, and steel	Skeleton-frame construction, ribbon windows, corner glass windows	Government buildings, including City Hall, the City Annex Building, and the Main Library

Source: *City of Oxnard, Downtown Strategic Plan, 2005; Various Architectural references*

- **Early Twentieth Century Commercial.** In the late 19th century, this popular “Main Street” architectural style is evident in most urban centers around the country. Buildings are characterized by square or rectangular shapes with flat roofs terminating in some form of a cornice. Minimal ornamentation.
- **Classical Revival (Greek Revival).** Greek Revival dominated American architecture during the period from 1818 to 1850. Considered the first truly national style in the United States, the popularity of the style was a reflection of the county’s strong association with classical traditions and democracy. This style was very adaptable and permeated all levels of building from churches, banks, courts and libraries, to residential houses and apartments. Distinctive columns, pilasters, pedimented roofs, and heavy cornices and friezes are characteristic of this architectural style.
- **Art Deco (Moderne).** The first widely popular style in the United State, Art Deco (or Moderne, Modernistic) became predominant in the late 1920s. Essentially a style of decoration, Art Deco principles were applied to buildings, furniture, jewelry, and clothing. Art Deco ornamentation consists of geometrical designs, often in the form of parallel straight lines.
- **Spanish Revival.** Popular during the 1920s and 1930s, Spanish Revival capitalized on the renovation of original adobe structures

consisting of massive walls and flat roofs to include more elaborate masonry construction, red clay tile roofs, and ornate entrance portals.

- **Early Renaissance Revival.** Popular in the late 19th and early 20th Centuries, this style was represented in many public and institutional buildings. Early Renaissance Revival buildings are characterized by close attention to the location of the buildings on the site with subtly different elevations.
- **Eclectic.** Eclectic structures do not follow a particular architectural style, often combining a number of architectural styles in a single structure.
- **Bungalow.** Bungalow architecture applies to small, single-story houses with a porch or porches. Popular throughout the country in the early 20th century, they display a high degree of craftsmanship utilizing natural materials when possible.
- **International/Contemporary.** Based on modern structural principles, the International/Contemporary style became popular towards the end of the 19th century. This style rejected decoration, in favor of solid planes and large glass windows.

3.3.2 Street Character

Streetscapes provide the sense of place for the community and quality of life perceptions through the provision of a shared outdoor living space within the community. Building facades, sidewalks, trees and plants, street furniture, and signage all play an important role in creating the final image and identity of a community. In concert with architecture, streetscapes represent the physical form and convey distinct elements of community character. Elements within the City that detract from a successful street façade include the following:

- Overhead utilities, especially in the Downtown area as one of the prominent destinations within the City
- Narrow sidewalks
- Absence or limited street furniture
- Poor street conditions

3.3.3 Gateways and Landmarks

Gateways mark the major entrances to the City and provide the opportunity to announce to visitors and residents that one is entering a unique place. Gateways should have distinctive design features, such as

signs, graphics, landscaping, and accent lighting that clearly communicate Oxnard's identity. Major entrances into the City include the following:

- Ventura Freeway at Rice Avenue, Rose Avenue, Oxnard Boulevard, Victoria Avenue, and Harbor Boulevard
- Fifth Street and Route 1

In addition to marking the entrance to the community, gateways also serve to announce arrival at distinct places within the community, such as Downtown. Most neighborhoods within the City lack well-defined entrances characterized by a distinct physical entry into the area.

3.3.4 Density and Community Design

Similar to most cities in California, Oxnard's urban environment is becoming increasingly denser. As shown in Table 3-15, there were approximately 5,800 persons per square mile (ppsm) in 1990 and an estimated 7,400 persons in 2005, a 28 percent increase. Other cities in Ventura County, such as Thousand Oaks and Camarillo are considerably less dense than Oxnard, while the more mature coastal cities across the state have substantially higher densities. Examples include Los Angeles (8,434 ppsm), Berkeley (9,956 ppsm), and San Francisco (17,115 ppsm).

With 7,464 persons per square mile in 2005, Oxnard is the densest incorporated entity in Ventura County.

Table 3-15 Densities of California Cities (Population/Sq. Mile)

City	1990	2005
Oxnard	5,829	7,464
Thousand Oaks	2,104	2,315
Camarillo	2,843	3,320
Los Angeles	7,427	8,434
Berkeley	9,783	9,956
San Jose	4,560	5,403
San Francisco	15,502	17,115

Source: Matrix Design Group, 2006 (based on Census (1990) population, California Department of Finance (2005) population estimates, and land area from the 1994 and 2000 City and County Databooks)

3.4 Growth Management

As a region, Ventura County is faced with the monumental task of dealing with the consequences of rapid growth in an era of dwindling natural resources, rising housing prices, and tougher economic markets. Successful growth management employs the programs and techniques needed to effectively accommodate growth, maintain quality of life, attract business and capital to the local economy, and increase opportunities for employment, housing, and other basic services. The primary purpose of growth management is to balance new development with:

- The City's ability to provide necessary public services and facilities (water, sewer, transportation);
- Preservation of existing cultural, social, and economic values that comprise the City's identity and vision for the future;
- Conservation of open spaces and natural resources;
- Provision of adequate housing for all income categories; and,
- Maintenance and enhancement of a healthy business economy.

3.4.1 Existing Growth Management Program

The goals and policies presented in the 2020 General Plan represented the blueprint for the development of the City through the year 2020. With the fundamental goal of achieving balanced and orderly growth, the City established the following growth management programs:

- The creation and implementation of Five-Year Development Plans to assure a desirable balance between short-term growth and infrastructure within the context of the broader long-term goals established by the 2020 General Plan.
- A Project Consistency Review Program that provides a detailed, performance-based approach for incorporating phasing, infrastructure, fiscal and job/housing balance requirements in specific project approvals based on the performance standards established in the Five Year Development Plans.
- The institution of a Development Monitoring System to monitor growth on a project-by-project basis using a detailed database to enable the City to track actual cumulative impacts on infrastructure systems from all developments and actual impacts from individual projects.
- Frequent review and adjustment of the Five-Year Development Plan and the performance standards to create the sensitivity required for effective planning and regulation.

Although originally developed within the 1990 General Plan, the requirements for Five-Year Development Plans was suspended in the early 1990s by a General Plan amendment.

3.4.2 Existing Land Use Controls

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

...Ventura County and its incorporated cities (including Oxnard) have taken several aggressive steps to ensure the preservation of its rich agricultural soils and focus development within incorporated entities.

development within incorporated entities. These steps include establishing numerous agriculture preserves under the State's Williamson Act, development of Guidelines for Orderly Growth, and passage of SOAR (Save Open Space and Agricultural Resources) ordinances.

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

Guidelines for Orderly Growth (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 with the County 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 agreement created Areas of Interest that define major geographic areas reflective of one city or community. The Guidelines specified that other city could be formed within a given Area of Interest. 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 Local Agency Formation Commission (LAFCO) for the establishment of



For more information on the Greenbelt Agreements and Prime Agricultural Farmland, see Chapter 5.

greenbelts. These greenbelts ensure that entities entering into these agreements will not annex land within the subject areas resulting in the preservation of open space buffers between entities. In addition, the County pledges not to permit development within these areas. The City of Oxnard is a participant in the following two greenbelt agreements (Figure 5-2, within Chapter 5, shows the locations of these areas):

- 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.

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 of this initiative the City is limited in its response to demands for additional development. Traditional accommodation techniques, such as outward expansion of the city, are no longer a viable option. As the population increases, the City will be faced with the prospect of breaking the SOAR boundary or increasing density and expanding "upwards" to accommodate additional needs.

3.5 Economic Development

Located midway between Los Angeles and Santa Barbara, Oxnard lies in the center of one of the world's most productive agricultural areas. The largest city within Ventura County, Oxnard is a rich combination of a relaxed seaside destination and progressive business center. Its Mediterranean climate, fertile topsoil, adequate water, and long harvest season combine to provide favorable agricultural conditions. Other assets include the City's proximity to the deep water harbor of Port Hueneme and the Naval Base Ventura County (Pt. Mugu and the Naval Construction Battalion – Port Hueneme).

Given the assets listed above, it is not surprising that Oxnard is Ventura County's largest industrial center, with the County's highest concentration

...it is not surprising that Oxnard is Ventura County's industrial center, with the County's highest concentration of industrial space. Oxnard is more. It is a financial center.

of industrial space. Oxnard is more: it is a financial center. It has the only high-rise office buildings between San Jose and Los Angeles. These buildings are currently fully leased. Another high-rise office building is fully entitled and in the process of pre-leasing.

RiverPark, a major new planned community with homes, schools, and commercial space will contribute to Oxnard's ongoing change. The City will become an even more desirable place to do business. The growing California State University, Channel Islands, in Camarillo, will contribute to the quality of Oxnard's workforce and will spin-off new businesses.

In some ways Oxnard is constrained by economic factors affecting California. In contrast to most of its modern history, California, for a long list of reasons, is currently perceived to be an unattractive place to do business. That perception negatively impacts Oxnard's ability to achieve its economic potential.

3.5.1 Real Estate Characteristics

Quantity

Commercial real estate includes industrial, retail, and office uses. Reflecting Oxnard's position as Ventura County's industrial center, industrial space dominates the Oxnard/Port Hueneme Market Area's leasable commercial space, or commercial base. The data source for this data is CB Richard Ellis, and their database combines Oxnard with Port Hueneme for many of their statistics. Their data refers to leasable space. Industrial space is almost 80 percent of all of the market's commercial space. Table 3-16 and Figure 3-6 present Oxnard's commercial base information for 2000 to 2004.

The Oxnard/Port Hueneme market also has the largest quantity of leasable industrial space in Ventura County. At over 18 million square feet it is almost half of all leasable industrial space in West Ventura County. Oxnard not only has the largest amount of industrial space available, but also has the largest selection of large industrial buildings. The space available has remained stable with minimal growth over the last five years. Summaries of Oxnard industrial space availability are presented in Table 3-17 and Figure 3-2.

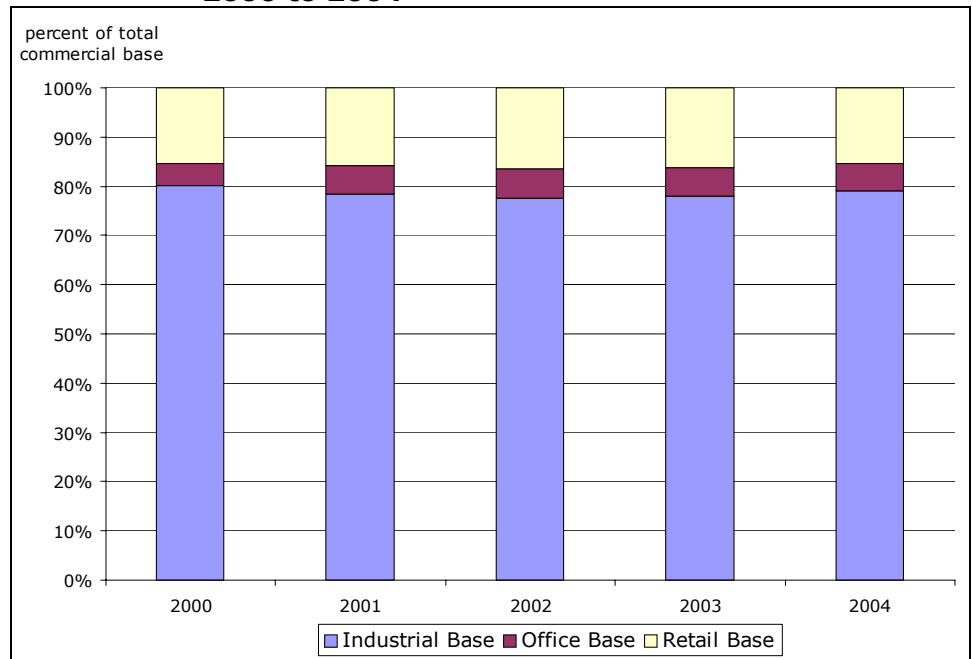
Port Hueneme is surrounded by Oxnard, with a population of 22,192. The two cities combined are a market area representing 26% of the County's population, 24% of the County's Retail Base, 13% of the County's Office Base, and 30% of the County's Industrial Base.

Table 3-16 Commercial Base Oxnard/Port Hueneme (2000 to 2004)

Type of Leaseable Space	2000	2001	2002	2003	2004
Total Leaseable Industrial Space	15,605,671	16,561,848	17,277,597	17,525,031	18,428,784
Total Leaseable Office Space	881,701	1,251,877	1,329,479	1,297,269	1,254,967
Total Leaseable Retail Space	2,982,976	3,332,730	3,677,914	3,677,914	3,065,914
TOTAL Commercial	19,470,348	21,146,455	22,234,990	22,500,214	23,289,665
Estimated Additions to Retail Base 2001	349,754				

Source: CB Richard Ellis, University of California, Santa Barbara (UCSB) Economic Forecast Project, 2004

Figure 3-6 Commercial Base Detail, Oxnard/Port Hueneme, 2000 to 2004



Source: CB Richard Ellis, 2004

Table 3-17 Leasable Industrial Space in Ventura County (2004, 4th Quarter)

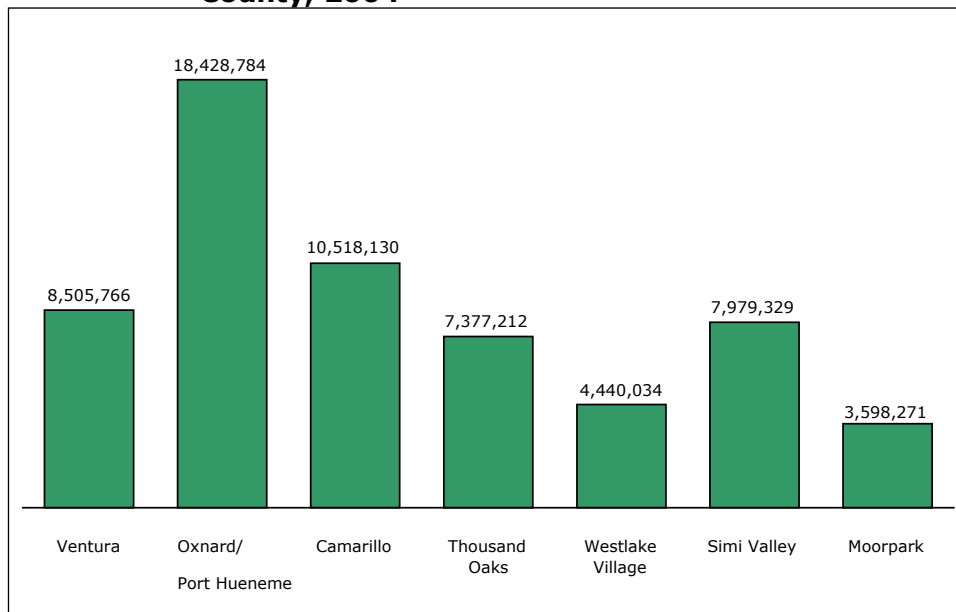
Location	Buildings Surveyed	Industrial Base (1)
Oxnard/Port Hueneme	336	18,428,784
Camarillo	449	8,505,766
San Buenaventura	255	10,518,130
Subtotal – West Ventura County	1,040	37,452,680
Thousand Oaks	194	7,377,212
Westlake Village (2)	127	4,440,034
Simi Valley	187	7,979,329
Moorpark	86	3,598,271
Subtotal – East Ventura County (3)	594	23,394,846
TOTAL – Ventura County (3)	1,634	60,847,526

Notes:

- (1) Includes existing competitive multi-tenant and single-tenant industrial buildings (vacant and occupied), with building size of 10,000 or more square feet
- (2) Includes areas in both Ventura County and Los Angeles County
- (3) Includes Westlake Village

Source: CB Richard Ellis, 2004

Figure 3-7 Industrial Space in selected Cities in Ventura County, 2004



Source: CB Richard Ellis, 2004

The Oxnard/Port Hueneme office and retail markets are also impressive. With about 1.2 million square feet of office space, the Oxnard/Port Hueneme market represents about 31 percent of West Ventura County total office space as presented in Table 3-18 and Figure 3-8. Oxnard also has Ventura County’s only high-rise office buildings, the two towers in the Financial Plaza, across from the Explanade.

Table 3-18 Leasable Office Space in Ventura County (2004, 4th Quarter)

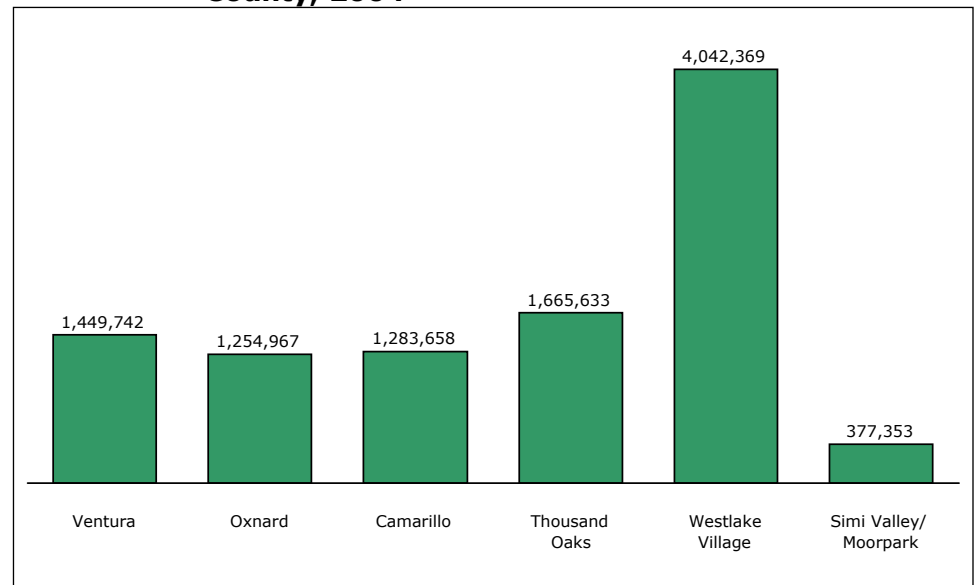
Location	Buildings Surveyed	Office Base (1)
Oxnard	27	1,254,967
Camarillo	36	1,283,658
San Buenaventura	56	1,449,742
Subtotal – West Ventura County	119	3,988,367
Thousand Oaks	52	1,665,633
Westlake Village (2)	84	4,042,369
Simi Valley/Moorpark	15	377,353
Subtotal – East Ventura County	151	6,085,355
TOTAL – Ventura County	270	10,073,722

Notes:

- (1) Includes existing competitive multi-tenant office buildings of 10,000 square feet or greater: excludes government, medical buildings, and owner/user buildings
- (2) Includes areas in both Ventura County and Los Angeles County

Source: CB Richard Ellis, 2004

Figure 3-8 Office Space in selected Cities in Ventura County, 2004



Note: Westlake area includes both Ventura County and Los Angeles

Source: CB Richard Ellis, 2004

With about 1.2 million square feet of retail space, the Port Hueneme market represents 47 percent of West Ventura County’s retail market. See Table 3-19 and Figure 3-9. In fact, until the recent completion of the Simi Valley Town Center, the Oxnard/Port Hueneme Retail Sector was Ventura County’s largest Retail metro area. East Ventura County possesses slightly more than half (51 percent) of the total leasable retail space in Ventura County.

Table 3-19 Leasable Retail Space in Ventura County (2004, 4th Quarter)

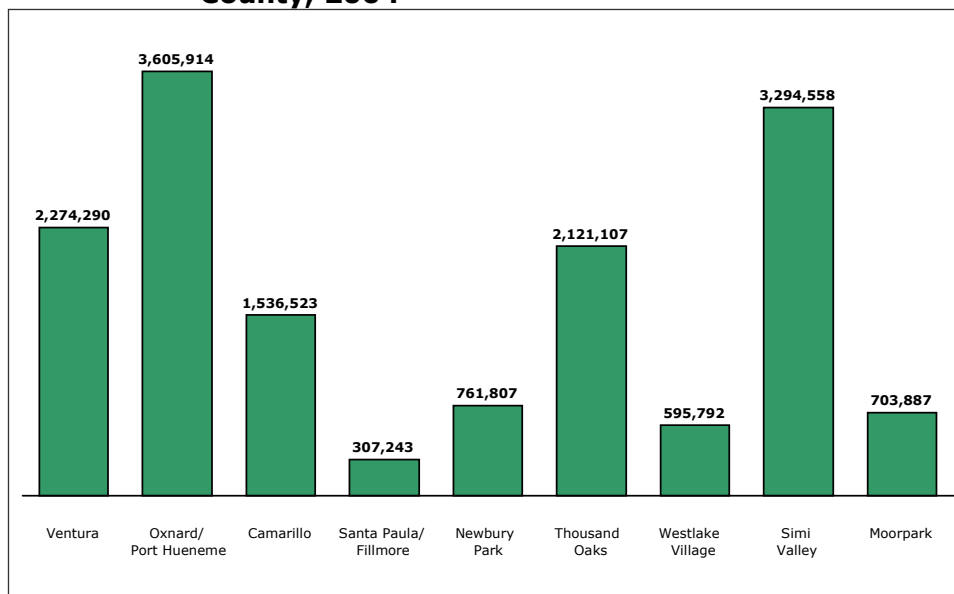
Location	Buildings Surveyed	Retail Base (1)
Oxnard/Port Hueneme	22	3,605,914
Camarillo	10	1,536,523
San Buenaventura	19	2,274,290
Santa Paula/Fillmore	3	307,243
Subtotal – West Ventura County	54	7,723,970
Newbury Park	7	761,807
Thousand Oaks	15	2,121,107
Westlake Village (2)	5	595,792
Simi Valley	25	3,294,558
Moorpark	4	703,887
Subtotal – East Ventura County (3)	56	7,477,151
TOTAL – Ventura County (3)	110	15,201,121

Notes:

- (1) Includes existing competitive community/neighborhood shopping centers, the majority of which are anchored by major tenants
- (2) Includes areas in both Ventura County and Los Angeles County
- (3) Includes Westlake Village

Source: CB Richard Ellis, 2004

Figure 3-9 Retail Space in selected Cities in Ventura County, 2004



Source: CB Richard Ellis, 2004

By volume, Industrial space has been the Oxnard/Port Hueneme market’s most rapidly growing sector over the past four years adding 2.8 million square feet (74 percent) of the markets total 3.8 million square feet in the last four years. However, by growth rate, the industrial sector has been the slowest growing commercial sector. Its 18 percent growth is below the retail sector’s 20 percent growth, and it is dwarfed by office sector’s 42 percent growth.

In the near future, the RiverPark project will be Oxnard’s largest source of developed real estate. This large planned live-work community currently plans include 600,000 square feet of new office space and about 1,000,000 square feet of new retail space. The residential portions of the project, to add a total of 2,800 units, are currently under construction. As part of the RiverPark development, there is another high-rise office building fully entitled in the Financial Plaza, and there is a proposal for three new mixed use (residential, office, and retail) high-rises adjacent to the Esplanade Shopping Center.

Price

East Ventura County Lease rates and per-foot sales prices have historically been much higher than in West Ventura County, for all classes of commercial space. While relatively few sales make it difficult to separate compositional changes from price changes to clearly establish price trends, it appears that the difference between East and West Ventura County lease rates and sales prices has been declining. Lease and sale rates for office, industrial, and retail property in western and eastern Ventura County are presented in Tables 3-20 to 3-22.

Table 3-20 Office Lease Rates and Sale Prices, Ventura County (2000 to 1st Quarter 2004)

Lease Type (monthly lease or value p.s.f.)	2000	2001	2002	2003	2004 (Q1)
West Ventura County					
Lease Rates Class A and Mid-Rise	1.66	1.73	1.73	n/a	1.88
Lease Rates Class B, 2-3 Story/Garden Style	1.48	1.58	1.58	n/a	1.60
Lease Rates Class C, Back Office/R&D	1.28	1.38	1.38	n/a	1.38
Avg. Sale Price per Sq. Ft. Class A (1)	142.50	150.00	150.00	n/a	185.00
Avg. Sale Price per Sq. Ft. Class B, 2-3 Story/Garden (2)	100.00	100.00	100.00	n/a	145.00
Avg. Sale Price per Sq. Ft. Class C, Back Office/R&D	70.00	70.00	73.33	n/a	n/a
Avg. Sale Price per Square Foot for Land	10.50	10.50	10.83	n/a	16.50
East Ventura County					
Lease Rates Class A and Mid-Rise	2.40	2.50	2.40	n/a	2.30
Lease Rates Class B, 2-3 Story/Garden Style	1.99	1.98	1.98	n/a	2.08
Lease Rates Class C, Back Office/R&D	1.50	1.50	1.48	n/a	1.58
Avg. Sale Price per Sq. Ft. Class A (1)	180.00	180.00	181.60	n/a	215.00
Avg. Sale Price per Sq. Ft. Class B, 2-3 Story/Garden (2)	140.00	140.00	140.00	n/a	170.00
Avg. Sale Price per Sq. Ft. Class C, Back Office/R&D	92.50	90.00	90.00	n/a	n/a
Avg. Sale Price per Square Foot for Land	19.38	20.00	20.00	n/a	22.50

Source: CB Richard Ellis, 2004

**Table 3-21 Industrial Lease Rates and Sale Prices, Ventura County
(2000 to 1st Quarter 2004)**

Lease Type (monthly lease or value p.s.f.)	2000	2001	2002	2003	2004 (Q1)
West Ventura County					
Lease Rates Class A, Hi-Tech/R&D Space	0.66	0.70	0.82	n/a	0.68
Lease Rates, Light Industrial	0.49	0.55	0.58	n/a	0.58
Lease Rates, Heavy Industrial	0.43	0.45	0.46	n/a	0.45
Average Sale Price per Square Foot, Land	6.13	6.50	7.58	n/a	9.75
East Ventura County					
Lease Rates Class A, Hi-Tech/R&D Space	0.81	0.79	0.86	n/a	0.83
Lease Rates, Light Industrial	0.70	0.68	0.69	n/a	0.71
Lease Rates, Heavy Industrial	0.63	0.61	0.62	n/a	0.63
Average Sale Price per Square Foot, Land	13.00	13.00	13.67	n/a	15.00

Source: CB Richard Ellis, 2004

**Table 3-22 Retail Lease Rates and Sale Prices, Ventura County
(2000 to 1st Quarter 2004)**

Lease Type (monthly lease or value p.s.f.)	2000	2001	2002	2003	2004 (Q1)
West Ventura County					
Lease Rates, Regional Mall	3.38	3.38	3.38	n/a	3.38
Lease Rates, Neighborhood Shopping Center	2.18	2.03	2.18	n/a	2.25
Lease Rates, Strip Center	1.38	1.45	1.44	n/a	1.50
Average Sale Price per Sq. Ft., Neighborhood Shopping Center	n/a	80.00	85.00	n/a	200.00
Average Sale Price per Sq. Ft., Strip Center	n/a	112.50	119.17	n/a	212.50
East Ventura County					
Lease Rates, Regional Mall	4.00	4.00	3.83	n/a	4.00
Lease Rates, Neighborhood Shopping Center	2.53	2.63	2.63	n/a	2.63
Lease Rates, Strip Center	1.64	1.68	1.68	n/a	1.68
Average Sale Price per Sq. Ft., Neighborhood Shopping Center	n/a	145.00	145.00	n/a	225.00
Average Sale Price per Sq. Ft., Strip Center	n/a	165.00	165.00	n/a	250.00

Source: CB Richard Ellis, 2004

The office sector is where we have seen the most changes in relative prices between East Ventura County and West Ventura County from 2000 to 2004. For example, the difference between East and West Ventura County high-rise and mid-rise class A office space fell 32 cents from, 74 cents to 42 cents. This represents a 43 percent decrease in the price differential between the two regions.

Only the light industrial portion of the industrial sector has shown significant decline in the price differential between East and West Ventura County between 2000 and 2004. Lease rates differentials for these properties have fallen from 21 cents to 13 cents. Sales prices provide something of a paradox. While lease rates, except for light industrial, have changed relatively little, the industrial zoned land sales price

differential has fallen over 23 percent from \$6.88 to \$5.25. This indicates that the Industrial space price differential between East and West Ventura County will likely shrink in future years.

Retail space prices are perhaps even more location dependent than for other types of space. Still, data from 2000 to 2004 provides evidence of some decrease in price differential between the East and West Ventura County market. Sales price provide stronger evidence of a narrowing of the price differential between the County's two major markets. As was the case with industrial space, the declining sales price differential most likely is a precursor of smaller lease rate differentials.

3.5.2 Market Demand Profile

Economic Activity

Oxnard is located on some of the most productive agricultural land in the World. Not surprisingly then, agriculture is a significant component of the City's industrial base. Over time, agriculture has been a stable source of jobs and economic activity. In 2004, agricultural production represented 19.5 percent of Oxnard's job base. For comparison, agricultural production represents only about 2.5 percent of California's jobs.

Agriculture has a larger impact than just what one would imagine if one only looked at agricultural jobs. The industry has many support requirements. Consequently, many jobs reported in services and retail sales would not exist if it were not for the community's large agricultural sector. Additionally, a large portion of the City's non-durable manufacturing sector is associated with agriculture. Oxnard is also home to the firm Seminis, a large, publicly traded company, and the world's largest developer, grower, and marketer of vegetable and fruit seeds. Other major employers in Ventura County are shown on Table 3-23.

With a bit more than 11 percent of Oxnard's jobs in manufacturing, the City's manufacturing sector is comparable to California's which has a bit more than 10 percent of its jobs in manufacturing. What is different is that unlike California, Oxnard's Manufacturing Sector is not in freefall.

Oxnard can be attractive to companies in manufacturing, particularly those currently producing in California's major metropolitan areas. However, moving a company is expensive. Because of perverse incentives, many companies do not consider relocating in California. In most cases, companies considering moving, move out of the state.

Table 3-23 Top 35 Employers, Ventura County

Rank	Company / Employer	Location	Industry	Jobs	As of
1	United States Naval Base	Naval Base Ventura Cty.	Public Administration	14,457	1/05
2	County of Ventura	Ventura County	Public Administration	7,424	1/05
3	Amgen, Inc.	Thousand Oaks	Semi-Durable Manf.	6,800	2/05
4	Countrywide Financial Corp.	Simi Valley	Finance/Insurance	5,700	2/05
5	Anthem (FKA Wellpoint)	Thousand Oaks	Finance/Insurance	4,039	2/05
6	Ventura Unified School District	San Buenaventura	Public Administration	2,318	2/05
7	Verizon Communication, Inc.	Thousand Oaks	Information	2,178	1/05
8	Conejo Unified School District	Thousand Oaks	Public Administration	2,150	1/05
9	Vons	Countywide	Retail Trade	2,136	1/05
10	Ventura County Health Care Agency	San Buenaventura	Health Care/Social	2,100	1/05
11	Farmers Insurance Group	Simi Valley	Finance/Insurance	2,100	2/05
12	Simi Valley Unified School District	Simi Valley	Public Administration	2,086	1/05
13	St. John's Regional Medical Center	Oxnard/Camarillo	Health Care/Social	1,994	1/05
14	Ventura County Community College	San Buenaventura	Public Administration	1,927	2/05
15	Community Memorial Hospital	San Buenaventura	Health Care/Social	1,700	1/05
16	Technicolor Videos Services	Camarillo	Durables Manf.	1,700	9/04
17	Los Robles Regional Medical Center	Thousand Oaks	Health Care/Social	1,465	2/05
18	City of Oxnard	Oxnard	Public Administration	1,424	1/05
19	Oxnard Union High School District	Oxnard	Public Administration	1,414	1/05
20	Kavlico	Moorpark	Durables Manf.	1,300	2/05
21	Waterway Plastics	Oxnard	Semi-Durable Manf.	1,300	2/05
22	Air National Guard	Point Mugu	Public Administration	1,220	2/05
23	Harbor Frieght Tools	Oxnard/Camarillo	Wholesale Trade	1,200	2/05
24	Moorpark Unified School District	Moorpark	Public Administration	1,099	2/05
25	City of Buenaventura	San Buenaventura	Public Administration	1,039	2/05
26	Simi Valley Hospital & Health Care	Simi Valley	Health Care/Social	895	2/05
27	Hass Automation	Oxnard	Durables Manf.	888	1/05
28	Baker Pharmaceutical	Thousand Oaks	Semi-Durable Man.	800	2/05
29	Aluminum Precision Prodcuts	Oxnard	Durables Manf.	650	1/05
30	Pentair Pool Products	Moorpark	Wholesale Trade	623	2/05
31	City of Thousand Oaks	Thousand Oaks	Public Administration	612	2/05
32	Semtech Corp.	Camarillo	Durables Manf.	587	9/04
33	City of Simi Valley	Simi Valley	Public Administration	585	1/05
34	Silver Star Automotive Group	Thousand Oaks	Retail Trade	577	2/05
35	California Lutheran University	Thousand Oaks	Educational Services	550	1/05

Source: UCSB Economic Project, 2005

Other Ventura County communities have higher concentrations in manufacturing than Oxnard. In particular, Camarillo has a higher concentration of jobs in durables manufacturing, and Thousand Oaks has a higher concentration of jobs in non-durables manufacturing. These two communities have been particularly successful in attracting or growing those types of companies. Examples of manufacturing companies in Oxnard include Proctor and Gamble Paper Products (about 500 employees), Haas Automation, the largest machine tool builder in the United States, (about 1,200 employees), Waterway Plastics, manufacturer of jets and plastic fittings for spas, (about 1,300 jobs), and Aluminum

Precision Products, manufacturer of close and open die forgings of aluminum and titanium alloys, (about 650 employees).

Oxnard's neighbor, The City of Port Hueneme, is home to the Port of Hueneme. This port, the only commercial deep-water seaport between San Francisco Bay and Los Angeles, is the United States (US) port of entry for California's Central Coast. The port serves international business and ocean carriers from the Pacific Rim and Europe. The Port of Hueneme is the primary support facility for the Central Coast's off-shore oil industry and Ventura County's agricultural sector. Much of the economic activity associated with the Port takes place in Oxnard.

The Oxnard Harbor District, the port authority, is the Grantee of U.S. Foreign Trade Zone (FTZ) #205. This FTZ is a trade enhancing program that is available to support businesses operating in the region. FTZs are secure areas that are physically within the U.S. but are considered outside of U.S. Customs territory. Companies or individuals may ship goods into a FTZ and then manipulate, process, assemble, or store imports within the boundaries, deferring customs duty on these goods until such time as they are ready for consumption by the U.S. market.

Naval Base Ventura County (NBVC), near Oxnard, is home to a military base that includes development and testing of new systems, joint welfare experimentation, training and readiness, and Homeland Defense. NBVC is composed of two operating facilities, Point Mugu and Port Hueneme, that are home to six major commands: Naval Air Station, Naval Air Warfare Center-Weapons Division, Airborne Early Warning Wing (Pacific Fleet), 31st Seabee Readiness Group, Naval Surface Warfare Center, and Naval Satellite Operations Center.

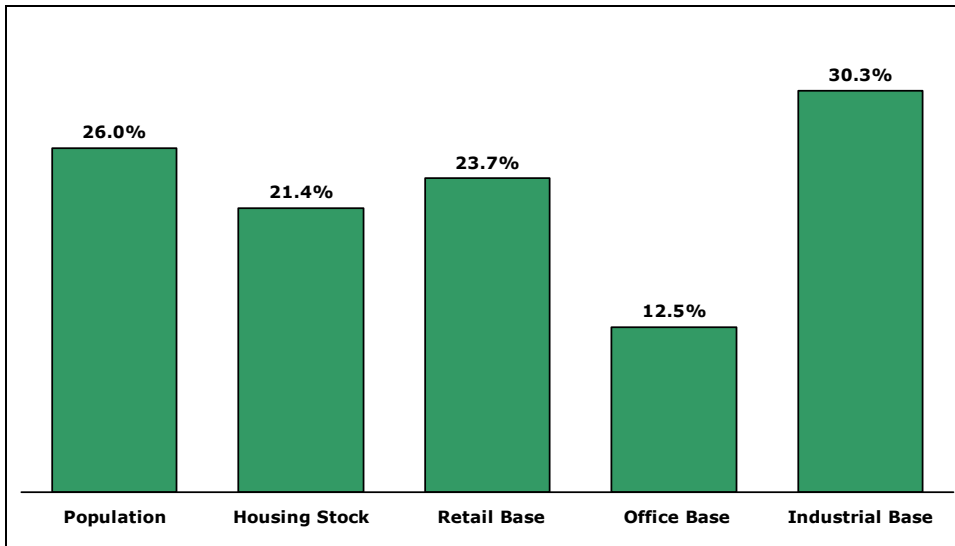
The base was home to over 14,000 jobs as of February 2005. Many of those workers live in Oxnard. Additionally, the military generates many jobs that are not included in the 14,000 on-base jobs. These include support services such as ranging from engineering to facilities maintenance. They also include induced jobs resulting from the economic activity resulting from all the jobs on base, jobs such as those held by grocery workers.

Infrastructure

In 2004, Oxnard and Port Hueneme represented 26 percent of Ventura County's population. Together, they encompass 21.4 percent of the County's Housing Stock, 23.7 percent of its leasable retail base, 12.5 percent of its leasable office base, and 30.3 percent of its leasable industrial base. The regions population is larger than one would think looking at housing units. Residential housing units are more intensively

used in Oxnard/Port Hueneme, with more people per housing unit than for all of Ventura County. These factors are graphically depicted on Figure 3-10.

Figure 3-10 Oxnard/Port Hueneme’s Share of Ventura County, 2004



Source: CB Richard Ellis, CA Department of Finance

Oxnard/Port Hueneme’s leasable Retail space relative to population is comparable to other Ventura County communities. Competition between cities for large retailers in this area is intense. In West Ventura County, neighboring San Buenaventura has a large successful mall. Neighboring Camarillo has a very successful Outlet Mall that will soon see expansion. In East Ventura County, both Thousand Oaks and Simi Valley have very large malls, the former an established venue, and the latter is a new, fashionable, and upscale facility. However, the RiverPark project will significantly add to the City’s retail base.

Oxnard/Port Hueneme’s leasable office space seems a bit small in relation to nearby communities, particularly given the existence of the two office towers. The Oxnard office space market faces competition from the

Thousand Oaks/Westlake Village area, particularly for Class A space. The Thousand Oaks area has more selection than Oxnard, and is closer to Los Angeles, seemingly a factor in some company’s location decisions.

Oxnard/Port Hueneme’s leasable Industrial space area is large in relation to its size. This is a community strength with respect to Economic Development. Firms have located and will continue to locate in the community because of the selection and availability of Industrial buildings.

Any cost-effective economic development plan will be consistent with the regions strengths.

Planning Economic Development

Our purpose here is not to develop an economic development plan for Oxnard. Instead, we hope to provide some insights on cost-effective economic development plans. Any cost-effective economic development plan will be consistent with the regions strengths. We discuss some, not all, of Oxnard's strengths.

Picking the next Amgen is impossible. Therefore, attempts to develop specific new industries are not likely to be cost effective. Any development plan should be consistent with Oxnard's strengths. A successful plan likely involves leveraging the City's industrial base, the Port of Hueneme, the agri-business concentration, and the military base. Such a plan would acknowledge the City's current growth-consensus. Such a consensus is an immeasurable asset for those responsible for economic development, and is in stark contrast with many other Coastal California communities.

One example of a good long-term plan consistent with Oxnard's strengths may be in Trade. The Port of Hueneme, Oxnard's existing industrial infrastructure, and the difficulty in locating manufacturing to the California Coast makes the City very competitive.

Competition is also tough in the hospitality industry. However, Oxnard has not exploited this market, as evidenced by the somewhat limited promotion of its beaches and marina. New hotels, some of which are upscale relative to existing Ventura County facilities are under construction in Oxnard and other Ventura County communities. Potential opportunities exist for Oxnard to focus future use of its coastal area.



4. Infrastructure and Community Services

4.1 Introduction

The Infrastructure and Community Services element provides a description of existing public facilities and services, their locations, and plans and locations of future improvements and/or expansions. It also provides a framework for the creation of a comprehensive plan for the development of public facilities and services needed for the implementation of the community's vision for the future. This Chapter is divided into the following discussions:

- Circulation, Traffic, and Transportation (4.2)
- Utilities – Water Supply and Water Quality, Wastewater System, Stormwater Drainage, and Solid and Hazardous Waste (4.3)
- Public Facilities and Services – Public Safety, Marine Safety, Education, Libraries, Government Administration and Capital Facilities, and Private Utilities (Gas and Electric, and Communications) (4.4)
- Parks and Recreation (4.5)

4.2 Circulation, Traffic, and Transportation

A community is both defined and constrained by the network of highways, roads, streets, waterways, and railways that move its residents and goods through and also in and out of the area. The historical emphasis of transportation planning efforts in the City of Oxnard has been on the development of a street and highway network that would meet the demands of private automobile users and industry. Alternative transportation modes, including public transportation, bicycling, and passenger rail facilities, are becoming more important as the City of Oxnard focuses on reducing the dependency on private automobiles for transportation.

Key Terms

Average Daily Traffic (ADT). The total traffic volume during a given period of time divided by the number of days in the period. Current ADT volumes can be determined by continuous traffic counts or periodic counts.

The City of Oxnard focuses on reducing the dependency on private automobiles for transportation.

Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for the season or day of the week.

Capacity. Maximum rate of flow that can be accommodated on a facility segment under prevailing conditions.

Congestion. The resulting reduction of flow that occurs when demand exceeds the capacity of a roadway.

Level of Service (LOS). A descriptive indicator of operating conditions on a lane or roadway. LOS is a qualitative measure of the effect of traffic flow factors, such as speed and travel time, interruption, freedom to maneuver, driver comfort, and convenience.

Volume to Capacity Ratio (V/C). The V/C ratio is a comparison of traffic volume on a roadway to the traffic capacity of the roadway, based on the number of lanes available.

4.2.1. Streets and Highways

Functional Classification of Roadways

A functionally classified roadway system allows streets to be grouped according to their purpose and function within the transportation network. Urban streets generally serve two primary functions: traffic movement or mobility, and accessibility. Functional classification describes the level of mobility and access provided by facilities within a community's transportation network.

The City of Oxnard currently provides standards for facilities described in four functional categories: freeways, arterials, collectors, and local roads. Each type of road serves a specific purpose outlined below. This hierarchy of streets and highways is only a general guide to the classification of roadways which make up the circulation system. Often a street serves a dual function (both mobility and accessibility) and it is difficult to provide a definitive classification. In addition, the width of a roadway does not always correspond directly to its function in the overall circulation system, although the wider roadways tend to have more regional functions within the overall circulation system. Figure 4-1 illustrates the functional classification of Oxnard's road network.

Freeways. Freeways (expressways) are intended to serve both intra-regional and inter-regional travel. Freeways provide for high speed, through traffic movement on continuous routes. Freeways provide connections to other regional highways and are capable of carrying heavy

Figure 4-1, Roadway Classification Map placeholder



Legend

- Oxnard City Limits
- Freeway Interchange**
 - SR-1 (Oxnard Blvd.) and Channel Islands Blvd.
 - SR-1 (Oxnard Blvd.) and Pleasant Valley Rd.
 - US-101 and Del Norte Blvd.
 - US-101 and Rose Ave.
 - US-101 and Rice Ave. / Santa Clara Ave.
 - US-101 and SR-1 (Oxnard Blvd.)
 - US-101 and SR-232 (Vineyard Ave.)
 - US-101 and Victoria Ave.

Roadway Functional Classification

- Freeway
- Highway
- Primary Arterial
- Secondary Arterial



Figure 4-1
Roadway Functional Classification

Back of Figure 4-1, roadway classification map

traffic volumes. Speed limits on freeways are usually the highest allowed by law. Access to freeways is strictly controlled and accomplished through on- and off-ramps. Freeways provide no access to adjacent properties (but do provide high visibility). Collector streets require 80 feet of Right-of-Way (ROW) and are typically designed to accommodate three to four lanes of traffic.

Arterials. Arterials provide for mobility within Oxnard and adjacent areas. Arterials are designed to carry through traffic on continuous routes and join major traffic origins and destinations, freeways, and other arterials. For arterials, access is less restricted than freeways, although access to and from adjacent property is generally selective. Collector streets require 80 feet of ROW and are typically designed to accommodate three to four lanes of traffic.

Collectors. Collectors provide for internal traffic movement within Oxnard and connect local roads to arterials. Collectors are designed to take traffic off of local roads and feed it into arterials and freeways. Collector streets require 80 feet of ROW and are typically designed to accommodate two lanes of traffic. Collector streets require 80 feet of ROW and are typically designed to accommodate two lanes of traffic.

Local Roads. Local roads provide direct access to adjacent property and connect with collectors and arterials. Local roads are typically developed as two lane undivided roadways. Long-term planning is limited to protecting the ability of future developments to extend local roads through existing parcels. Collector streets require 80 feet of ROW and are typically designed to accommodate one lane of traffic in each direction.

Alleys. Alleys are narrow roadways providing secondary access to land uses. Generally, alleys provide access to the rear of properties and pass through the middle of a block. Alleys are generally no more than twenty five feet in width because they provide for turning movements into adjacent properties along with allowing vehicles to pass one another.

Major Oxnard Corridors

Major corridors that impact Oxnard include state highways and freeways, and roadways which serve inter-county and intra-county travel. According to the Ventura County Congestion Management Plan (CMP), the only major CMP corridors that impact Oxnard are State Route (SR) 118 and US-101. Figure 4-2 illustrates Oxnard's major north-south and east-west corridors in Oxnard.

SR-118 and US-101 are major corridors in Oxnard, according to the Ventura County Congestion Management Plan (CMP).

Major North-South Travel Corridors. There are eight north-south travel corridors within the City: Harbor Boulevard, Victoria Avenue, Ventura Road, Oxnard Boulevard, Saviers Road, Rose Avenue, Rice Avenue, and Del Norte Boulevard.

Major East-West Travel Corridors. There are eight primary east-west travel corridors within the City: Fifth Street, Camino Del Sol, Channel Islands Boulevard, Gonzales Road, Hueneme Road, Pleasant Valley Road, Vineyard Avenue, and Wooley Road.

State Highways

Parts of five state highways and routes pass through the City of Oxnard. These state highways are described below.

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.

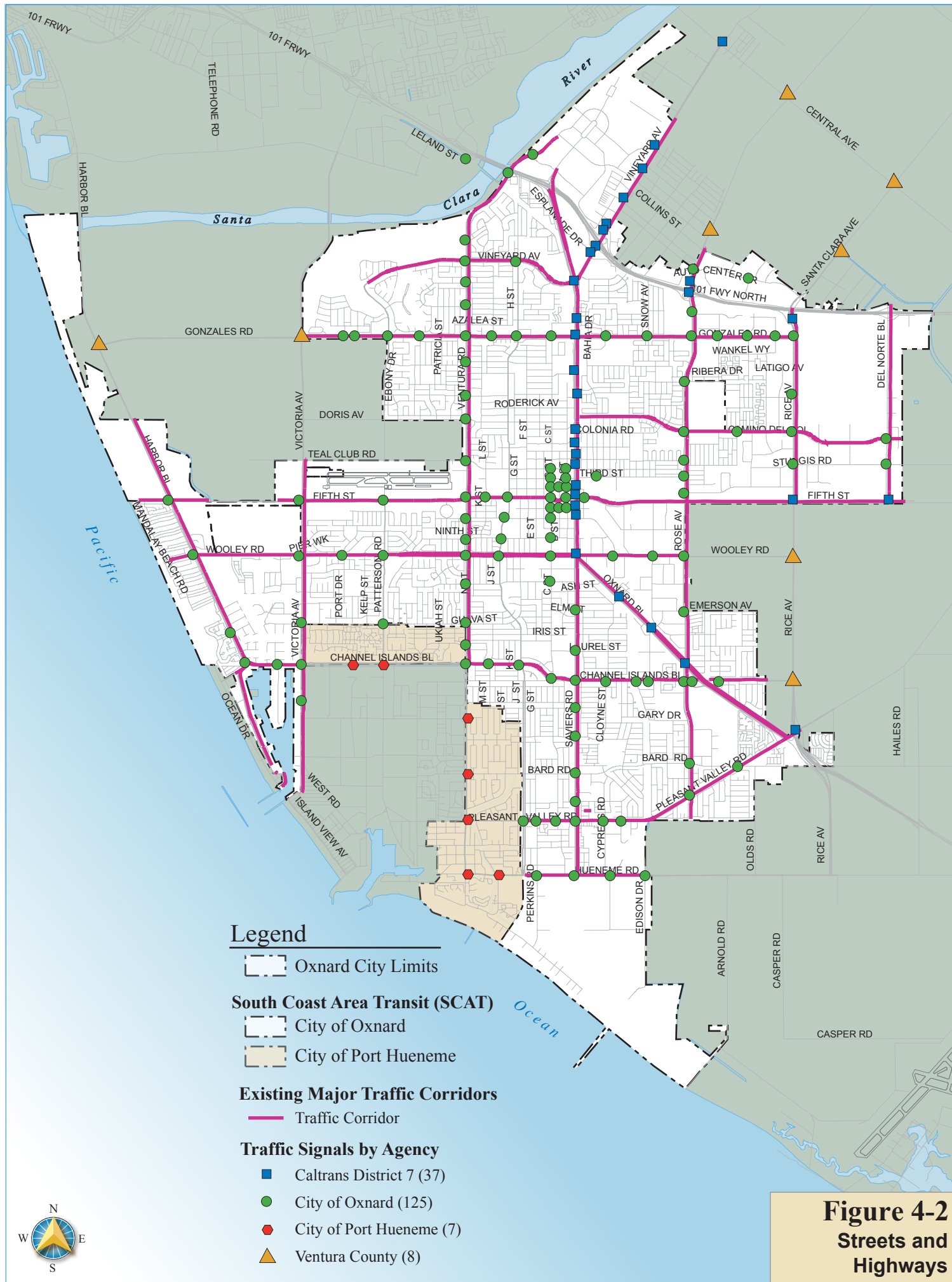
State Route 34 (SR-34) - SR-34 (Fifth Street) is a 13-mile east-west route that starts on the west at the intersection of SR-1 / Oxnard Boulevard and Fifth Street in Oxnard. SR-34 continues to the City of Camarillo and ends at SR-118. According to the 2003 Caltrans District 7 Master System Plan Status, 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.

State Route 118 (SR-118) - SR-118 is a 47-mile east-west route and is a part of the California Scenic Highway System. SR-118 extends from SR-126, in Ventura, to the Los Angeles County line within Ventura County. SR-118 travels north its last four miles, widening out to four lanes at Vineyard Avenue (SR-232), then crossing the Santa Clara River. In relation to Oxnard, SR-118 has a junction with SR-34 and SR-232.

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.

Oxnard contains five transportation routes maintained by Caltrans as state facilities.

Figure 4-2 Major Oxnard Corridors



**Figure 4-2
Streets and
Highways**

(Back of Figure 4-2)

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.

Major Arterials

Significant traffic generator routes pass through the City of Oxnard. These arterials are described below.

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.

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

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.

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).

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.

Oxnard provides approximately twenty two major arterials for transportation circulation.

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.

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.

*The Five Points
intersection consists
of Oxnard
Boulevard, Saviers
Road and Wooley
Road.*

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.

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.

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.

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.

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).

4.2.2. Existing Traffic Volumes and Level of Service

The purpose of Level of Service (LOS) is to determine how much traffic during the rush hour is acceptable on our state freeways, highways and major streets. A LOS measurement makes sure that traffic is measured the same way throughout the City of Oxnard and other regions. To evaluate traffic operating conditions and to provide a basis for comparison of operation conditions, traffic planners use the LOS. LOS is a qualitative measure of traffic flow representing the measurement of several factors, including speed and travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience and operating costs.

LOS is identified by letter grades ranging from A through F. Table 4-1 illustrates the characteristics associated with the LOS grade for signalized intersections. LOS A represents the best driving conditions, while LOS F represents the worst conditions. LOS A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. LOS D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection.

The 2000 Highway Capacity Manual (HCM) contains considerable detail on roadway conditions, including width, terrain and other factors. These factors have been simplified and generalized for planning purposes. LOS for signalized intersections is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay, or signal delay, includes initial deceleration, queue move up time, stopped delay and final acceleration delay. As delay increases, the LOS decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control.

A Level of Service (LOS) is designated with a letter from A-F, with A assigned to optimal traffic flow.

Caltrans has planned to relocate SR-1 from Oxnard Boulevard to Rice Avenue by 2009.

Table 4-1 Level of Service (LOS) Descriptions for Signalized Intersections

Level of Service	Description	Delay (secs.)
A	Free Flow / Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.	< 10.00
B	Stable Operation / Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within a back log of vehicles. This level generally occurs with good progression, short cycle lengths or both.	10.1-20.0
C	Stable Operation / Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths or both. Individual cycle failures may begin to appear at this level and the number of vehicles stopping is significant.	20.1-35.0
D	Approaching Unstable / Tolerable Delays: The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high v/c ratios. The proportion of vehicles not stopping declines and individual cycle failures are noticeable.	35.1-55.0
E	Unstable Operation / Significant Delays: Volume at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are a frequent occurrence.	55.1-80.0
F	Forced Flow / Excessive Delays: Represents stopped conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity and are considered to be unacceptable to most drivers. Poor progression, long cycle lengths and v/c ratios approaching 1.0 may contribute to these high delay levels.	> 80.0

Source: *Transportation Research Board, Highway Capacity Manual, 2000*

Comment: *Delay in seconds is illustrated with decimal place values because of accuracy – For a general understanding of the traffic delay, the decimal places can be removed. For example, 20.1 – 35.0 would become 20 – 35*

In general, a deficient LOS in a City would increase congestion and reduce the mobility of residents by use of transit, private automobile, passenger railroad, etc. This decrease in mobility could have fluctuating impacts on City business and revenue generation, especially if goods movement from the Port of Hueneme were impacted as to be a decreased economic resource for Oxnard. Also, a City's deficient LOS does not assist in an emergency situation, such as fire departments, medical response teams and general citywide evacuation for any reason.

In the 2020 General Plan, the acceptable LOS for Oxnard intersections was grade C or better. A LOS of a grade C or better is still considered acceptable for the 2030 General Plan horizon year.

Existing Conditions

SR-1 (Oxnard Boulevard): SR-1 on Oxnard Boulevard is two lanes in each direction and carries a large volume of truck traffic from the Port of Hueneme, the fourth busiest ocean port in the State of California. This portion of SR-1 (Oxnard Boulevard) traveling through Oxnard is heavily congested and operates at Level of Service F. To improve Port of Hueneme access and divert heavy truck traffic from the Oxnard central business district, SR-1 is planned to be relocated from Oxnard Boulevard to Rice Avenue as soon as the Rice and 101 Interchange is reconstructed, most likely by 2009.

SR-118: On westbound SR-118, traffic volume increases approaching the Cities of Oxnard and Ventura, with 37,000 Average Daily Trips (ADT) using the bridge over the Santa Clara River. SR-118 has been subjected to heavy truck use due to trucks bypassing the congestion, steep grade and weighing station on US-101. According to the Ventura County CMP, 16 percent of the total volume of vehicles on SR-118 is truck traffic. This volume of trucks creates severe congestion, noise, and safety impacts on the two lane segment in Oxnard.

In 2005, Oxnard greatly expanded the number of intersections included in data collection for a more comprehensive development of the traffic model.

US-101: US-101 experiences heavy daily traffic with volumes ranging from 133,000 to 199,000 ADT, with about 5 percent of this volume consisting of truck traffic, according to the Ventura County CMP. About 46 percent of daily truck traffic from the Port of Hueneme, approximately 300 truck trips per day, use US-101 to travel between the Port of Hueneme and the Los Angeles area. The amount of truck traffic from the Port of Hueneme is expected to increase as Port of Hueneme operations are expected to continue to expand.

Based on traffic counts taken in 2005 including turning movement counts, often referred to as AM PM Peak counts, and 24 hour counts, often referred to as Average Daily Trip (ADT) counts, the LOS for Oxnard intersections were calculated. Table 4-2 illustrates the LOS for AM and PM peak periods in Oxnard.

The Highway Capacity Manual by the Transportation Research Board calculates a signalized and non signalized intersection differently based on the differences in the amount of queue time and the characteristics of the intersection. For example, there is a difference in the amount of time a driver is required to wait at a red light at a signalized intersection as compared with a driver without that particular wait at an unsignalized intersection. Unsignalized intersections do not use a v/c ratio, but rather an amount of time measured in seconds for the LOS analysis.

Table 4-2 AM and PM Peak Intersection Level of Service

	Intersection	AM Peak		PM Peak	
		V / C	LOS	V / C	LOS
1	C Street and Third Street	0.498	A	0.554	A
2	C Street and Fifth Street	0.596	A	0.930	E
3	C Street and Channel Islands	0.563	A	0.775	C
4	C Street and Gonzales	0.721	C	1.039	F
5	C Street and Pleasant Valley	0.589	A	0.526	A
6	Del Norte and Camino Del Sol	0.334	A	0.433	A
7	Del Norte and SR-101 - NB**	21.9 sec	C	0.748	C
8	Del Norte and SR-101 - SB	50.5 sec	F	1.368	C
9	Del Norte and SR-34**	34.1 sec	D	1.829	F
10	Del Norte and Sturgis	0.255	A	0.426	A
11	H Street and Gonzales	0.793	C	0.918	E
12	H Street and Vineyard	0.577	A	0.581	A
13	Harbor and Fifth Street	1.095	F	0.638	B
14	Harbor and Channel Islands	0.242	A	0.344	A
15	Harbor and Gonzales	0.973	E	0.865	D
16	Harbor and Olivias Park	0.471	A	0.698	B
17	Harbor and Wooley	0.415	A	0.488	A
18	J Street and Channel Islands	0.589	A	0.686	B
19	J Street and Hueneme**	1.2 sec	B	1.600	C
20	J Street and Pleasant Valley	0.317	A	0.408	A
21	Lombard and Gonzales	0.848	D	0.526	A
22	Oxnard - Saviers - Wooley				
23	Oxnard and SR-101 - NB				
24	Oxnard and SR-101 - SB				
25	Pacific and Wooley	0.325	A	0.450	A
26	Patterson and Gonzales	0.618	B	0.762	C
27	Patterson and Doris**	7.2 sec	B	5.100	B
28	Patterson and Teal Club**	5.6 sec	B	2.900	B
29	Patterson and Fifth Street	0.626	B	0.760	C
30	Patterson and Hemlock**	13.2 sec	B	0.503	B
31	Patterson and Wooley	0.423	A	0.570	A
32	Pleasant Valley and Bard	0.737	C	0.622	B
33	Rice and Channel Islands	0.397	A	0.730	C
34	Rice and Hueneme	0.359	A	0.525	A
35	Rice and SR-34	0.615	B	0.886	D
36	Rice and Wooley	0.476	A	0.665	B
37	Rose and Third Street	0.482	A	0.825	D
38	Rose and Auto Center	0.440	A	0.856	D
39	Rose and Bard	0.660	B	0.503	A
40	Rose and Camino Del Sol	0.771	C	0.931	E
41	Rose and Channel Islands	0.678	C	0.874	D
42	Rose and Emerson	0.465	A	0.562	A
43	Rose and Pleasant Valley	0.578	A	0.776	C
44	Rose and SR-1	0.508	A	0.848	D
45	Rose and SR-34	0.618	B	0.972	E
46	Rose and Wooley	0.537	A	0.817	D

Table 4-2 AM and PM Peak Intersection Level of Service (Continued)

	Intersection	AM Peak		PM Peak	
		V / C	LOS	V / C	LOS
47	Santa Clara and Auto Center	0.693	B	0.882	D
48	Santa Clara and Central**	21.8 sec	C	59.000	F
49	Saviers and Channel Islands	0.761	C	0.768	C
50	Saviers and Hueneme	0.437	A	0.533	A
51	Saviers and Pleasant Valley Road	0.621	B	0.736	C
52	SR-1 and Second Street	0.448	A	0.630	B
53	SR-1 and Fifth Street	0.521	A	0.708	C
54	SR-1 and Channel Islands**	1.5 sec	B	0.400	B
55	SR-1 and Colonia	0.518	A	0.708	C
56	SR-1 and Cooper	0.572	A	0.673	B
57	SR-1 and Esplanade**	0.2 sec	A	0.400	B
58	SR-1 and Pleasant Valley	0.662	B	0.993	E
59	SR-1 and Vineyard	0.886	D	0.888	D
60	SR-1 and Wooley				
61	Statham and Channel Islands	0.537	A	0.706	C
62	Ventura and Vineyard	0.490	A	0.494	A
63	Ventura and Gonzales	1.223	F	0.611	B
64	Ventura and Doris	0.510	A	0.668	B
65	Ventura and Second Street/Teal Club Road	0.371	A	0.518	A
66	Ventura and Channel Islands	0.835	D	0.941	E
67	Ventura and Fifth Street	0.513	A	0.673	B
68	Ventura and Hemlock	0.291	A	0.348	A
69	Ventura and Hueneme	0.434	A	0.513	A
70	Ventura and Pleasant Valley	0.615	B	0.587	A
71	Ventura and Wooley	0.609	B	0.775	C
72	Victoria and Channel Islands	0.504	A	0.658	B
73	Victoria and Hemlock	0.412	A	0.547	A
74	Victoria and Wooley	0.912	E	0.639	B
75	Victoria and Olivas Park	0.772	C	0.750	C
76	Victoria and Gonzales	1.044	F	0.530	A
77	Victoria and Doris	0.859	D	0.823	D
78	Victoria and Teal Club**	0.9 Sec	F	19.600	F
79	Victoria and Fifth Street	0.600	A	0.681	B
80	Vineyard (SR-232) and Esplanade	0.644	B	0.858	D
81	Vineyard (SR-232) and Myrtle/Ventura Boulevard	0.580	A	0.809	E
82	Vineyard (SR-232) and SR-101 NB	0.506	A	0.655	B
83	Vineyard (SR-232) and SR-101 SB	0.781	C	0.748	C
84	Vineyard and SR-118	1.470	F	1.087	F

Note: ** = unsignalized intersection, v/c = volume / capacity ratio, Signalized intersection LOS calculated differently than the signalized intersection based on standardized rates

Source: URS Corporation, 2005

Most Deficient Intersections

After traffic counts were conducted in 2005, six intersections had a deficient LOS in the AM and PM peak periods. These intersections include:

- Fifth Street and Del Norte
- Harbor Boulevard and Gonzales
- SR-1 (Oxnard Boulevard)/ Saviers Road and Wooley Road (Five Points)
- Victoria Avenue and Doris Avenue
- Victoria Avenue and Teal Club Drive
- SR-232 (Vineyard Avenue) and SR-1 (Oxnard Boulevard)

Critical AM

After traffic counts were conducted in 2005, five intersections had a deficient LOS in the AM peak period. These intersections include:

- Harbor Boulevard and Fifth Street
- Lombard Street and Gonzales Road
- Ventura Road and Gonzales Road
- Victoria Avenue and Gonzales Road
- US-101 and Del Norte Boulevard

Critical PM Intersections

After traffic counts were conducted in 2005, fourteen intersections had a deficient LOS in the PM peak period (See Figure 4-3). These intersections include:

- C Street and Gonzales Road
- H Street and Gonzales Road
- Rice Avenue and Fifth Street
- Rose Avenue and Third Street
- Rose Avenue and Auto Center Drive
- Rose Avenue and Camino Del Sol
- Rose Avenue and Channel Islands Boulevard
- Santa Clara Avenue and Auto Center Drive
- Santa Clara Avenue and Central Avenue
- SR-1 (Oxnard Boulevard) and Pleasant Valley Road

- SR-232 (Vineyard Avenue) and Myrtle Street
- Rose Avenue and Fifth Street
- Rose Avenue and SR-1 (Oxnard Boulevard)
- Rose Avenue and Wooley Road

4.2.3. Truck and Goods Movement

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.

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.

*The Santa Paula
Branch Line is
owned and operated
by the Ventura
County
Transportation
Commission
(VCTC).*

Figure 4-3 LOS Critical Intersections



Legend

Oxnard City Limits

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

Figure 4-3
Level of Service (LOS)



(Back of Figure 4-3)

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.

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.

Approximately 300 truck trips per day (46% of the daily truck traffic from the Port of Hueneme) use US-101 to travel between the Port of Hueneme and the Los Angeles area.

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 both 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.

4.2.4. Passenger Rail

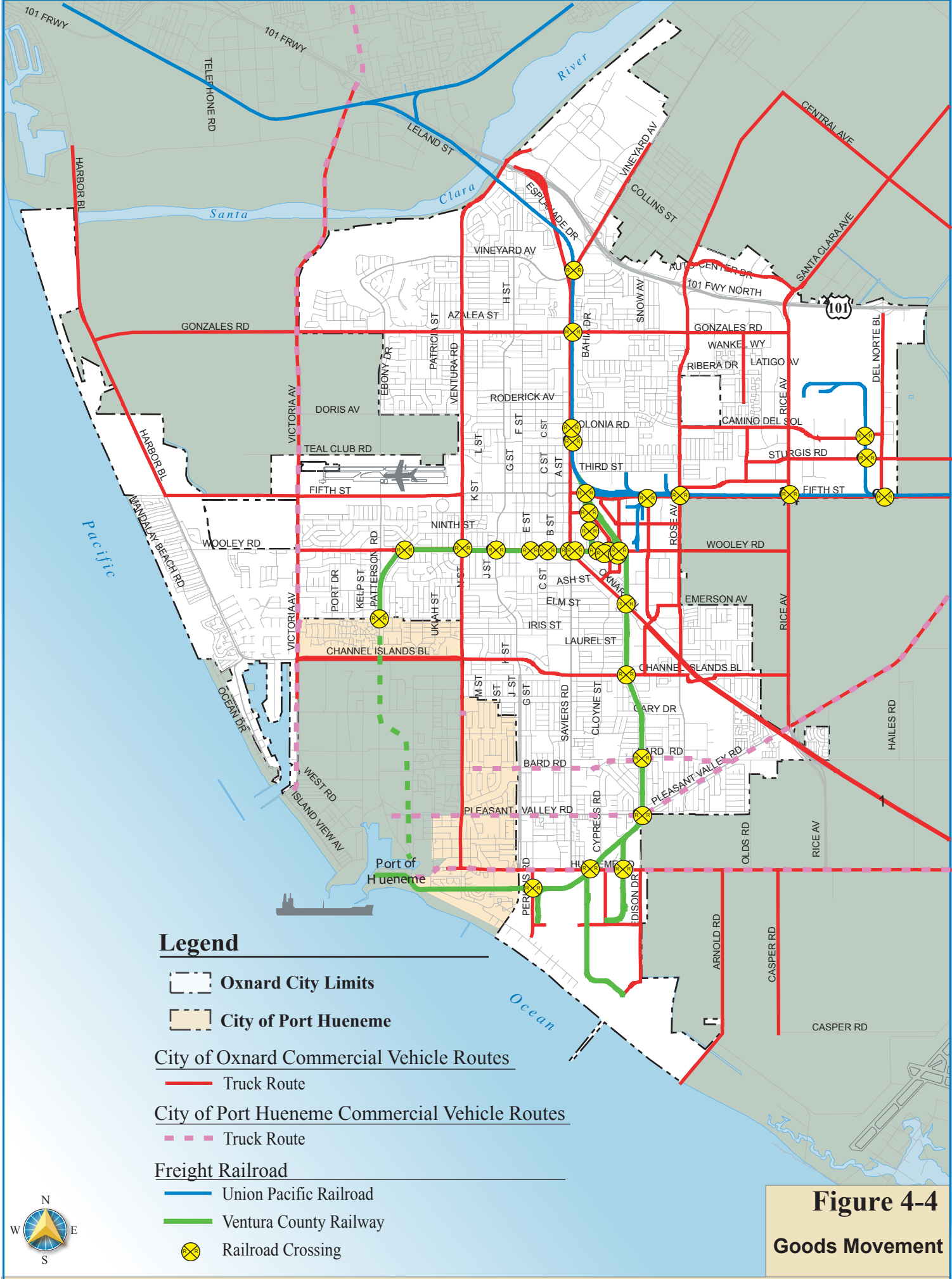
Passenger rail provides a way for people to get to work, school, and other destinations. Passenger rail services in Oxnard are provided by Metrolink and Amtrak rail services. The inter-city and inter-regional rail passenger services are provided both between Oxnard and many of the cities in Ventura County 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.

The Coast Starlight and the Pacific Surfliner are the two passenger rail services provided by Amtrak for Oxnard.

Figure 4-4 Goods Movement



Legend

- Oxnard City Limits
- City of Port Hueneme

City of Oxnard Commercial Vehicle Routes

- Truck Route

City of Port Hueneme Commercial Vehicle Routes

- Truck Route

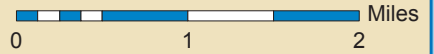
Freight Railroad

- Union Pacific Railroad
- Ventura County Railway
- X Railroad Crossing



Figure 4-4
Goods Movement

Source: City of Oxnard, 2005 and City of Port Hueneme, 2006



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.

4.2.5. 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 South Coast Area Transit (SCAT), 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 SCAT 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.

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 4-3 illustrates the public transportation ridership growth for Oxnard between 2000 and 2004. Oxnard’s public transportation network is presented on Figure 4-5.

Table 4-3 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
SCAT*	3,687,762	3,372,170	-8.6
SCAT ACCESS	46,898*	108,024*	130

Notes: *Total SCAT ridership for Ventura County; ***Ventura County percentage of total Metrolink ridership

Source: Ventura County Congestion Management Plan, 2005

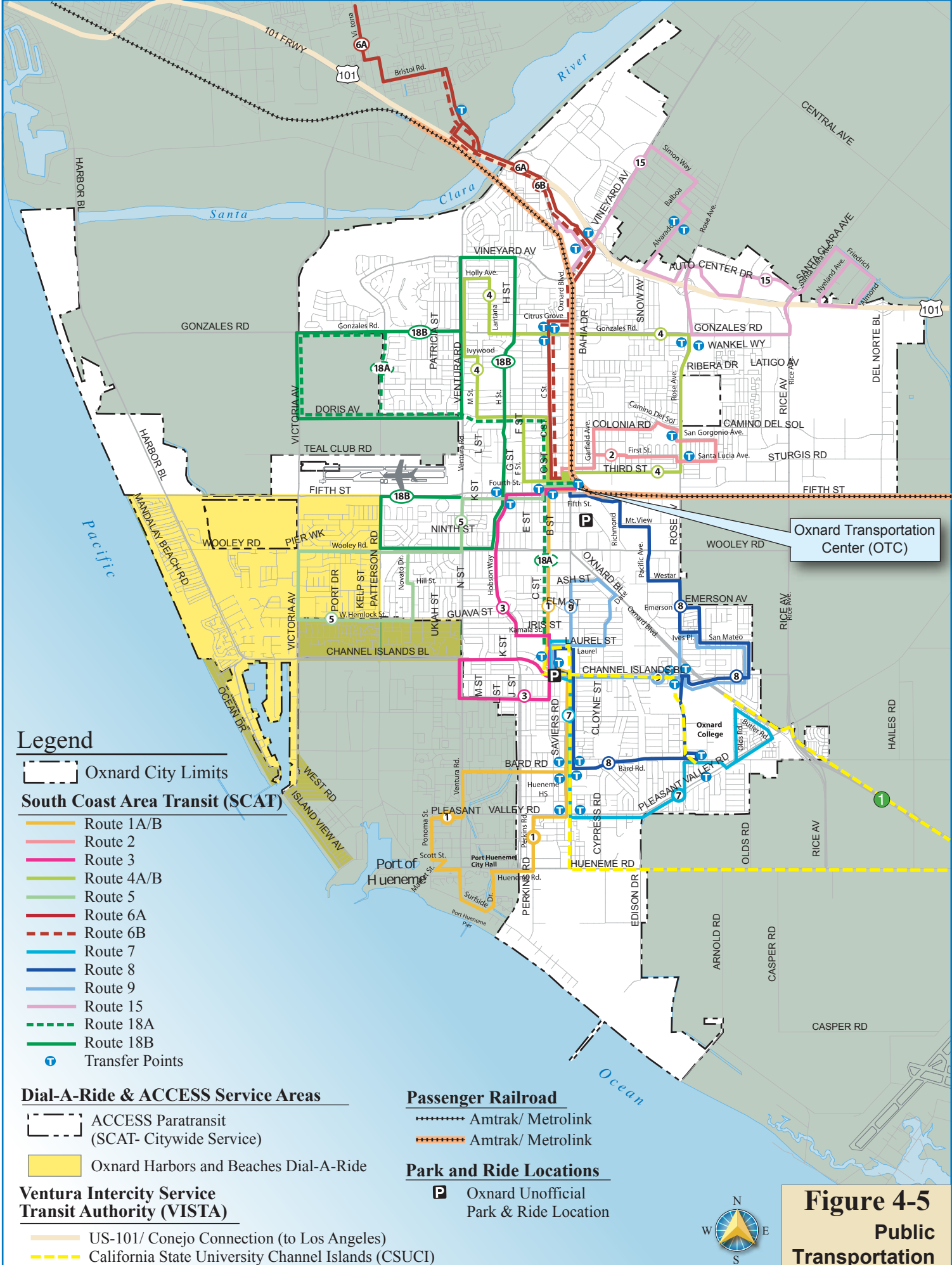
South Coast Area Transit. The cities of Ojai, Oxnard, Port Hueneme, Santa Paula and San Buenaventura along with Ventura County formed SCAT to provide bus service within and between their communities. SCAT serves the cities of Ojai, Oxnard, Port Hueneme, and Ventura, as well as the unincorporated areas around those cities, including the El Rio/ Nyland Acres area. SCAT buses connect with VISTA, Metrolink, Amtrak, Greyhound, and the Oxnard Harbor and Beaches DAR and the OTC.

SCAT is the largest public transit service in Ventura County.

SCAT's services carry approximately 3.4 million passengers a year operating with 43 buses in its fleet, according to the Ventura County CMP. SCAT operates seven days a week with 14 different routes as presented on Figure 4-5. SCAT 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 SCAT busses are fully accessible with wheelchair lifts and kneeling features.

Oxnard Harbors and Beaches Dial a Ride (DAR). Although inside the SCAT 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, 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 SCAT 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.

Figure 4-5 Public Transportation



Legend

Oxnard City Limits

South Coast Area Transit (SCAT)

- Route 1A/B
- Route 2
- Route 3
- Route 4A/B
- Route 5
- Route 6A
- Route 6B
- Route 7
- Route 8
- Route 9
- Route 15
- Route 18A
- Route 18B
- Transfer Points

Dial-A-Ride & ACCESS Service Areas

- ACCESS Paratransit (SCAT- Citywide Service)
- Oxnard Harbors and Beaches Dial-A-Ride

Ventura Intercity Service Transit Authority (VISTA)

- US-101/ Conejo Connection (to Los Angeles)
- California State University Channel Islands (CSUCI)

Passenger Railroad

- Amtrak/ Metrolink
- Amtrak/ Metrolink

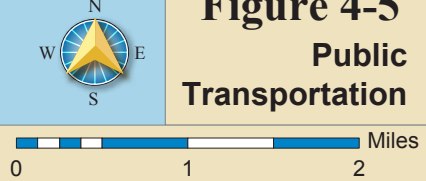
Park and Ride Locations

- Oxnard Unofficial Park & Ride Location

Oxnard Transportation Center (OTC)

Figure 4-5
Public Transportation

Source: City of Oxnard, 2005 and Oxnard Harbors and Beaches Dial a Ride, 2005, (SCAT) System Map, 2006



Back of Figure 4-5 Public Transportation

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.

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. SCAT ACCESS provides curb to curb service to Americans with Disabilities Act (ADA) certified riders and seniors throughout all of the SCAT service area. SCAT 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.

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

SCAT is the only public transportation service for Oxnard that experienced a decrease in ridership from 2000 to 2004.

The use of Transportation Demand Management (TDM) to encourage alternative forms of transportation programs has the potential to lessen the use of the private automobile.

service to the Los Angeles International Airport (LAX) and Burbank Airport, since these airports are used heavily by residents of Oxnard.

4.2.6. Non Motorized Transportation

Transportation Demand Management (TDM) is a series of programs that promote alternatives to driving a private automobile. TDM includes carpools, vanpools, transit, bicycles, and park and ride lot programs. TDMs are aimed at requiring major traffic generators to provide information to drivers and make alternative forms of transportation available to employees and/ or customers. The private automobile will continue to be a vital part of Oxnard's transportation system along with the rest of Southern California. However, the use of alternative forms of transportation programs has the potential to lessen the use of the automobile at peak periods. Figure 4-6 illustrates the primary non-motorized transportation routes within the City of Oxnard.

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.

Bicycling

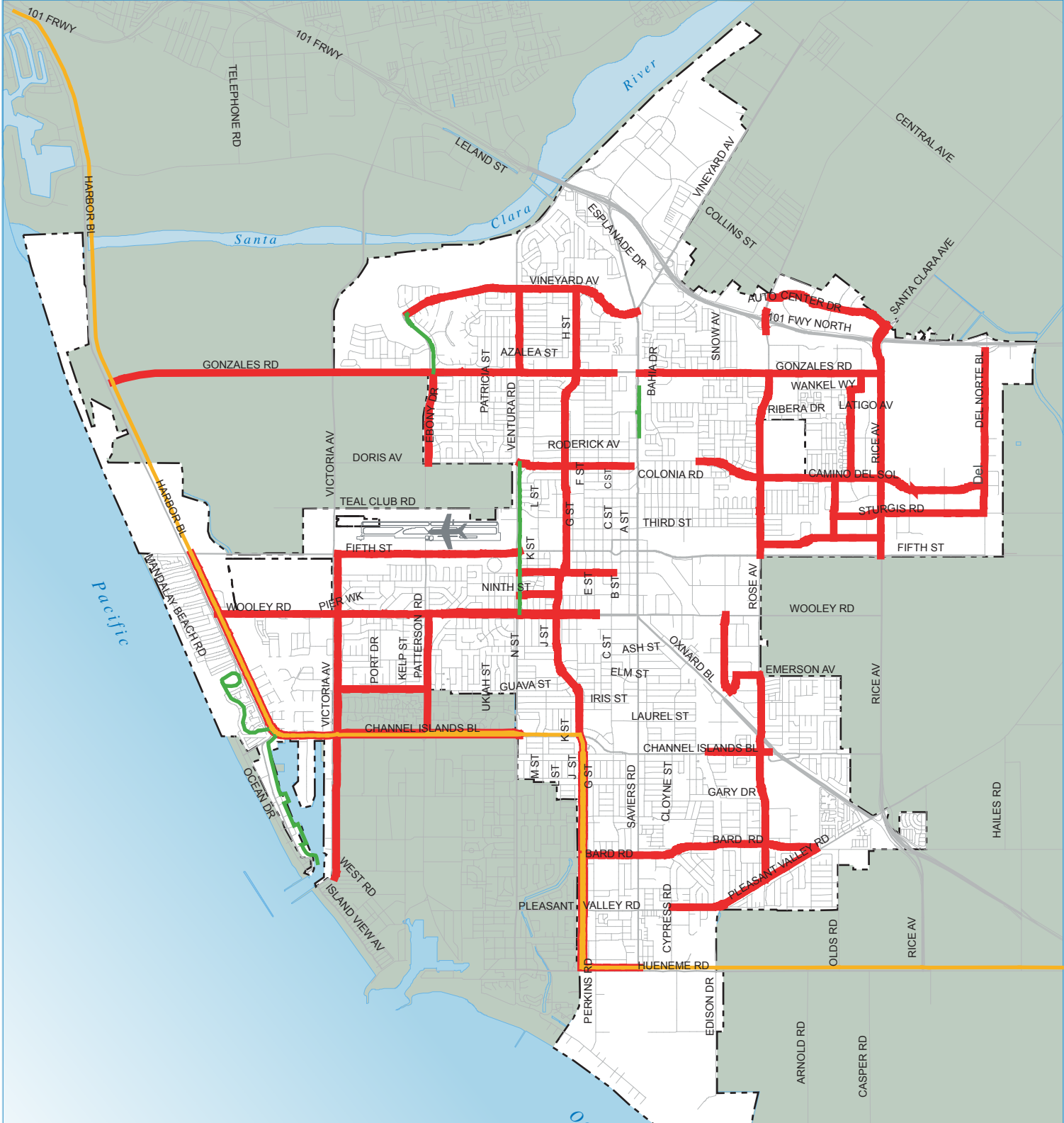
As an alternative to the automobile, bicycles are non polluting, quiet, inexpensive, and a reasonably available source of transportation. The combination of the bicycle's advantages and the public's increased interest in physical fitness has made the bicycle a much larger part of the transportation system 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

The City of Oxnard's level terrain and moderate weather, particularly on the coastal plain, are great for walking and bicycling.

Figure 4-6 Non-motorized Transportation



Legend

-  Oxnard City Limits
-  City of Port Hueneme

Bicycle and Pedestrian Routes




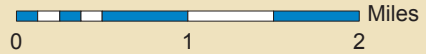
-  Bicycle and Pedestrian Route
-  Bicycle Route
-  Pacific Coast Bikeway Route



Figure 4-6
Non Motorized Transportation

Source: City of Oxnard Bicycle and Pedestrian Master Plan, 2002



Back of Figure 4-6 Non-motorized Transportation

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.

4.2.7. Parking Facilities

Ample parking is provided for most businesses and residential areas within the City. However, for the past several years the City has been evaluating parking issues in Downtown, particularly as they relate to the theater project and the reconstruction of the Civic Center complex. To ensure adequate parking with new downtown development, a 466-space Civic Center Parking Structure was recently constructed at Third and B Streets. Demand for parking spaces in Downtown Oxnard varies considerably by time-of-day and day-of-week, with the demand peaking during the weekday business hours.

The availability of park and ride lots has made carpooling and vanpooling easier for some commuters in the City of Oxnard. According to the Southern California Association of Governments (SCAG) and the Ventura County Transportation Commission (VCTC), there are no officially maintained park and ride facilities in Oxnard, as illustrated on Figure 4-3. However, the City of Oxnard has utilized two parking lots as temporary park and ride facilities for specific events, one at the OTC and one located at Centerpoint Mall.

4.2.8. Air Transportation

Air transportation service in the City of Oxnard is provided by airfields serving general aviation and agricultural users. The current lack of a regional airport in Ventura County will generate increased pressure to expand existing airport facilities. Commercial flights too distant or out of state destinations are available at Los Angeles International Airport (LAX) in adjacent Los Angeles County.

Oxnard Municipal Airport

The Oxnard Airport lies west of the Central Business District, in an area generally bounded by Teal Club Road to the north, Ventura Road to the east, West Fifth Street to the south and Victoria Avenue to the west. Airside facilities at the 216 acre airport include an east west runway, 56,100 square feet of hangar space with the capacity to store 100 aircraft and a tie down area with the capacity to store 140 aircraft. Landside facilities on the airport property consist of a passenger terminal of approximately 10,000 square feet and a paved parking lot with a capacity of 360 cars.

The Oxnard airport is currently operated as a commuter service airport and is the only commercial passenger service in Ventura County. A commuter service airport is an airport that is not served by a certified air carrier, but is served by one or more commuter airlines. The Oxnard Airport is presently FAA certified and has experienced air carrier operations

The Oxnard Municipal Airport is located in the vicinity of several residential neighborhoods as well as the former Oxnard High School.

and operates with approximately 46,000 passengers annually. Under this status, the Oxnard Airport can accommodate turboprop aircraft. Dual wheeled aircraft over 53,000 pounds are not allowed in Oxnard due to the runway thickness and length. Business jets that are below subject limits are allowed.

Camarillo Municipal Airport

As an alternative to the Oxnard Municipal Airport, the Camarillo Airport is located to the east of Oxnard. The Camarillo Airport is limited to business and private airplanes, with no scheduled airlines or military aircraft. In comparison to Oxnard Airport, more extensive commercial airport development may be anticipated at the Camarillo Airport because it is closer to major transportation routes and has less adjacent urban land uses. Camarillo Airport's runway is capable of carrying a larger 115,000 pound aircraft than the Oxnard Airport.

*The Camarillo
Municipal Airport can
accommodate aircrafts
twice as large as the
Oxnard Municipal
Airport.*

Point Mugu Naval Air Station

The Point Mugu Naval Air Station (NAS) is located southeast of Oxnard between the SR-1 and the Pacific Ocean and is included in the Oxnard Planning Area. No commercial air service is provided at Point Mugu NAS. The Point Mugu Naval Air Station's (NAS) primary mission is to provide support to the activities of the Pacific Missile Test Center also located at Point Mugu. The California Air National Guard also maintains an adjacent base that shares the air station runways.

4.3 Utilities

This section covers the following topics related to public facilities and services:

- Water Supply and Water Quality (4.4.1)
- Wastewater Collection, Treatment, and Disposal (4.4.2)
- Stormwater Drainage (4.4.3)
- Solid Waste Management (4.4.4)

4.3.1. Water Supply and Water Quality

Key Terms

Acre Feet Per Year (AFY). A quantity measure of water. The amount of water covering an acre of land with one foot of water.

Aquifer. A deposit of rock, such as sandstone, containing water that can be used to supply wells.

Groundwater. Water beneath the surface that can be collected with wells, tunnels, or drainage galleries.

Service Area. The area for which a purveyor is responsible for disturbing water supplies.

Water Demand. The volume of water requested by users to satisfy their needs.

Water Supply. Water supplied from surface water tanks, direct diversions from a water body (e.g., river, lake, or delta) or groundwater conveyed (e.g., via pipes) for use as a City water source.

Existing Water Supply and Distribution Facilities

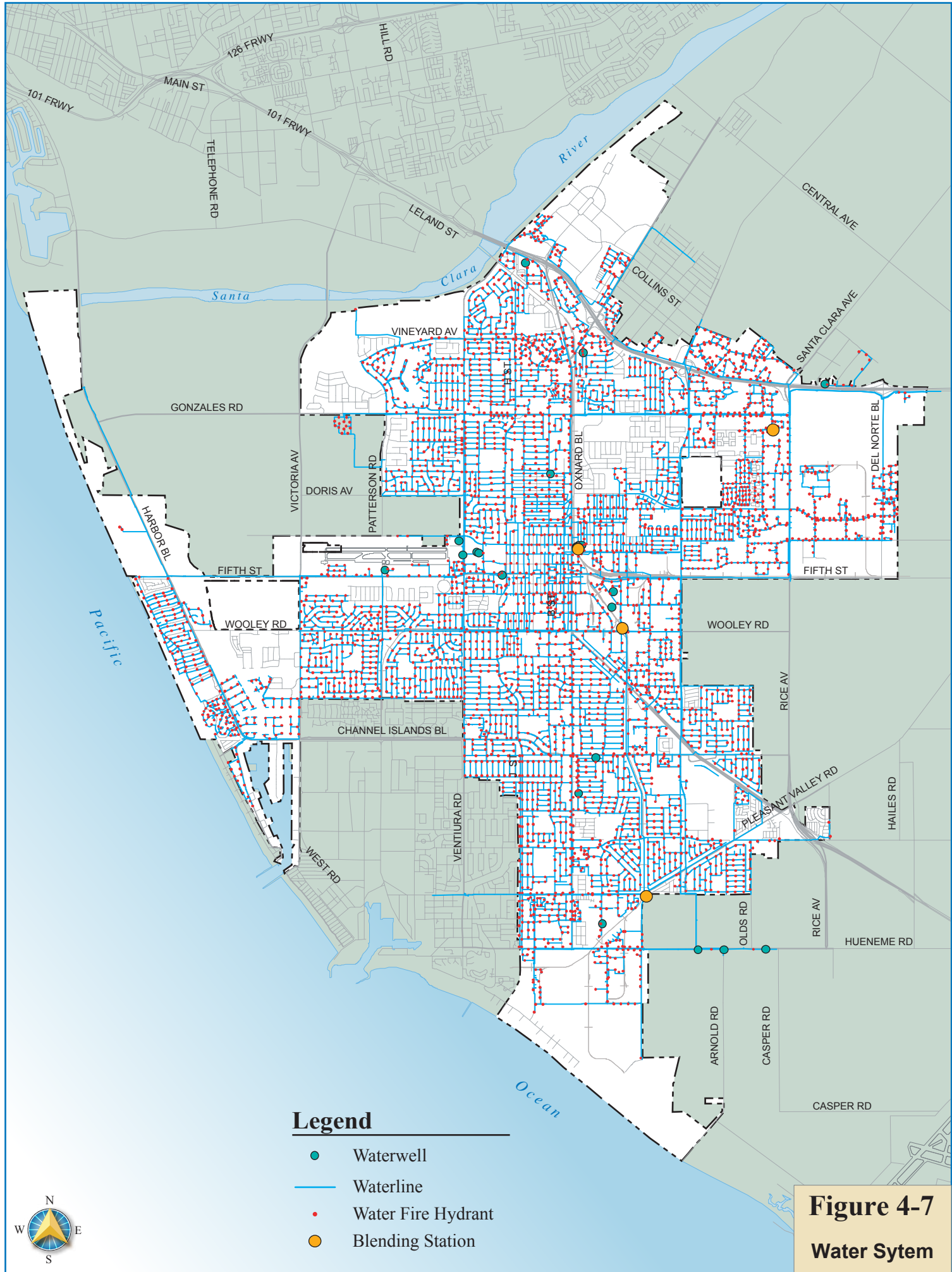
The City of Oxnard owns and operates its own municipal water supply system and is fortunate to have both local and imported water supplies available. The City's water supply sources consist of a blend of local groundwater produced through the City's own groundwater wells, local groundwater the City purchases from the United Water Conservation District (UWCD), and imported surface water purchased from the Calleguas Municipal Water District (CMWD).

As previously mentioned, the City's current water supply consists of three sources, two local and one imported. The two local sources are comprised of City wells, which receive groundwater from the Oxnard Plain Basin and United Water Conservation District wells, which taps into the Montalvo Forebay Basin. The City purchases imported water from Calleguas Municipal Water District. CMWD is a member agency of the Metropolitan Water District of Southern California from which it purchases State Project Water. The City's water system includes four blending stations where incoming imported water from CMWD is blended with local water, either from UWCD or from City wells. The City currently tries to achieve a blending ratio of one part imported water to one part local water in order to balance water quality and water supply cost. Figure 4-7 presents the City's water supply and distribution system.

Existing Groundwater Supplies

The Oxnard Plain Hydrographic sub-unit includes the Oxnard and Pleasant Valley Hydrographic Sub areas, each of which receives natural recharge from a system of nine groundwater basins along the Santa Clara River Basin. The Oxnard Hydrographic Sub area is located in the southwest corner of the Santa Clara River Basin and consists of the Montalvo, Mound, and Oxnard Plain Basins.

Figure 4-7 City of Oxnard Water Supply and Distribution System



Legend

- Waterwell
- Waterline
- Water Fire Hydrant
- Blending Station

Figure 4-7
Water System

(Back of Figure 4-7)

The Oxnard Plain Basin is the most important to the City of Oxnard and is composed of two aquifer systems known as the Upper Aquifer System (UAS) and the Lower Aquifer System (LAS). The UAS consists of the Oxnard Aquifer, and the Mugu Aquifer. The LAS is comprised of the Hueneme, Fox Canyon, and Grimes Canyon Aquifers

Groundwater Production

The City currently has four active wells located at the City Water Division Yard on Third Street and three additional planned wells. Well Numbers 22 and 23 are Upper Aquifer System wells and Well Numbers 20 and 21 are Lower Aquifer System Wells. The wells pump groundwater from the Oxnard Aquifer into a 220,000-gallon clear well reservoir. The UAS wells have a total active pumping capacity of approximately 6,000 gpm. The LAS wells also have a total active pumping capacity of approximately 6,000 gpm.

The City is developing three new wells (Well Numbers 19, 24, and 25) at Blending Station Number 3. Well Numbers 19 and 25 are screened in the UAS and Well Number 24 is screened in the LAS. Well Number 24 is also being designed as an Aquifer Storage and Recovery (ASR) well.

The City's second source of groundwater comes from UWCD's system. UWCD's El Rio groundwater well field is located at the El Rio Spreading Grounds. UWCD diverts Santa Clara River water at the Vern Freeman Diversion Dam northwest of Saticoy and delivers a portion of the water to the spreading grounds via pipeline. The water is then pumped directly through UWCD's Oxnard-Hueneme (O-H) Pipeline to the City's four blending stations.

Imported Water

Oxnard's imported water supply originates in Northern California and is conveyed over 500 miles to Southern California through the State Water Project's system of reservoirs, aqueducts and pump stations. Water is filtered and disinfected at Metropolitan Water District (MWD's) Joseph Jensen Filtration Facility in Granada Hills. CMWD receives the treated water from MWD via the MWD West Valley Feeder and Springville Reservoir near Camarillo. The Springville Reservoir in turn provides pressurized water directly through the Oxnard Conduit to the City's four blending stations.

CMWD/MWD Aquifer Storage and Recovery Project

In a cooperative effort with MWD, CMWD is developing a below ground storage reservoir in the Las Posas Groundwater Basin. The Las Posas Basin ASR project is designed to provide for subsurface storage of up to 300,000

acre- feet of imported water to meet emergency, drought, and peak demands of CMWD's member agencies. The project will be constructed in phases and is anticipated to be fully operational in 2010.

The Las Posas ASR project will provide the following benefits to the City of Oxnard:

- Increase the reliability of CMWD's drinking water supply by storing large volumes of water.
- Increase the water storage capacity for the CMWD service area. The available storage capacity in the Las Posas Basin is 30 times the capacity of Lake Bard.
- Provide increased operational flexibility in the event of a severe drought or emergency. If the State water supply is either reduced or disrupted entirely, the stored water will be retrieved, treated and delivered to meet CMWD's service area demands.

Existing Water Usage

Water customers serviced by the City of Oxnard currently use approximately 21,600 acre-feet of water per year. The majority of the water (14,400 acre-feet) is purchased from the CMWD which in turn purchases water from the MWD of Southern California. The City also pumps approximately 5,700 acre-feet from the United Water Conservation District wells, and pumps approximately 1,500 acre-feet from City wells. Both the Carmichael Water District (CWD) and Metropolitan Water District (MWD) have continually assured the City that water supplies will be available in the future. A summary of existing water demand by land use category is provided in Table 4-4.

Table 4-4 Existing Water Demand

Land Use Type	Demand (gpd)
Single Family Residential	333
Multi-Family Residential	2,029
Commercial	2,438
Industrial	2,577
City	90
Agricultural	165

Note: *gpd = gallons per service day*

Source: *Oxnard Water System Master Plan, January 2003*

Daily per capita water consumption rates range from 177 gallons to 134 gallons. The average per capita consumption is about 155 gallons per day. It is important for the City to continue its comprehensive water conservation program, and to develop water supply contingency plans. The

City of Oxnard established a Water Enterprise Fund to pay for operations, maintenance, and capital costs associated with water supply and distribution. Additional funding include operation and connection fees and the requirement for new developments to construct the necessary improvements to expand the water transmission and distribution systems in order to meet the needs of new customers.

Projected Future Water Demand

City Water Division records indicate that water demand is growing at a compound rate of two percent per year. To meet this increased demand, the City is expanding the supply system (Springville Reservoir Project) and the distribution system (Blending Station Number 4 and Water Pressure Separation Vaults) to ensure that enough water can be delivered at adequate fire flow levels as new customers are added to the system. The ultimate water transmission and distribution system will be capable of delivering approximately 106 cubic feet per second (the equivalent of approximately 68 million gallons per day), meeting fire flow levels required by the State of California. This expanded system can adequately supply water to the projected population in the City's 2020 General Plan.

The use of the specific water supply elements is based on economic and operational considerations. The composition of these elements must be based on the current and projected water demand characteristics of the service area. The available water supply elements must be able to meet water demands with a high level of reliability. Table 4-5 presents the projected supply and demands for the City of Oxnard based on current resources.

Table 4-5 Projected Water Demands and Supplies

Year	Annual Demand, AFY	Annual Supply Allocations (Acre Feet/Year (AFY))				Additional Required (4)
		City Well (1)	UWCD	CMWD (2)	Total (3)	
2000	25,966	5,879	5,302	13,249	24,430	1,536
2005	31,081	5,568	4,990	13,249	23,807	7,274
2010	35,730	5,255	4,678	13,249	23,182	12,548
2015	40,380	5,255	4,678	13,249	23,182	17,198
2020	44,565	5,255	4,678	13,249	23,182	21,383

Notes:

1. Assumes no additional allocation is granted
2. Based on 90 percent of maximum demand from 1990-2000, consistent with proposed CMWD rate structure
3. Total annual water allocation excluding groundwater credits
4. Additional allocation needed to meet the projected demand

Source: Oxnard Water System Master Plan, 2003

Supply limitations on the City's local groundwater allocation and imported water sources, as well as the anticipated increasing cost of imported water, justify the City's exploration of alternative water supply source development. In response to this expected shortfall, the City will need to develop additional alternative water supply sources to continue meeting its goal of providing current and future residents and businesses with a reliable and affordable source of good quality water.

Future Water Supplies

The availability of future supplies is bound by pumping restrictions, the capacity of CMWD's distribution system, and the reliability of State Project water deliveries. Future water supplies will continue to come from local wells (about 5 percent), the UWCD (about 25 percent), and from the CMWD (about 70 percent), which purchases its water from MWD. The MWD maintains that sufficient water supplies will be available to meet future demand.

Additional water sources are available through the implementation of the 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 City of Oxnard is planning to upgrade its wastewater treatment plant to produce tertiary recycled water.

The GREAT Program is designed to provide the City with:

- Increased water supply reliability during drought;
- Reduced water supply costs;
- Water supply security in meeting growing water demand;
- Enhanced local water supply stewardship through recycling and reusing a substantial portion of the region's waste water; and
- Environmental benefits associated with the development and rehabilitation of local saltwater wetlands.

The GREAT Program accomplishes these goals through implementation of a water recycling program, a groundwater injection program, and a groundwater desalination program to more efficiently utilize existing local water resources. The GREAT Program's implementation actions assist the City in meeting their water supply needs in 2020. A phasing plan was developed that matches the capital expenditures available with the capacity of the water supply and distribution system. Table 4-6 presents a summary of the program's recommended water supply allocation.

In addition to the sources previously mentioned, the Oxnard Wastewater Treatment Plant (OWWTP) currently produces secondary effluent that is discharged via an outfall to the ocean. Additional treatment facilities would be developed to produce tertiary effluent that meets unrestricted use according to California Department of Health Services (DHS) criteria. The tertiary effluent would be further treated and ultimately used for groundwater recharge.

Table 4-6 GREAT Program Recommended Water Supply Allocation (AFY)

	2000	2005	2010	2015	2020
Demand	25,996	31,081	35,730	40,380	44,564
Supply					
Imported SW	13,239	13,239	13,239	13,239	13,239
City GW Allocation	5,879	5,568	5,255	5,255	5,255
UWCD GW Suballocation	5,302	4,990	4,678	4,678	4,678
GREAT Program GW	0	7,284	12,558	17,208	21,392
Supply TOTAL	24,420	31,081	35,730	40,380	44,564

Notes: SW = Surface Water
GW = Groundwater

Source: Water System Master Plan, 2003

Implementation of the GREAT Program is the City's preferred choice to meet their future water demands. It is cost-effective, environmentally sensitive, and develops local water resources. It offers the opportunity for partnering with other water purveyors to provide for a regional solution to Ventura County's growing water needs. Furthermore, CMWD, UWCD, Fox Canyon Groundwater Management Agency (FCGMA), and the County of Ventura support implementation of the GREAT Program as an innovative means of addressing local water quality and quantity issues.

The only economical alternative to meet the 2020 demand of 44,565 acre feet per year or higher is by implementation of the GREAT program. Without implementation of the great program, water resources would be a significant potential limiting factor to growth within the City's area of influence. In order to be able to handle a larger volume of water from the CWD or MWD, the City will need to ensure that the water distribution and transmission system has sufficient capacity to handle the increased water flows. The City Council has adopted an interim Master Water Plan that coordinates future expansions and facility upgrades. The plan calls for, among other things, bond measures to provide funds for constructing a 30-inch transmission line from the Springville Reservoir and a fourth Blending Station.

4.3.2. Wastewater Collection, Treatment, and Disposal

Key Terms

Wastewater. Sewage (either treated or untreated) from residential, commercial, industrial, and institutional sources.

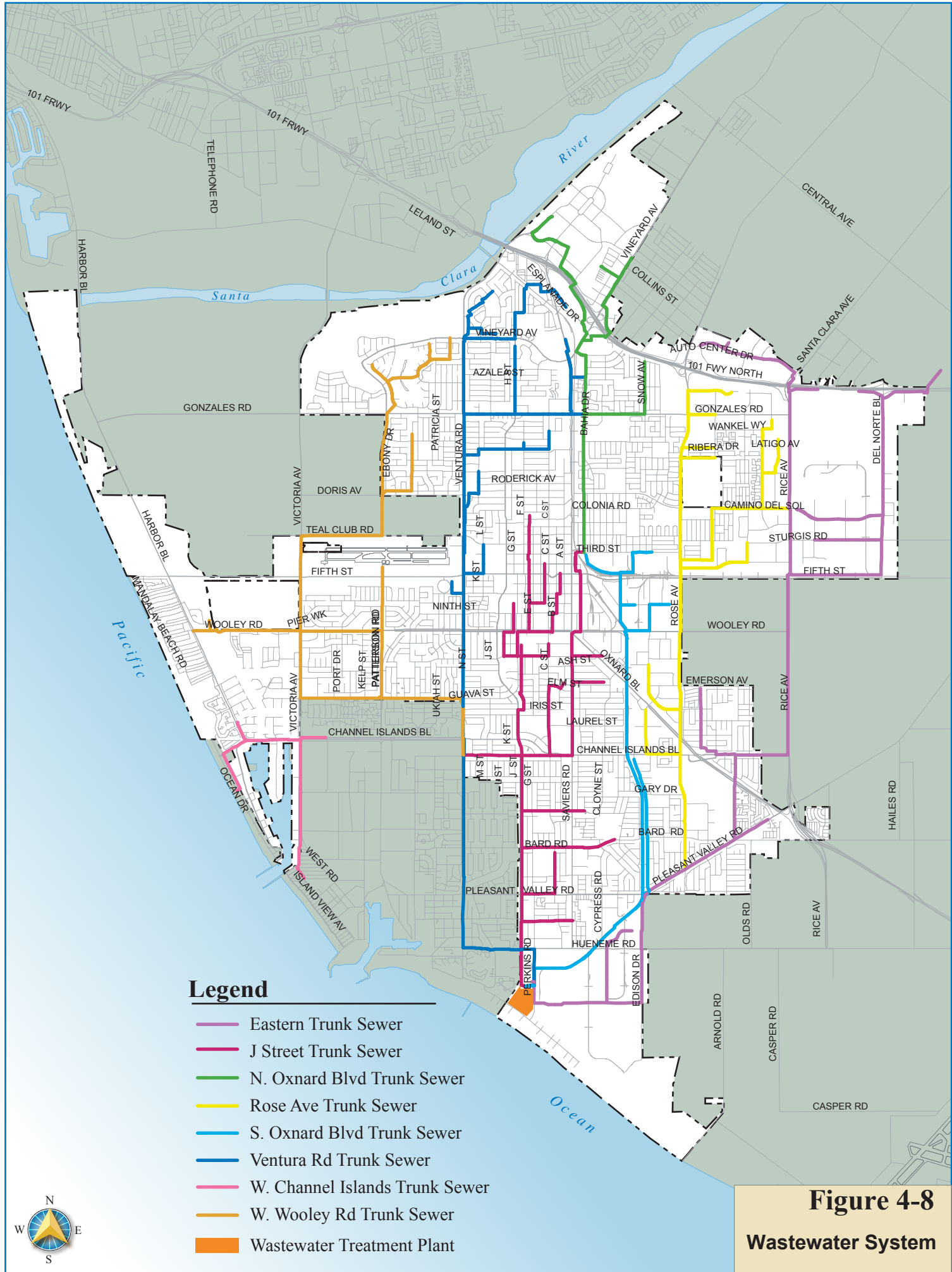
Wastewater Collection System. The totality of the pipes, pump stations, manholes, and other facilities that convey untreated wastewater from the various sources around the City to the Oxnard Wastewater Treatment Plant.

Existing Facilities

The City of Oxnard currently provides wastewater collection and treatment services through the Public Works Wastewater Division. The Oxnard Wastewater Treatment Plant (OWWTP) services the cities of Oxnard and Port Hueneme, and the U.S. Navy Construction Battalion Station, the Point Mugu Naval Air Station, and some adjacent unincorporated areas. The City owns, operates, and maintains over 300 miles of sewer pipeline and 16 wastewater pumping stations as shown on Figure 4-8. Three additional pumping stations owned and operated by other entities also discharge to the City's system. The collection systems convey flow to the City's wastewater treatment plant located at the southwest portion of the City. The collection system includes gravity sewers ranging from 6- to 48-inches in diameter. The majority of flow in the system is conveyed to the treatment facility through the Ventura Road, Rose Avenue, Redwood, Western, Central, and Eastern trunk sewers. The City's existing lift stations are presented in Table 4-7 and existing force mains are presented in Table 4-8.

The OWWTP has a current design capacity of 39.6 million gallons per day, Average Dry Weather Flow (ADWF) and 75.4 million gallons per day Peak Wet Weather Flow (PWWF) as presented in Table 4-9. The OWWTP has an ocean outfall pipe consisting of three sections. The first section, beginning at the effluent pumping station which consists of 868 feet of 48-inch diameter reinforced concrete pipe. This is followed by 1,600 feet of 30-inch diameter cast iron pipe.

Figure 4-8 Oxnard Wastewater System



Legend

- Eastern Trunk Sewer
- J Street Trunk Sewer
- N. Oxnard Blvd Trunk Sewer
- Rose Ave Trunk Sewer
- S. Oxnard Blvd Trunk Sewer
- Ventura Rd Trunk Sewer
- W. Channel Islands Trunk Sewer
- W. Wooley Rd Trunk Sewer
- Wastewater Treatment Plant

Figure 4-8
Wastewater System

(Back of Figure 4-8)

Table 4-7 Existing Lift Stations

No.	Name	Station Type	Year Built	No. of Pumps	Rated Pump Capacity (gpm)	Pump Operating Strategy
1	Cabezone	Submersible	1971	2	315	Duty/standby
2	Harbor	Submersible	1986	2	200	Duty/standby
4	Mandalay & Wooley	Submersible	1984	2	600	Duty/standby
6	Canal	Submersible	1984	2	900	Duty/standby
10	Town Center	Submersible	1990	2	500	Duty/standby
15	Cascade	Submersible	1978	2	200	Duty/standby
20	Beardsley	Submersible	1997	2	1,000	Duty/standby
22	Royal Duke	Submersible	1978	2	230	Duty/standby
23	Wagon Wheel	Submersible	1984	2	1,500	Duty/standby
24	Handyman	Submersible	1986	2	800	Duty/standby
25	El Rio	Submersible	1975	2	350	Duty/standby
26	Stroube	Submersible	1977	2	150	Duty/standby
27	Launch Ramp	Submersible	1977	2	230	Duty/standby
28	Hueneme	Wet / dry well	1977	3	3,100 each	Lead/Lag/Stand-by
29	Patterson & Hemlock	Wet / dry well	1977	3	3,500 each	Lead/Lag/Stand-by
30	Colony	Submersible	1984	2	450	Duty/standby

Source: *Oxnard Wastewater Collection System Master Plan, 2002*

The OWWTP has a current design capacity of 39.6 million gallons per day, Average Dry Weather Flow (ADWF) and 75.4 million gallons per day Peak Wet Weather Flow (PWWF) as presented in Table 4-9. The OWWTP has an ocean outfall pipe consisting of three sections. The first section, beginning at the effluent pumping station which consists of 868 feet of 48-inch diameter reinforced concrete pipe. This is followed by 1,600 feet of 30-inch diameter cast iron pipe.

There is a 5,200 foot section of 48-inch diameter reinforced concrete pipe of which the terminal 1,016 foot portion is comprised of a diffuser section. The final section of the pipe limits the actual capacity of the system to 50 million gallons per day and therefore the plant incorporates a flow equalization facility to limit maximum plant outfall capacity to an average of 50 MGD. There are presently some lines in the sewer collection system that is at capacity. Work on the trunk lines will provide adequate sewer line capacity for the next 5- to 10-year period.

The City established a Wastewater Conveyance Fund to pay for operations, maintenance, and capital costs of the wastewater collection system, and to establish the Wastewater Treatment Plant Fund to pay for operations, maintenance and capital costs of wastewater treatment. In addition to these funds, the City utilized State and Federal grants to pay for a portion of the recent Wastewater Treatment Plant Expansion. The City also collects sewer connection fees, and/or requires developers to build improvements,

to expand the wastewater collection system to service new customers. A Sewer Master Plan was developed in 2003 by the City to coordinate future expansion and upgrading. This plan is currently being refined and updated.

Table 4-8 Existing Force Mains

No.	Material	Year Built	Diameter (inches)	Length (ft)
1	ACP class 150 epoxy coated	1971	6	1,300
2	ACP class 150 epoxy coated	1970	6	980
4	Schedule 80 PVC	1985	6	1,170
6	PVC	1985	12	112
	ACP	1985	14	80
	PVC	1985	12	3,840
10	DIP	1990	6	236
15	ACP class 150 epoxy coated	1970	6	2,100
20	ACP class 100	1964	10	7,100
22	Schedule 40 PVC class 160	1971	4	420
23	Class 125 CIP	1984	10	56
	ACP	1962	10	1,019
24	CIP	1972	6	260
25	ACP	1973	6	780
26	PVC	1976	4	970
27	PVC	1977	6	245
28	DIP	1976	16	1,593
29	Class 52 DIP	1977	20	6,840
30	PVC	1984	8	265

Source: *Oxnard Wastewater Collection System Master Plan*

Table 4-9 Oxnard Wastewater Treatment Plant Capacity

Criteria	Capacity
Average Dry Weather Flow (ADWF)	39.6 MGD
Peak Wet Weather Flow (PWWT)	75.4 MGD

Notes: *MGD = Million Gallons per Day*

Source: *Oxnard Public Works Wastewater Division, 2005*

Projected Future Needs

The capacity of the expanded OWWTP will be adequate to handle projected commercial and residential needs based on the population forecasted for the 2020 General Plan. The OWWTP Expansion Environmental Impact Report (EIR) assumed a population of 232,050 for Oxnard in the year 2014, which is 40 percent higher than the anticipated 2020 General Plan build-out. The 2020 General Plan build-out could be accommodated by current OWWTP capacity.

The wastewater collection system requires an investment of 25 capital improvement projects to mitigate hydraulic deficiencies for current and build out conditions. Specific projects to address the repair and replacement of collection lines and pump stations were outlined in the Wastewater Collection System Master Plan 2002. This capital investment plan was in three phases starting in 2000 through to 2020.

4.3.3. Stormwater Drainage

Key Terms

Drainage. The control and removal of excess rainfall runoff or groundwater by the use of surface or subsurface features or drains.

Drainage Channel. An open channel such as swale, constructed channel, or natural drainage course that may convey, store, and treat runoff.

NPDES. National Pollutant Discharge Elimination System, a permitting program administered by the State. The NPDES permit granted to Oxnard establishes standards and requirements for the control of pollutants in stormwater.

Stormwater Management. Public policies and activities undertaken to regulate the rate, volume, and quality of runoff.

Watershed. An area of land that drains water, sediment, and dissolved material to a common outlet.

Existing Stormwater Drainage Infrastructure

Oxnard's relatively flat topography has a major bearing on the drainage needs of the area. Elevations in the City range from sea level to 80 feet above sea level. The City is in Ventura County Watershed Protection District (VCWPD) Flood Zone 2. The drainage area includes the City and surrounding area that drains into the City. In addition to natural factors, the type and intensity of land use are significant factors affecting storm runoff. Open areas allow for percolation into soils and minimizes runoff. Developed areas have increased portions of impervious surfaces and generate increased surface runoff.

The City of Oxnard currently uses storm drain facilities maintained by the Public Works Department Operations Division and County of Ventura flood control channels to handle storm water runoff as depicted in Table 4-10 and Figure 4-9. In addition, it is a common practice for agricultural operations to use private underground tile lines to drain perched water from shallow soil zones. These tile lines empty into city storm drains or natural drainage courses. Funding for storm drain maintenance is provided by the City's general fund.

Table 4-10 Drainage Facilities

VCFCD Channels	Length (miles)
Doris Avenue	3.05
West Fifth Street	2.44
Wooley Road	1.61
Oxnard West	3.16
“J” Street	2.53
Oxnard Industrial	3.39
Rice Road	4.45
El Rio	1.70
Santa Clara	1.33
Victoria Avenue	1.00

Source: *Oxnard Master Plan of Drainage, 2003*

The City has a 2003 Master Plan of Drainage “to assist in making prudent decisions regarding flood protection needs.” The plan accounts for the expected rainfall runoff for a ten-year frequency storm event. The planning boundary for the Master Plan of Drainage encompasses the urbanized core of the City and a portion of the area within the Sphere of Influence, a total of approximately 35 square miles. The plan divides the City into 17 watershed areas each approximately 500 acres or larger in size.

The drainage system of Oxnard discharges to the sea, either directly or indirectly via VCFCD facilities. The City is a co-permittee, along with nine other cities, Ventura County and the Watershed Protection District for the NPDES permit issued by the California Regional Water Quality Control Board. The City is required to comply with the Countywide Storm Water Quality Management Program and the Federal Clean Water Act that regulates discharge of pollutants into waters of the US.

The 2003 Master Plan of Drainage identified problem areas where flooding currently occurs throughout the urbanized area; poor drainage and shallow inundation in these problem areas is usually attributed to insufficient existing drainage facilities. Requirements were needed in each of the 17 watersheds. The requirements were prioritized into four levels. Fourteen of seventeen watersheds required priority 1 type or 2 type projects. Ten of seventeen watersheds required priority 2A and priority 3 type projects where priority 3 type project addressed future requirements.

The City has three existing flood planning policies. These policies are (1) a storm drain fund fee aimed at new development, (2) a requirement that all new development convey water generated by their project and all upstream water to the nearest adequate storm drain facility, and

Figure 4-9 Oxnard Storm Drainage System



Legend

- Oxnard City Limits
- Storm Drain Lines
- Open Channel
- Wastewater Treatment Plant



Figure 4-9
Storm Drainage

(Back of Figure 4-9)

(3) drainage standards defining the appropriate hydrology method and roughness factors for use in all storm drainage conveyance system designs.

Projected Future Needs

The 2003 Master Plan of Drainage provided an analysis for the control of future project-specific drainage. According to this analysis, the existing storm drain network does not have the capacity to accommodate increased runoff produced by full build-out of the 2020 General Plan. The Master Plan of Drainage also identified the need for additional system-wide drainage infrastructure to be adequately assessed at the time of each development.

Future increases of both new and infill development will increase impact on storm water system. The low gradient and elevation of Oxnard's topography creates need for impoundment areas to effectively hold runoff for developed areas. Therefore, while developers are required to convey drainage to the storm drain system, the storm drain capacity in the main lines may not be adequate.

4.3.4. Solid Waste Management

Key Terms

There are no key terms for this section.

Existing Waste Disposal

The City of Oxnard currently collects and disposes in excess of 203,000 tons of refuse annually through the City-owned Del Norte Regional Recycling and Transfer Station (Del Norte). In August of 1996, Del Norte began operation to fulfill the needs of the City with the closing of the Oxnard's Bailard landfill. This facility was opened to support waste reduction and disposal needs of the community and to assist the City in meeting the requirements of AB 939, California's waste reduction legislation. Under this legislation, cities are mandated to divert 50 percent of waste currently going to the landfill by the year 2000. In 2005, Oxnard possessed a 67 percent state-approved diversion rate.

Del Norte accepts refuse from Oxnard and several other cities and areas in western Ventura County and is capable of recycling 50 to 80 percent of the refuse it receives. The Del Norte Facility is approximately 120,000 square feet on a (5 acres) and is situated on 16.5 acres of land. The facility includes:

- Scale house;
- Tipping floor;

- Processing and storage areas;
- State of the art recycling equipment;
- Operational and administrative offices;
- Public viewing deck;
- Education center; and
- Facility tours.

Refuse incapable of being recycled is presently hauled to other landfill sites in Ventura County. Approximately 80 percent of Oxnard's waste goes to the Simi Valley landfill with the remaining 20 percent to the Toland Road Landfill. Table 4-11 presents a summary of actual waste collected for 2001 to 2004, estimated collections for 2005, and projected waste generation through 2011.

The City of Oxnard Solid Waste Division offers waste reduction education to schools and community groups, technical recycling assistance to commercial and industrial sectors, and participates in many special events throughout the year. A summary of services provided by the Oxnard Solid Waste Department includes the following:

- Automated residential and commercial collection service;
- Residential curbside recycling;
- Residential curbside green waste recycling;
- Neighborhood clean-up events;
- Commercial green waste pilot program;
- Earth Day Festival;
- Street Sweeping; and
- Composting presentations to Oxnard teachers.

Implementation of a new standard service for residential waste, recycling and green waste collection will require residents to have three refuse carts, one for each commodity (waste, recyclables, and green waste). The three-cart system will significantly improve customer service, operations and the financial position of the Solid Waste Division. Customers will have greater cart capacity to store materials and due to design efficiencies customers will have greater ease in handling and cleaning carts compared to the current cart system. Operations will maximize payloads and the number of carts collected per truck route. Cost savings will occur due to the lower purchase price of carts and to the lower degree of maintenance

required, as compared to the current cart system. It is also projected that recyclable materials collected will be less contaminated; thus, providing cleaner recyclables and avoiding disposal and haul cost.

Table 4-11 Solid Waste System Annual Solid Waste Collection (Tons)

Solid Waste Type	Actual				Estimated			Projected			
	'01-'02	'02-'03	'03-'04	'04-'05	'05-'06	'06-'07	'07-'08	'08-'09	'09-'10	'10-'11	
Solid Waste ¹	149,512	153,602	171,719	173,743	177,218	180,762	184,378	188,065	191,826	195,663	
Recyclables ²	15,880	16,825	16,863	17,336	17,683	18,036	18,397	18,765	19,140	19,523	
Other Waste ³	17,772	17,152	12,450	12,526	12,777	13,032	13,293	13,559	13,830	14,107	
Sub Total ⁴	183,164	187,579	201,032	203,605	207,677	211,831	216,068	220,389	224,797	229,293	
Recyclable ⁵	34,617	32,257	24,651	21,988	22,428	22,876	23,334	23,801	24,277	24,762	
Self-Hauler ⁶	135,281	135,832	142,384	156,700	159,834	163,030	166,291	169,617	173,009	176,469	
Sub Total ⁷	169,898	168,089	167,035	178,688	182,261	185,907	189,625	193,417	197,286	201,231	
TOTAL	353,062	355,668	368,067	382,293	389,939	397,738	405,692	413,806	422,082	430,524	

Notes:

1. Represents solid waste tons collected by City of Oxnard municipal collection trucks
2. Represents source separated recyclable tons collected by City of Oxnard municipal collection trucks
3. Represents green waste tons collected by the City of Oxnard municipal collection trucks
4. Represents total for all City of Oxnard municipal collection
5. Represents recyclable material tons collected from other than City of Oxnard municipal trucks and delivered to the Del Norte Facility
6. Represents solid waste tons collected by other than City of Oxnard municipal trucks and delivered to the Del Norte Facility
7. Represents total tons collected from other than City of Oxnard municipal trucks and delivered to Del Norte Facility

Source: City of Oxnard Solid Waste Division, 2005

Customers currently pay user fees for collection and disposal services. These user fees plus Solid Waste Fund reserves are used to purchase additional equipment and provide additional staff to serve new customers.

Projected Future Needs

The Solid Waste Division has a vision to develop a material recovery facility (MRF) that would vastly expand its current recycling capabilities. The MRF is planned to be built on approximately eight acres of undeveloped land next to the Del Norte Regional Recycling and Transfer Station. The MRF would include the equipment and processing mechanisms to recycle construction and demolition debris, green waste materials, recover recyclable materials from incoming waste, and convert organic waste into reuseable energy sources through non-combustible methods such as gasification and anaerobic digestion.

Landfill capacity within Ventura County could be exceeded prior to build-out of the 2020 General Plan. As local landfill space becomes scarcer due to limited capacities to accept waste, stiffer regulations to open landfills, and rising costs, the advent of rail hauling waste is becoming an economically viable option. A rail spur runs next to Del Norte which makes rail haul of waste a likely option for the future.

4.3.5. Hazardous Waste

Key Terms

There are no key terms for this section.

Existing Conditions

The County of Ventura and Incorporated Cities Hazardous Waste Management Plan estimates that approximately 12,609 tons of hazardous waste per year is generated within the City of Oxnard. There are no Class I (hazardous) landfills in Ventura County. These Class I wastes are currently being exported from the County and taken either to disposal, treatment or recycling facilities in other counties. Users and producers of hazardous wastes and materials must obtain permits through the County. These permits must specify the types and amounts of materials used and how they will be transported, stored, used and disposed. Hazardous waste production by land use categories are presented below in Table 4-12.

Table 4-12 Hazardous Waste Production in Oxnard

Land Use	Annual Tons	Percent
Residential	84	0.6
Industrial	8,743	69.4
Commercial	3,742	30.0
TOTAL	12,609	100

Source: *City of Oxnard Solid Waste Division, 2005*

Projected Future Needs

Present day volumes would be anticipated to double by the year 2020 under the 2020 General Plan. The Tanner Bill requires each County in the State of California to prepare a County Hazardous Waste Management Plan (CHWMP). The policy to implement the CHWMP at the City level is an important component of hazardous waste management by the City of Oxnard. However, a key to minimization of hazardous waste generation is the City's adopts policies. The generation of potentially hazardous materials is further enhanced by the substantial amount of industrial and business research park uses envisioned in the 2020 General Plan.

Present day volumes anticipated to reach 12,609 tons/year by the year 2020. An assessment for the need of a treatment or disposal facility for hazardous wastes is required.

4.4 Public Facilities and Services

This section covers the following topics related to public facilities and services:

- Public Safety (4.5.4)
- Marine Safety (4.5.5)
- Education (4.5.6)
- Libraries (4.5.7)
- Government, Administration, and Capital Facilities (4.5.8)
- Gas and Electric (4.5.9)
- Communications (4.5.10)

4.4.1. Public Safety

Key Terms

- **Reflex Time.** The length of time from commence of an event (e.g. fire ignition) to the start of the response application (e.g. water application as extinguishing agent). The reflex time consists of the following six steps: detection, report, dispatch, turnout, response, and set up). The policies and practices of the fire department directly influence the latter four steps, but can only indirectly manage the detection and reporting of the fire.
- **Response Time.** The length of time for public safety personnel to respond to the incident scene after dispatch.

Law Enforcement

Within the City limits, law enforcement and police protection services are provided by the Oxnard Police Department. In the unincorporated area, the Ventura Sheriff's Department provides patrol services and the California Highway Patrol provides traffic control.

Police Department Staffing. In 1990, the City had a staffing ratio of 1.1 officers per thousand residents. Currently, the ratio is 1.2 officers per thousand residents, well below the national average of 1.9 officers per thousand. In 2005, there were 224 sworn officers and over 139 civilians providing law enforcement services for the City of Oxnard. Table 4-13 provides a detailed description of the police department personnel in 2005.

Table 4-13 2005 Police Department Staff, City of Oxnard

Position	Employed	Staff to Population
Police Chief	1	1:188,849
Assistant Police Chief	3	1:62,950
Police Commander	8	1:23,607
Police Sergeant	24	1:7,869
Police Officers	183	1:1,032
Police Cadets	5	1:37,769
Sworn Officers	224	1:844
Civilian Positions	139	N/A

Source: *City of Oxnard Police Department, City of Oxnard FY 2005-2007 Budget, Department of Finance*

In 2005, the City had 224 sworn officers on staff, equating to 1.2 officers per thousand population.

The Oxnard Police Department’s Five Year Staffing Plan (January 2004 to June 2009), projects the need for an additional 49 to 102 sworn officers and 36 to 46 civilian staff members in order to meet the projected additional calls for service based on the City’s increasing population and desired service levels.

Police Department Organization. The Oxnard Police Department is organized into the following three bureaus: Administrative Services, Investigative Services, and Field Services. The Administrative Services Bureau provides the primary support system for the Police Department. Divisions housed within the bureau include the Records Division, responsible for maintaining all recorded documents and evidence; the Professional Standards Division, responsible for the hiring, training, and internal affairs investigations; the Support Services Division, comprising the business office, information technology and clerical support; and the Communications Division, responsible for police and fire dispatch and 911 call taking. The primary police facilities are depicted on Figure 4-10.

The Investigative Services Bureau is responsible for the investigative and youth services functions of the Department. The bureau is comprised of detective units assigned to one of three distinct specialties: crimes against persons, property crimes, and narcotics. Additional services provided by the bureau include Youth Service Officers, the Police Activities League, Crime Scene Investigators, and Crime Analysis Units. The Investigative Services Bureau annually handles in excess of 14,000 investigations within the City and 6,500 service calls on local school campuses.

As the largest of the three Oxnard Police Department bureaus, Field Services provides police protection and specialized law enforcement services for Oxnard residents. Field Services is comprised of three divisions: Patrol, Patrol Support, and the Special Operations. Four commanders serve as patrol watch commanders and oversee

Figure 4-10 Police and Fire Stations

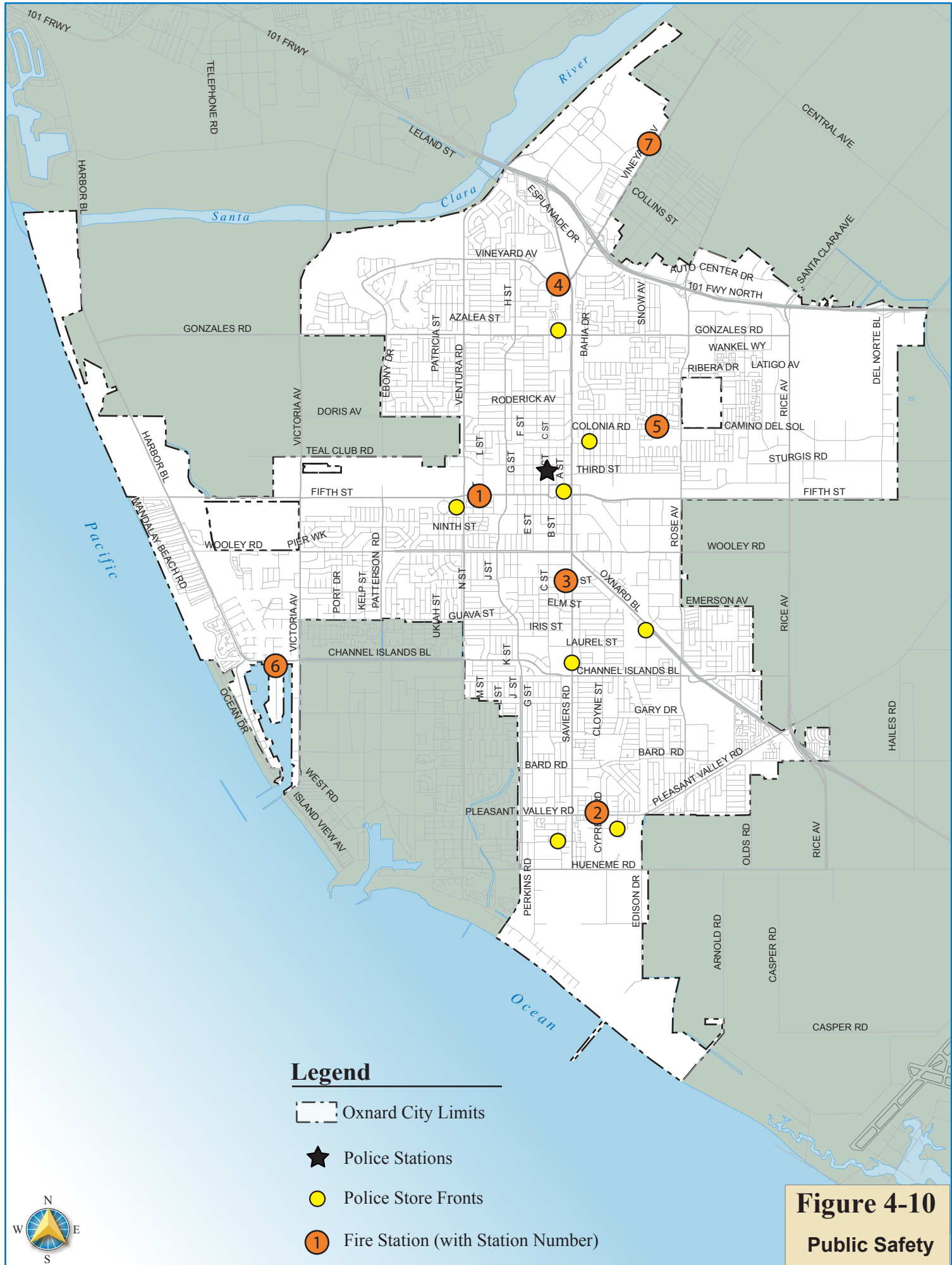


Figure 4-10
Public Safety

(Back of Figure 4-10)

approximately 140 officers. The City is separated into four Police Districts, each of which contain two response beats. Each response beat is further divided by a grid network in order to allow the Department to accurately and quickly direct patrol officers to calls for service. The beats are patrolled 24 hours a day by uniformed police officers in four overlapping ten-hour shifts per day.

The Patrol Support Division is comprised of the Traffic Unit, Booking Unit, and Code Regulation Section. Code Regulation includes the Code Enforcement Unit, Alarm Control Detail, and Animal Control Unit. The Special Operations Division is comprised of the Special Enforcement Unit/SWAT, K-9 Unit, Surveillance Detail, and the multi-agency Violent Crimes Task Force. Other functions include the Firearms Unit and the Hostage Negotiations Team.

Crime Statistics. According to Federal Bureau of Investigation (FBI) and California Crime Index statistics crime in the City of Oxnard decreased by almost 11 percent during the five year period between 2000 and 2004 as shown in Table 4-14. Notable decreases were witnessed in the following areas: rape (60 percent), aggravated assault (14 percent), and larceny (10 percent). Significant increases occurred in auto theft (128 percent), homicide (100 percent) and arson (61 percent).

Crime decreased by 11 percent during the five-year period between 2000 and 2004.

Table 4-14 Crime Statistics (2000-2004), City of Oxnard

Type of Crime	2000	2001	2002	2003	2004	% Change (2000- 2005)
Homicide	9	6	10	22	18	100%
Rape	60	38	36	37	24	-60.0%
Robbery	375	393	353	352	370	-1.3%
Aggravated Assault	420	375	449	397	360	-14.3%
Violent Crime	864	812	848	808	772	-11.2%
Burglary	924	917	913	975	904	-2.2%
Auto Theft	456	459	578	588	1,039	127.9%
Larceny	3,417	3,062	3,034	3,156	3,079	-9.9%
Property Crime	4,797	4,438	4,525	4,719	5,022	4.7%
Arson	41	48	41	47	66	61.0%
TOTAL Crime	5,702	5,298	5,414	4,766	5,088	-10.8%

Source: FBI Crime Statistics, Uniform Crime Index 2000-2004; California Crime Index, 2000-2004

Police Department Programs. The Oxnard Police Department offers a wide variety of programs designed to meet the needs of all residents within the City.

- **A Better Choice.** The Better Choice program places at-risk youth into a classroom environment where race, culture, class, and social and economic issues are discussed.
- **Chaplains.** The Chaplain program consists of volunteers dedicated to the well-being of police officers, firefighters and community members in Oxnard.
- **Citizen's Academy.** The Oxnard Police Department's Citizen's Academy is designed to provide Oxnard residents with first hand information on the operation of the Police Department and the inherent dangers in law enforcement.
- **Crime Stoppers.** Ventura County Crime Stoppers assists local law enforcement with solving crimes by offering rewards for information in criminal cases.
- **Crisis Team.** The Oxnard Police Department, in partnership with the Ventura County Behavioral Health Agency, the Ventura Police Department, and the Ventura Sheriff's Department, created a county-wide Crisis Intervention Team (CIT) Academy. The objectives of this program include increasing the ability of officers to recognize the signs of mental illness; increasing the empathy of officers for the mentally ill, increasing awareness of community services; improving crisis intervention skills; and decreasing officer anxiety in dealing with the mentally ill.
- **Drug Education for Youth (DEFY).** DEFY began in 1997 with the mission to educate youth ages 9-12 on the dangers of substance abuse. DEFY is aimed at deterring "at risk" behavior by providing youth with the information and tools needed to resist drugs, gangs, and alcohol. Leadership and life skills provided by DEFY include goal setting, team building, conflict resolution, and decision making.
- **Explorers.** The Oxnard Police Department sponsors Explorer Post 9286, a community-based policing program for youth. This program is designed to educate and involve youth in police operations and interest them in law enforcement functions whether they enter the law enforcement field or not. Explorers donate thousands of hours by assisting the Oxnard Police Department in the following departments: Property, Investigations, Communications, and Records. In addition, Explorers receive training in various areas of law enforcement, such as cardiopulmonary resuscitation (CPR) & first aid, radio procedures, report writing, patrol procedures, fingerprinting, traffic, and narcotics.

- **Neighborhood Watch.** Neighborhood Watch is an organized group of neighbors aimed at observing activities or situations that depreciates the appearance or safety of the community. Neighborhood Watch members observe their neighborhood and report violations of ordinances and laws to the proper enforcement agencies.
- **Oxnard Partnerships and Resource for Youth Development (PRYDE).** PRYDE is a citywide collaboration of public and private agencies and committed volunteers to provide individual support for students.
- **Police Activities League (PAL).** PAL is a city-wide program providing outreach to local “at-risk” youth to build positive relationships between youth, police officers, and the community.
- **Parent Project.** The Parent Project involves the parents of children suspected of minor criminal activity and provides them with the parenting tools needed to deal with their at-risk children. This program focuses on topics including: active supervision; communication; consistent consequences; active listening; support groups; promoting the family unit; managing conflicts in the home; building positive self concepts; findings help and support; and negative peer associations.
- **Rape Against Define and Resisting Aggression Defensively (RAD).** Oxnard’s RAD programs are conducted in partnership with the Boys & Girls Club of Oxnard and Port Hueneme. These programs provide self defense and violence prevention education.
- **Reserve Officers Unit.** The Oxnard Police Reserve Officers Unit is a program designed to give members of the community a chance to volunteer their time as police officers. Completion of a Peace Officers Standards and Training (POST) certified Reserve Officer Academy is required for participation in the program. The Oxnard Police Department and the Ventura County Community College District cosponsor the Ventura County Police and Sheriff’s Reserve Academy at Camarillo airport. Reserve Officers are required to volunteer twenty hours of service a month, attend regular monthly meetings, and participation in on-going training.
- **Student Truancy Offender Program (STOP).** In September 2000, the Oxnard Police Department launched the STOP program designed to deter student truancy and juvenile crime. As a component of the program truants are brought to the STOP truancy center at the Police Activities League. While at the center, the student’s parents are contacted and an officer discusses with the student the underlying reasons for the truancy.

- **StreetBeat!** StreetBeat! was the nation's first televised crime prevention show. In 1996, StreetBeat! won the California State Governor's Award for Crime Prevention Programming in the Media.
- **Volunteers in Policing (VIP).** As one of the Department's newest programs, the VIP program provides opportunities for volunteer service to the police department. Volunteer opportunities include office duties, citizen patrols, graffiti paint out, conducting tours of the police station, and other various responsibilities.
- **Youth Academy.** In March 1999, the Oxnard Police Department, in partnership with the Oxnard Union High School District, established the Oxnard Youth Police Academy. This program is designed to provide junior and senior school-aged residents of Oxnard with insight into the law enforcement profession. The curriculum for classes was approved by the School District; therefore, upon successful completion of the program students each receive 5.0 high school units.

Standards and Response Time. The City of Oxnard Police Department's goal for response time to priority one (emergency) situations is five minutes or less. The response time for non-emergency calls is 20 to 45 minutes.

Emergency Assistance. The City of Oxnard and the Ventura County Sheriffs Department have a mutual aid agreement in the event additional assistance is needed. In addition, assistance is offered by the California Highway Patrol and Port Hueneme Police Department on an "as needed" basis.

Fire Protection Services

The Oxnard Fire Department provides a full range of emergency and non-emergency services to the community and is staffed by 87 skilled firefighters. The mission of the Oxnard Fire Department is to serve the public and safeguard the community by preventing or minimizing the impact of emergency situations to life, the environment, and property by responding to both emergency and non-emergency calls for service. Services provided by the fire department include:

- Fire suppression;
- Urban Search and Rescue;
- Emergency Medical Service;
- Hazardous materials response;
- Water rescue operations;

*The Oxnard Fire
Department staffed
by 87 skilled
firefighters.*

- Dive Rescue Team;
- Vehicle and industrial accident response;
- Review and inspection of new construction;
- Public fire and life safety education;
- Fire investigation;
- Records management and regulation of hazardous materials uses;
- Disaster preparedness; and
- Community disaster response.

The Oxnard Fire Department is currently rated as a Class 2 fire department by the Insurance Services Office (ISO). The ISO rating evaluates the fire department, the City's water system, and the fire department's communication capabilities. ISO rating is important to communities since most property insurance companies determine the fire risk portion of property insurance premiums on the City's ISO rating. Oxnard was last rated by the ISO in 1994. Although commercial businesses might see benefits in a Class 1 rating, residential structures would not.

Fire Department Facilities and Staffing. 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 basic unit within the fire department is the engine company. An engine company consists of a Captain who supervises the crew, an Engineer who is responsible for the safe operation of the apparatus and all on-board equipment, and a firefighter who carries out the basic firefighting and medical tasks needed.

*The Oxnard Fire
Department operates
from 7 fire stations.*

The City is divided into overlapping Response Districts for each station. Each station services a primary service area in which they respond to calls, as well as a secondary and tertiary service area. This system assures resources are available to handle all calls for services and distinct types of incidents throughout the City. Depending on the type and severity of the incident, multiple fire stations may respond to one incident according to the Department's established protocol.

Table 4-15 lists these stations, the emergency response apparatus, minimum assigned personnel, and secondary focus. Figure 4-10 presents the locations for Oxnard's current fire stations.

Table 4-15 Fire Stations, Oxnard Fire Department

Station	Location	Apparatus	Minimum Assigned Staffing	Secondary Focus
Station 1	491 S. K Street	Engine (E-61)	3	Aircraft Crash Unit, and Training Center
		Ladder Truck (T-61)	4	
		Duty Chief (B-61)	1	
		Aircraft Rescue and Fire Fighting (ARFF) Response Unit	0	
		Reserve Ladder Truck	0	
Station 2	531 E. Pleasant Valley Road	Engine (E-62)	3	Drivers
		Reserve Engine (RE-62)	0	Training
Station 3	150 Hill Street	Engine (E-63)	3	Urban Search and Rescue
		Reserve (RE-63)	0	
		USAR-3	0	
Station 4	230 W. Vineyard Avenue	Engine (E-64)	3	Wildland Firefighting, High Rise
		Reserve Engine (RE-64)	0	
Station 5	1450 Colonia Road	Engine (E-65)	3	Fire Kids Safety House
		Reserve Engine (RE-65)	0	
Station 6	2601 Peninsula Road	Engine (E-66)	3	Water Rescue
		Rescue (R-66)	2	
		Water Rescue Vehicle (WR-66)	0	
Station 7	3300 Turnout Circle	Engine (E-67)	3	Hazmat
		Hazardous Materials (HAZMAT 67)	0	

Source: *Fire Department Strategic Plan, 2005 and City of Oxnard Fire Department, 2006*

Services provided by the Oxnard fire department include a wide variety of functions and duties related to fire suppression, life safety, and public services. Specialized services include the following:

- **Urban Search and Rescue (USAR).** Due to the increased potential for natural and man-made hazards, the Oxnard Fire Department has been constantly training and preparing for all types of technical rescues. Currently trained to the “Awareness Level” of USAR operations, all first line engines carry basic USAR tools. Station 3 is the USAR focus station and houses USAR-3, a trailer consisting of the city’s USAR equipment.
- **Emergency Medical Services.** Emergency Medical Services (EMS) services are provided 24 hours a day by highly trained Firefighter Emergency Medical Technicians (EMTs). As EMTs each firefighter is trained in advanced first aid, CPR, and the use of Automated External Defibrillators (AEDs). To maintain competency, EMTs must undergo rigorous training and maintain

annual continuing education hours. The Ventura County Health Care Agency has established operational protocols under which EMS providers operate within the County.

- **Hazardous Material Response.** Although hazardous materials incidents are rare, the significant risks to life, property, and the environment posed to the City of Oxnard necessitate the maintenance of a Hazardous Materials Response Team (Hazmat) staffed by the Oxnard firefighters. The Hazmat Unit is a 1979 Van Pelt Fire Engine equipped with the following apparatus: on-board computers; portable weather station; electric monitoring station; hazardous materials library; Level "A" response suits and equipment; and exterior compartments for rescue and decontamination tools. The Hazmat team is assigned to Station 1 and is cross staffed with three personnel on Engine 1. Both units respond together on all hazardous materials emergencies.
- **Water Rescue Operations.** With the close proximity of the Pacific Ocean and the Channel Islands Harbor, the Oxnard Fire Department must be prepared to perform water rescue operations. Oxnard firefighters are trained in water rescue and in the operation of personnel water craft. Oxnard's water rescue team and equipment, such as Ocean Rescue 6, is housed in Fire Station 6. Ocean Rescue 6 is equipped with water rescue equipment including wetsuits, swim fins, lifeguard buoys, and tows a personnel water craft. In addition, Ocean Rescue 6 carries dive and rescue and recovery equipment for the Oxnard Police Department/Fire Dive Team.
- **Dive Rescue Team.** The Oxnard Police/Fire Dive Team was formed in 1985 after evidence from a murder investigation was recovered from a flood control channel by a police officer trained as a recreational scuba diver. The Dive Rescue Team consists of seven police officers and seven firefighters all trained as Dive Rescue specialists.

All ambulance services within the City are provided by Gold Coast Ambulance through a private contract.

Staffing. The National Fire Protection Association's (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. Based on an estimated 2005 population of 188,849, Oxnard's current ratio is one firefighter per 1,889 residents. In addition, the NFPA recommends each fire station service approximately 15,000 residents. Oxnard's existing six fire stations service approximately 31,400 residents per station (approximately 30,000 residents with the opening of the RiverPark station).

Specialized services provided by the Oxnard Fire Department include Urban Search and Rescue, Emergency Medical Services, Hazardous Material Response, Water Rescue Operations, and Dive Rescue Team.

Fire Department Response. The primary function of any emergency service is the provision of sufficient resources (personnel and apparatus) to an emergency within an adequate amount of time to undertake the necessary actions to minimize associated impacts. When discussing service delivery, it is important to note the difference between reflex time and response time. Reflex time includes the amount of time from the ignition of an event to the initial actions and application of services at the scene. Response time refers to the amount of time it takes emergency services to respond to an event after dispatch. Emergency services use response time instead of reflex time to measure performance as it includes only the functions that are directly managed by the fire department. Although detection systems can be encouraged or required and the public can be educated on the reporting of emergencies, the time taken for these functions can vary considerably. As response time is discussed, it is important to note the differences between these terms in order to provide a clear understanding that although an incident may be observed or reported, emergency services may still be in the process of being dispatched.

As with most developing cities, the number of responses per capita is increasing over the past several years and is projected to increase further in the future. Table 4-16 presents a summary of the department's calls for services during 2004. According to this data, the largest number of service calls were for medical aid (64 percent), distantly followed by vehicle accidents (11.7 percent) and fire alarms where no fires were present (7.8 percent).

The Fire Department's goal in response to a call for emergency services is to have a fire unit on the scene within five minutes, 90 percent of the time.

The Fire Department's goal in response to a call for emergency services is to have a fire unit on the scene within five 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 miles per hour, a distance of approximately 1.2 miles can be covered within the standard.

An analysis was conducted on responses during the 2004 calendar year to determine the department's performance level in consideration of established response goals. Overall, the average response time during 2004 was five minutes, seven seconds. When using a "percentile" performance indicator, more appropriate for determining performance in a high demand system such as Oxnard, the department achieved a response performance time of five minutes 66 percent of the time.

Table 4-16 Fire Department Responses, 2004

Type of Call	Number	Percent
Medical Aid	7,303	64.0
Vehicle Accidents	1,334	11.7
Fire Alarms (no fires)	890	7.8
Public Assistance	513	4.5
Fires (Non-structural)	456	4.0
Fires (Structural)	353	3.1
Hazardous Conditions	136	1.2
Agency Assistance	124	1.1
Hazardous Materials	102	0.9
Mutual Aid	101	0.9
USAR	56	0.5
Other	45	0.4
TOTAL	11,413	100

Source: *City of Oxnard Fire Department, 2004*

According to the Fire Department's 2005 Strategic Plan, there are four main causes of response times that exceed performance standards. These causes include:

- Deployment – Excessive responses times are expected in areas located further from a fire station than the defined travel time limit of four minutes (approximately 1.25 miles under normal conditions). This five minute performance standards can be exceeded for a variety of reasons including peak hour travel times ("rush hour"), weather, or other extenuating circumstances.
- Unit Availability – Excessive response times would be expected when the workload exceeds the ability of a first-due station, resulting is the response of units from more distant fire stations.
- Turnout time performance – Delayed response times may relate to crew performance due to slow turnout times or lack of familiarity with the response area. Turnout times can be affected by training demands, design of fire stations, technology issues, and employee performance.
- Anomalous Conditions – Excessive response times can also result from rare and unforeseen events such as apparatus accidents and breakdowns, unusual traffic conditions, and freak weather conditions and storms.

Based on the criteria presented above, the 2004 response time data is presented in Table 4-17. From this data, the largest reason for exceeding the department's performance standard is deployment issues such as

excessive travel time and traffic. In addition, barriers such as the existing at-grade railroad tracks create bifurcation issues and response challenges for efficient fire department response.

Table 4-17 2004 Performance Indicators

Performance Indicator	2001	2002	2003	2004
Responses Meeting Standard	70.4	67.5	69.0	66.0
Deployment Issues	13.2	15.3	15.9	17.3
Unit Availability	6.5	6.6	6.3	7.6
Turnout Time Performance	9.9	10.6	8.8	9.1
TOTAL	100.0	100.0	100.0	100.0

Source: Fire Department Strategic Plan, 2005

The Fire Department projects the need for an additional 3 fire stations to serve several areas that lie outside the reach of a response unit.

Future Facilities. There are currently several areas that lie outside the reach of a response unit within desired response time objectives. These areas include industrial areas east of Oxnard between Rice Avenue and Del Norte Boulevard, residential areas west of Ventura Road and north of Gonzales Road, and residential areas north of Channel Islands Boulevard and east of Rose Avenue. In order to provide sufficient response to meet existing and future needs, the fire department projects the need for additional fire stations as presented in Table 4-18.

Table 4-18 Future Stations

Station	Location	Apparatus	Minimum Assigned Staffing
Station 8	Channel Islands and Ventura Rd.	Engine (E-68)	3
Station 9	Patterson and Doris	Engine (E-69)	3
Station 10	N. Rice Avenue and E. Gonzales Rd.	Engine (E-60)	3

Source: Fire Department Strategic Plan, 2005 and City of Oxnard Fire Department, 2006

Emergency Assistance. The City of Oxnard Fire Department has mutual aid agreements with Ventura County, the City of Ventura, and the Ventura County Federal Fire Department, which operates fire stations at the Naval Base Ventura County (Port Hueneme Naval Construction Battalion Base and Point Mugu Naval Air Station).

Communication Center

The Oxnard Communication Center handles all 911 emergency calls for police, fire, and medical service, as well as dispatches all police and fire units. Oxnard is the only entity in Ventura County with a combined communications center.

4.4.2. Marine Safety

The Ventura County Harbor Patrol provides rescue and emergency services within the Channel Island Harbor and Mandalay Bay water areas. Services provided include first response, fire suppression for maritime incidents, boating and safety education, vessel inspections, limited law enforcement, and management of all commercial activity permits.

In addition to the Harbor Patrol, the United States Coast Guard (USCG) provides maritime safety, security, and preservation services in order to protect the public, environment, and national economic interests in the nation's ports, waterways, and coastal areas. The City of Oxnard falls within the USCG Sector Los Angeles-Long Beach Command which provides services from the Monterey-San Luis Obispo County line extending south to the Orange-San Diego County line. The nearest shore command to the City is the United States Geological Station (USGS) Channel Islands, located within the City of Oxnard. In addition, the USGC Blacktip, a 87-foot Coastal Patrol Boat, is stationed in the Channel Harbors area near Oxnard.

Marine safety services are provided by the Ventura County harbor Patrol and the United States Coast Guard.

4.4.3. Education

Key Terms

Alternative Schools. These types of schools include continuation schools and facilities that provide independent study, site based instruction, and instructional support to home schooled students.

Existing Educational Facilities

The City of Oxnard is served by four elementary school districts and one high school district. The boundaries of these school districts and the locations of existing schools within the Planning Area are shown in Figure 4-11. Brief paragraphs describing each school district are presented below.

Hueneme Elementary School District. The Hueneme School District educates approximately 8,200 K-8th grade students housed in nine elementary schools and two junior high schools. Educational services are provided to the City of Port Hueneme and the southwestern portion of the City of Oxnard. Of the district's 11 facilities, seven are located within the Oxnard Planning Area.

Oxnard School District. The Oxnard School District is an elementary school district serving grades K-8 within central Oxnard. Enrolling over 16,500 students in 16 elementary schools, four middle schools, and one special education facility, the Oxnard School District serves most of the urban portions of the City of Oxnard south of US 101 and north of the City of Port Hueneme. The Oxnard School District currently operates on a year-round academic calendar.

The City of Oxnard is serviced by 4 elementary school districts and 1 high school district.

Ocean View School District. The Ocean View School District boundary encompass 80 square miles from the Pacific Ocean inland to the City of Oxnard, and from the Los Angeles County line near Malibu north to the City of Port Hueneme. Providing services in a mostly rural area, the District serves more than 2,500 students in three K-5th grade elementary schools and one 6-8th grade junior high school. District buses travel more than 750 miles per day, providing transportation for more than 80 percent of the District's enrollment with approximately one-third of the total enrollment residing at the Point Mugu Navy base. All of the facilities within the Ocean View School District are located within the Oxnard Planning Area.

Rio Elementary School District. Serving the northern Oxnard and the El Rio area, the Rio Elementary School District provides educational services to over 4,000 students. District facilities include six elementary schools and one junior high school.

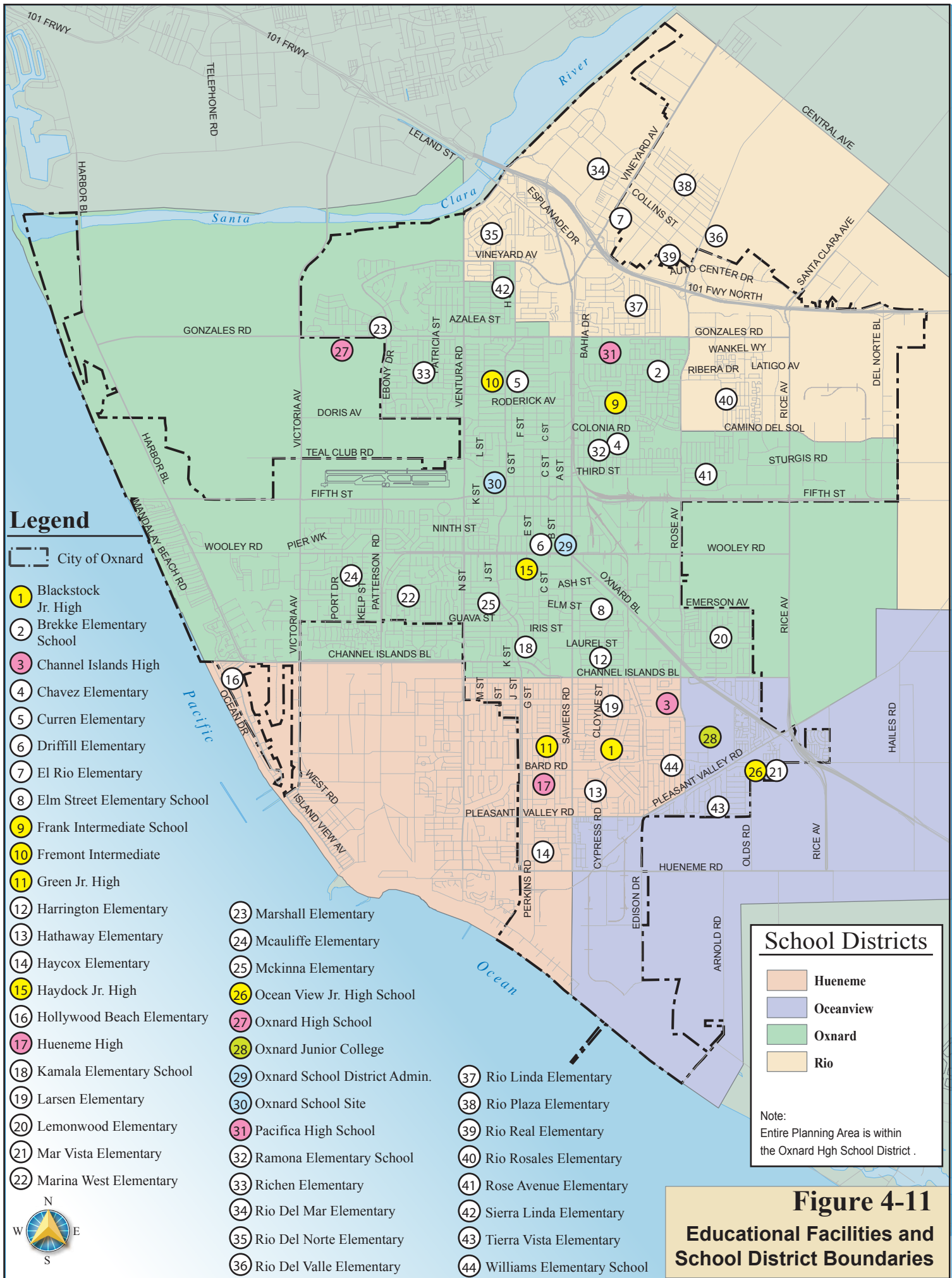
Oxnard Union High School District. Providing educational services since 1901, the Oxnard Union High School District serves the Cities of Camarillo, Oxnard, and Port Hueneme. The District enrolls over 16,000 students at six comprehensive high school campuses, one continuation high school, and various alternative educational programs. Of the district's nine facilities (including alternative facilities), seven are located within the Oxnard Planning Area. The remaining facilities are located within the City of Camarillo.

Enrollment Trends

Enrollment trends for the schools located within the Planning Area are presented in Table 4-19. As evidenced by these figures, the fastest growing district is the Rio Elementary School District located in northern Oxnard. With the addition of new developments in northern Oxnard, such as RiverPark, enrollment is expected to continue its present upward trend. Also experiencing substantial growth, enrollment within the Oxnard Union High School District has grown by almost 16 percent since 2000. Other districts, such as Oxnard Elementary and Ocean View Elementary, are experiencing only moderate growth. Unlike the school districts in north Oxnard, the enrollment within the Hueneme Elementary School District declined by three percent since 2000. The District partially contributes this decline to the relocation of families to areas with more affordable housing.

The Rio Elementary School District is the fastest growing district servicing Oxnard.

Figure 4-11 School Districts



Legend

- City of Oxnard
- 1 Blackstock Jr. High
- 2 Brekke Elementary School
- 3 Channel Islands High
- 4 Chavez Elementary
- 5 Curren Elementary
- 6 Driffill Elementary
- 7 El Rio Elementary
- 8 Elm Street Elementary School
- 9 Frank Intermediate School
- 10 Fremont Intermediate
- 11 Green Jr. High
- 12 Harrington Elementary
- 13 Hathaway Elementary
- 14 Haycox Elementary
- 15 Haydock Jr. High
- 16 Hollywood Beach Elementary
- 17 Hueneme High
- 18 Kamala Elementary School
- 19 Larsen Elementary
- 20 Lemonwood Elementary
- 21 Mar Vista Elementary
- 22 Marina West Elementary
- 23 Marshall Elementary
- 24 McAuliffe Elementary
- 25 McKinna Elementary
- 26 Ocean View Jr. High School
- 27 Oxnard High School
- 28 Oxnard Junior College
- 29 Oxnard School District Admin.
- 30 Oxnard School Site
- 31 Pacifica High School
- 32 Ramona Elementary School
- 33 Richen Elementary
- 34 Rio Del Mar Elementary
- 35 Rio Del Norte Elementary
- 36 Rio Del Valle Elementary
- 37 Rio Linda Elementary
- 38 Rio Plaza Elementary
- 39 Rio Real Elementary
- 40 Rio Rosales Elementary
- 41 Rose Avenue Elementary
- 42 Sierra Linda Elementary
- 43 Tierra Vista Elementary
- 44 Williams Elementary School

School Districts

- Hueneme
- Oceanview
- Oxnard
- Rio

Note:
Entire Planning Area is within the Oxnard High School District.

Figure 4-11
Educational Facilities and School District Boundaries

(Back of Figure 4-11)

Table 4-19 District Enrollment, Oxnard Planning Area (2000-2005)

District	Enrollment					Change (2000-05)
	2000-01	2001-02	2002-03	2003-04	2004-05	
Hueneme Elementary (1)	5,855	5,857	5,821	5,794	5,677	-3.0%
Ocean View Elementary	2,512	2,652	2,633	2,521	2,580	2.7%
Oxnard Elementary	16,249	16,507	16,625	16,851	16,541	1.8%
Rio Elementary	3,478	3,763	3,929	4,416	4,062	16.8%
Oxnard Union High (1)	11,515	12,217	12,503	12,911	13,323	15.7%
Ventura County	140,156	142,664	144,352	145,316	144,858	3.3%

Note: (1) Includes only the portion of the school district within the planning area

Source: California Department of Education (CDE), January 2006

Class Size and Pupil/Teacher Ratios

In 1996, the California legislature passed SB 1777, a reform measure aimed at cutting class size in the early school grades allowing teachers to spend more time and energy helping all students. Small classes also enhance safety, discipline, and order in the classroom. Recent evidence also suggests that class size reduction in California has led to improvement in student test scores, parental involvement, teacher retention, and narrowing the achievement gap (California Educator). The average class size and pupil/teacher ratios for school districts within the Planning Area, Ventura County, and the State are presented in Table 4-20. With the exception of the Oxnard Union High School District, all districts possess class size averages lower than those witnessed at the County and State level.

With the exception of the Oxnard Union High School District, all districts within the Planning Area possess class size averages lower than those witnessed at the County and the State.

Table 4-20 Class Size & Pupil/Teacher Ratios, Oxnard Planning Area (2004-05)

District	Avg. Class Size	Avg. Pupil/Teacher Ratio
Ocean View Elementary	23.1	19.9
Oxnard Elementary	25.9	20.9
Rio Elementary	25.1	21.6
Oxnard Union High (1)	28.7	24.3
Ventura County	27.9	22.3
California	27.3	21.2

Notes: (1) Includes only the portion of the school district within the planning area

Source: California Department of Education (CDE), January 2006

The Oxnard Elementary, Rio Elementary and Oxnard Union High School Districts currently exceed the capacity of the existing facilities.

Facility Capacity

Based on 2004-05 enrollment figures for the schools within the Planning Area, several school districts were exceeding the capacity of existing facilities. These districts include Oxnard Elementary, Rio Elementary, and Oxnard Union High School. Oxnard Elementary currently handles some of its existing capacity by operating on a year-round educational calendar. Capacities for each school district are shown in Table 4-21.

Table 4-21 Facility Capacity

School District	2004-05 Enrollment	Capacity	Surplus/ (Deficit)
Hueneme Elementary (1)	5,677	6,226	549
Ocean View Elementary	2,580	2,749	169
Oxnard Elementary	16,541	13,120	(3,421)
Rio Elementary	4,062	3,425	(637)
Oxnard Union High (1)	13,323	11,739	(1,584)

Notes: (1) Includes only the portion of the school district within the planning area

Source: California Department of Education (CDE), January 2006; Oxnard Union High School District; Hueneme Elementary School District; Ocean View Elementary School District; Oxnard Elementary School District

Future School Facilities

In order to meet the future educational needs of the Planning Area, new school and educational facilities may be necessary. Enrollment projections for each school district are provided in Table 4-22. Based on 2009-10 projections, four of the five school districts serving the City will exceed the capacity of existing facilities. Only the Hueneme Elementary School District projects space available within existing facilities as enrollment figures project the district operating at only 87 percent of capacity. Districts in the most need for additional facilities include Oxnard Elementary and Rio Elementary.

In addition to the projected need for new facilities, each district must also be able to acquire acceptable parcels of land upon which to locate these facilities. The unavailability of vacant land within the existing CURB line makes locating new facilities difficult.

Table 4-22 School Enrollment Projections and Facility Space Needed

School District	2004-05 Enrollment	2009-10 Projection	% Change	Existing Capacity	Surplus/ (Deficit)
Hueneme Elementary	8,274	8,000	-3.3	9,166	1,166
Ocean View Elementary	2,580	2,808	8.8	2,749	(59)
Oxnard Elementary	16,541	15,504	-6.7	13,120	(2,384)
Rio Elementary	4,062	5,726	41.0	3,425	(2,301)
Oxnard Union High	16,032	17,075	6.5		

Notes: District-wide projections are provided; projections include all students within the district including those residing outside of the Oxnard planning area

Source: School Facilities Needs Analysis for Consideration of Alternative School Facility Fees Ocean View School District, April 29, 2005; School Facility Needs Analysis, Oxnard Elementary School District, March 29, 2005; Oxnard Union Enrollment Projections, 2005

Private Educational Facilities

In 2005, 11 private schools within the City of Oxnard submitted information to the California Department of Education. These institutions provide a variety of educational services, ranging from kindergarten to 12th grade, and offer both religious and non-religious settings. The location, enrollment, and offered grades for these facilities is provided in Table 4-23.

Higher Education

Additional opportunities are available within the City the Oxnard and neighboring communities for students to continue educational pursuits upon graduating high school. These opportunities include the following institutions as described below.

Ventura County Community College District (Oxnard College). The Ventura County Community College District is a partner in the 109-campus California Community College System. The District's colleges include: Ventura College, Moorpark College, and Oxnard College. Founded in 1975, Oxnard College is the newest of the three community colleges. Set on 118 acres and located two miles from Pacific Ocean beaches, the college is accessible by the Ventura Freeway or the Pacific Coast Highway. A comprehensive two-year community college, Oxnard College offers 30 Associate of Science and 18 Associate of Arts degree programs as well as certificate courses and continuing education courses. Over 6,200 students are enrolled at Oxnard College for the 2005-2006 academic year.

Table 4-23 Private Schools (2004-05)

School	Address	Enrollment	Grades
Assistance League School	1310 Fremont Way	16	K
El Shaddai Academy	143 S. B Street	44	1-12
Genesis Christian Academy	1661 Pacific Avenue	21	1-12
Linda Vista Adventist Academy	5050 Perry Way	61	K-8
Mary Law Private Elementary	2931 Albany Drive	161	K-6
Our Lady of Guadalupe Elementary	530 N. Juanita Avenue	308	K-8
Peppermint Junction	2150 E. Gonzales	17	K
Santa Clara Elementary	324 S. E Street	256	K-8
Santa Clara High	2121 Saviers Road	237	9-12
St. Anthony's Elementary	2421 S. C Street	207	K-8
St. John's Lutheran Elementary	1500 N. C Street	235	K-8

Source: California Department of Education, Private School Data 2004-2005

California State University, Channel Islands (CSUCI). California State University (CSU) Channel Islands is the 23rd campus of the CSU system and the first four-year public university in Ventura County. Adjacent to the City of Camarillo and near the City of Oxnard, CSUCI sits on a 670-acre campus at the foot of the Santa Monica Mountains. The university offers Baccalaureate and Master's degrees in business, natural sciences, computer sciences, the arts, and teacher education to a 2005 enrollment of approximately 2,200 students.

California Lutheran University (CLU). Founded in 1951, CLU is located on a 225-acre campus in Thousand Oaks, California. CLU offers undergraduate, graduate, and continuing education programs through its College of Arts and Sciences, School of Business, and School of Education. The University offers 36 majors and 28 minors, in addition to professional preparation programs in specified fields of study. Master's and doctoral programs are also available. Originating from across the nation and around the world, the estimated current enrollment is approximately 3,200 students.

University of California, Santa Barbara (UCSB) – Extension. UCSB-Extension is the continuing education division of UCSB, courses are open to all adults seeking professional and personal development. Courses are offered year-round, with evening and weekend classes available. The closest location of a UCSB facility to the City of Oxnard is the UCSB Ventura Center located in the City of Ventura.

4.5.4 Libraries

The Oxnard Public Library opened in 1907 and occupied a building funded by the Andrew Carnegie Foundation, presently the Carnegie Art Museum.

In 1909, the Library established book deposit stations in Port Hueneme, Moorpark, Saticoy, Camarillo, Somis, and Santa Susana. These deposit stations soon became branch locations to the main facility, but were dissolved in 1915 with the creation of the Ventura County Library System.

Since its early years, the Oxnard Library system witnessed numerous expansions to both its services and facilities. A bookmobile service was introduced in 1956 and served as the Library's first extension. The Main Library moved from its original location to a second location on "C" Street in 1963 and then to its current location in the Oxnard Civic Center in 1992. The Colonia Mini Library opened in 1978. The newest facility, the South Oxnard Center Branch, opened in 1989, replacing the bookmobile service.

Facilities and Services

Providing library services to the residents of the City, the Oxnard Public Library operates the following three facilities:

- **Main Library** (251 South A Street) – Located in the Oxnard Civic Center, this facility is approximately 76,000 square feet in size.
- **Colonia Mini Library** (1500 Camino del Sol) – The Colonia Library occupies a 580 square foot room in the Family Investment Center on Camino del Sol. Built in 1978, this facility also accommodates offices administered by the Oxnard Housing Authority.
- **South Oxnard Branch Library** (200 East Bard Road) – Recently, the City of Oxnard received a \$6 million grant from the California State Library to build the South Oxnard Center Library at the corner of Saviers and Bard Roads. This 23,000 square-foot facility is expressly designed to serve the needs and desire of the community.

The location of these facilities, in addition to other city facilities, is depicted on Figure 4-12. The Oxnard Public Library contains nearly 400,000 volumes (books, periodicals, cassettes, videos, etc.) in its collection. Additional services include: technology resources and internet access; free programs for adult and children; literacy information for adults and materials for beginning readers; low-cost meeting facilities; and passport services.

There has been a steady increase in library usage since the development of the 1990 General Plan as shown in Table 4-24. According to the information presented, the percentage of registered users in relation to the City population increased from 15.8 percent in 1990 to 35.4 percent in 2005. As the city population expands and the number of facilities increased, library services also dramatically increased during the timeframe from 1990 to 2005. Significant increases include the provision

of print materials (38.5 percent), audio materials (188.6 percent), total circulation (249.9 percent) and library programs (29.1 percent). As services increased, library usage increased from over 8,300 attendees in 1990 to approximately 536,000 attendees in 2005, which equates to a 6,300 percent increase. Although most services increased, technological advances such as the internet is creating a shift from hard copy materials (such as magazines and newspapers) to online services.

Table 4-24 Oxnard Public Library Statistics (1990-2005)

Statistic	1989-90	1994-95	1999-00	2004-05	Change (89-05)
Oxnard Population	129,900			188,549	
Registered Borrowers	20,578	60,534	78,584	66,809	224.7%
Total print materials	246,175	313,696	339,393	341,027	38.5%
Total audio materials	6,037	9,404	15,798	17,420	188.6%
Total magazine subscriptions	619	979	454	446	(28.0%)
Annual Library Attendance	8,333	475,901	500,441	535,359	6,324.6%
Total Circulation	401,593	495,664	603,129	1,405,224	249.9%
Annual Programs	595	547	807	768	29.1%
Annual Program Attendance	16,678	15,593	21,794	20,433	22.5%

Source: Oxnard Library, 2006; Matrix Design Group, 2006

Standards for Public Library Space

The State of California has not adopted an acceptable "minimum" standard for public library space. As such, national standards vary based on community size and library needs. Minimum standards often range from 0.6 to 1.0 square foot of space for every person residing in a library's service area. The Oxnard Public Library currently utilizes a standard of 1.0 square foot of library space per resident. Based on the 76,580 square feet of library space and the City's 2005 population estimate of 188,849 persons, the available space per resident is currently 0.41 square feet. With the opening of the South Oxnard Branch Library in 2007, the total square feet of library space will increase to 95,580 square feet. Based on an estimated 192,000 residents (SCAG Socioeconomic Projections), the square footage of library space per resident will be 0.5 square feet.

Figure 4-12 City Facilities



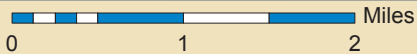
Legend

- ⬜ Oxnard City Limits
- ① Civic Center-City Hall
- ② Public Safety Building
Police/Fire
- ③ Oxnard Community Center
- ④ Water Treatment & Supply
- ⑤ Oxnard Transportation Center (OTC)
- ⑥ Oxnard Library Main Branch
- ⑦ Colonia Multi-Service Center
- ⑧ South Oxnard Multi-Service Center & Library
- ⑨ City Corporate Yard
- ⑩ Waste Water Treatment Plant
- ⑪ St. John's Hospital
- ⑫ North C Street Post Office
- ⑬ A Street Post Office
- ⑭ Saviers Post Office
- ⑮ Del Norte Regional Recycling Center

Figure 4-12
City Facilities

Source: City of Oxnard GIS

Created By: City of Oxnard Planning & Environmental Services, 02-2006



(Back of Figure 4-12)

Strategic Plan

In April of 2001, the Oxnard Public Library completed its *Strategic Plan of Service* as a catalyst to focus attention on the Library system and establish goals for the augmentation and redefinition of services and programs. Highlighted in the plan are six strategic objectives forming the context for the Library's goals. These issues are:

- Maintain a community focus as the community undergoes rapid social and economic change.
- Enhance and support technology-based services and electronic information resources.
- Provide services, resources, and programs that celebrate the diversity of the community.
- Make the Library a teaching and learning organization capable of responding to new service demands.
- Evaluate the Library environment and the need for additional hours and facilities.
- Develop a marketing strategy to create an awareness of Library resources and events.

Additional library services are provided by Ventura County, including the Albert H. Soliz Library located in the El Rio area of northern Oxnard.

Additional Library Resources

Other library resources are available to Oxnard residents which include nearby cities, Ventura County libraries, local colleges, and other educational facilities. These services augment City facilities by providing additional opportunities and sources for library materials. However, many of these facilities may charge a fee or restrict use of their materials by non-residents or non-students.

The Ventura County Library offers 16 facilities throughout the County for use by County residents, including the Albert H. Soliz Library within the City of Oxnard. Located in the El Rio area of northern Oxnard (2820 Jourdan Street), this facility contains over 20,000 books, magazines, books on tape, newspapers, and specializes in Spanish language materials.

Future Facilities

As the City continues to grow, several additional facilities have been identified by the Oxnard Public Library.

- **New Library in the Colonia Area.** Library staff recommends a new 20,000 square foot facility in the Colonia area to better serve the needs of surrounding schools, residents of low-income homes, and residents from new communities.

- **RiverPark.** The RiverPark development in northern Oxnard is expected to provide sufficient residents and service demands for additional branch library materials and facilities.
- **Harbor Beach Area.** As the harbor area continues to grow, library staff recommend building a new library in the Channel Islands Harbor/Mandalay Bay area of the Oxnard Shores area.

4.4.4. Additional Facilities

Additional government facilities include the City Hall/Civic and the Corporation Yard. These complexes provide additional services and serve a multiplicity of functions. In addition to these public facilities, the City's only medical facility, St. John's Regional Medical Center, is also described. Although private, the growing senior population will become increasingly more dependent on the provision of adequate medical care. Service provided and partnerships developed with private entities will dramatically impact the City's quality of life.

City Hall/Civic Center. The City of Oxnard City Hall/Civic Center is located in two administrative buildings on Third Street within the Downtown Central Business District. These buildings house Council Chambers, the City Clerk, the City Treasurer, the City Manager, the City Attorney, and other various departmental functions.

Corporation Yard. The City of Oxnard's Corporation Yard consists of four main buildings located on approximately 10 acres of land. The site houses three Public Works divisions: Parks and Facilities, Equipment Maintenance, and Streets and Waterways. For these divisions, the yard supports administrative functions, operations and maintenance, equipment storage, inventory storage, and other needed functions.

St. John's Regional Medical Center. The St. John's Regional Medical Center was established in 1912 on 10 acres of land and originally had only six rooms. A new Regional Medical Center opened its doors in 1992, offering 266 beds on 48 acres. The Center's beds include general medical surgical plus 20 Intensive Care Unit(ICU)/Critical Care Unit (CCU), 28 perinatal, 23 acute rehabilitation beds, 16 Neonatal Intensive Care Unit (NICU)

Also located on the property is a 99,000-square foot medical office building attached to the hospital. Outpatients Surgery Center, Imaging Center and Radiation Oncology Center, and physician offices are located in that building. St. John's offers comprehensive medical services including 24-hour emergency medical services, outpatient surgery, radiation therapies, and high end outpatient diagnostic imaging. The Center is noted for its

Centers of Excellence with HeartOne for cardiac care, California Neurosciences Institute (The Parkinson's Center), Bariatrics, and the Cancer Center of Ventura County. It is located on 48 acres in northeast Oxnard with easy access from Highway 101.

Programs offered to the Oxnard community include free screenings, basic needs programs, food pantry, immunizations and flu shots, support groups, diabetes education, prenatal programs for MediCal-eligible women, general prenatal education, general wellness programs, and Health Ministries. St. John's provided \$32 million in uncompensated and charity care to vulnerable populations in 2005. The Center also has a financial assistance program in place to ensure that all of its communities can receive health care, regardless of their ability to pay.

Scheduled for completion in 2007, the Center will be adding a new 66,000-square foot medical office building on its property. A cancer center is also scheduled for completion in 2007. Other future improvements to St. John's include emergency room expansion, ICU expansion, operating room expansion, the potential for a specialty services facility, expanded parking via a parking structure, and construction of an offsite primary care clinic.

4.4.5. Gas and Electric

Key Terms

Liquefied Natural Gas (LNG). Natural gas is colorless, odorless, and non-toxic. LNG is natural gas that has been supercooled to a liquid at minus 260 degrees Fahrenheit. Liquefying natural gas reduces its volume by more than 600 times, making it more practical to store and transport.

Natural Gas

Natural gas service is provided by the Southern California Gas Company (SCG) which maintains a network of underground distribution lines throughout the City. Gas is imported into Ventura County through an interstate system and dispersed using SCG's fixed transmission and distribution network.

To meet the growing demands for natural gas, several liquefied natural gas (LNG) facilities are proposed off the Oxnard coastline. As a hazardous material, LNG facilities often pose land use challenges due to safety concerns resulting from the potential consequences of an LNG spill. LNG hazards result from several of its inherent properties including cryogenic temperatures, dispersion characteristics, and flammability. LNG's temperature of minus 260 degrees can cause severe burns associated with extended contact. Although not poisonous, exposure to the center of a vapor cloud could result in asphyxiation due to the absence of oxygen.

Located offshore, there are currently 2 proposals for LNG facilities located within proximity to the City of Oxnard.

LNG vapor clouds can also ignite if introduced to an ignition source. An ignited vapor cloud is extremely dangerous due to its tremendous radiant heat output. Furthermore, if an ignited vapor cloud comes into contact with the evaporating pool of spilled LNG, the resulting "pool fire" can cause extensive damage to life and property.

Under the Natural Gas Act, as amended, the Federal Energy Regulation Commission (FERC) has the exclusive authority to approve or deny an application for the siting, construction, expansion, or operation of LNG terminal facilities, including pipelines, and off-shore facilities in State waters. The Coast Guard and Maritime Administration have jurisdiction under the Deep Water Port Act for the siting and operation of off-shore LNG facilities in Federal waters.

Proposed LNG facilities include the Cabrillo Deepwater Port LNG Facility and the Clearwater Port LNG Project. Located approximately 14 miles offshore, the Cabrillo Deepwater Port LNG Facility would be situated 21 miles from Anacapa Island and 18 miles from the boundary of the Channel Island Marine Sanctuary off the Oxnard coast. This project would develop a permanently moored floating storage and regasification unit (FSRU) import facility offshore. This facility would include three independent spherical storage tanks mounted within the hull, accommodations for personnel, ship berthing and mooring system, and eight regasification vaporizers. At the mooring point, three 14 foot flexible mooring rise pipes and a pipeline end manifold on the sea floor would connect to a new underwater, 21.1-mile, 30-foot wide pipeline. 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. No extensive on-shore facilities are proposed and the off-shore facilities would only be visible from elevated locations on-shore. This project is not expected to be operational until 2008.

The second proposed project, the Clearwater Port Project, would be located approximately 12.6-mile offshore the Oxnard coastline. This project would utilize the existing offshore Platform Grace to import LNG on-shore. Reconfiguration of the platform would involve installation of an LNG transfer system, a cool down system, six LNG pumps, six LNG vaporizers, and reinstalling and upgrading the platform's power-production capability. Under this proposal, LNG would be transported by ship to the Platform Grace where it would be converted back into vapor form. To stabilize the ships during the transfer phase, a new floating dock would be constructed adjacent to the platform. Natural gas would be diverted from the platform to the shore in a new 13-mile, 32-foot wide buried pipeline using an existing pipeline corridor to minimize disturbance to the marine environment. The pipeline would land onshore at the

Mandalay Power Generating Station in Oxnard. From its subsea terminous at Mandalay, a new 12-mile underground pipeline would tie into an existing 30-foot Southern California Gas Company pipeline. The projected operational date for this project is early 2007.

Electricity

Electric services are provided by Southern California Edison (SCE). Electricity is distributed by SCE through a network of substations and transmission lines. Electricity is transportation long distances by high voltage lines, passed through a substation, and distributed to individual customers via lower voltage lines. Typically, electricity is transmitted by 66 kilovolt (kv) lines for direct consumer use.

During the restructuring of California's electric industry in the late 1990s, Southern California Edison sold most of its generation facilities, including the Mandalay Beach Station and the Ormond Beach Station in Oxnard. These generating stations are now operated by Reliant Energy. The Mandalay Beach Station features three generating units: two steam-powered units that were commissioned in 1959 and one jet engine-powered unit that was commissioned in 1970. Fueled by natural gas, the plant can contribute up to 560 megawatts of electricity. This state-of-the-art facility is among the first in the world to use selective catalytic reduction technology to minimize emissions.

The Ormond Beach Generating Station is located along the southern Oxnard coast. This Station consists of two power generating units, with a combined generating capacity of 1,516 megawatts. Unit 1 began commercial operation in August 1971, and Unit 2 in March 1973.

4.5.7 Communications

Key Terms

Digital Subscriber Line (DSL). A service for higher speed data connection (compared to typical phone line).

Integrated Services Digital Network (ISDN). Another method for higher speed data transmission (compared to typical phone line).

T1. T1 is the highest speed data connection available in the City.

Telephone

Telephone service is provided to Oxnard by the General Telephone Company. As with other public utility companies, the General Telephone Company is required by California Public Utilities Commission (PUC) regulations to provide service to all new and existing developments.

Telephone lines are generally placed in easement right-of-ways and are subject to the regulations governing those areas.

Cellular service is available through various major service providers including Cingular, Sprint, T-Mobile, and Verizon. Voice over Internet Protocol (VIOP) services are also provided through a number of national service providers.

Cable

Cable television, and other broadcast media, is important not only for its entertainment value, but also as a source of information during disasters or emergencies. The City of Oxnard is served by Adelphia cable. In addition, Direct TV and Dish Network satellite television systems are available through many private installation companies.

Internet

Basic internet service is available through direct telephone lines. High speed digital subscriber line (DSL), cable internet, and wireless broadband internet is available depending on location and service provider. Many of these services require the addition of specialized equipment to the existing telephone and cable lines in close proximity to the user.

4.5 Parks and Recreation

This section describes existing and proposed recreational resources located within the City of Oxnard.

Key Terms

Open Space Land. Any unimproved area devoted to an open-space use for the purpose of the preservation of natural resources, managed production of resources, outdoor recreation, or public health and safety.

Park, Park Land. Publicly or privately owned or controlled land for the purpose of providing parks, recreation, or open space for public use.

Quimby Act (CA Government Code §66477). Cities and counties in California have been authorized since the passage of the Quimby Act in 1975 to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The goal of the Quimby Act is to require developers to assist in the mitigation of impacts associated with property improvements. Originally, the Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (i.e., 3-5 acres per 1,000 residents).

Recreational Area. Any public or private space set aside or primarily oriented to recreational use. This includes parks, community centers or other specialized recreational assets.

4.5.1 Parks and Facilities

Facility Inventory

The City of Oxnard operates 50 existing park facilities located within the Planning Area. Oxnard's park facilities are classified based on the park's primary purpose and service area. The following briefly describes the characteristics of each classification.

*The City of Oxnard
operates 50 existing
park facilities.*

Mini-Parks. Mini-parks, also referred to as pocket parks, serve a limited population living within a short radius (usually less than one-third of a mile). These facilities are often targeted for a specific market segment, such as young children or senior citizens. Mini-Parks are typically found within close proximity to apartment complexes, townhouse developments, or senior citizen housing. The size and scope of this type of facility lends itself well to private development and maintenance by homeowner's associations and apartment complexes. Mini-parks currently operated by the City include Fremont Park, Neptune Square Park, Borchard Oak Park, and Kohala Park.

Neighborhood Parks. Neighborhood parks are designed to serve the surrounding neighborhood and provide intense recreational activities. These facilities should be easily accessible to local residents and positioned centrally within the neighborhood. Neighborhood parks emphasize free play areas that can be utilized for a variety of purposes, with a playground area generally serving as the central feature. Amenities often include small picnic areas, drinking fountains, security lighting, landscaping, and restrooms. Facilities are often characterized by a lack of lighting for nighttime use, limited or no off-street parking, and the absence of formal community playfields (such as ball diamonds and soccer fields). Of the 50 parks within the City, 33 (66 percent) are Neighborhood Parks.

Community Playfields. Community playfields are large recreation areas, usually athletic complexes, designed to meet organized recreation needs. These facilities generally provide specific recreation activities with limited spectator amenities. Community playfields serve a broad segment of the City's population and may stand alone or contained within joint-use facilities or community parks. These facilities are usually buffered from residential areas, enabling more intensive and evening use. Off-street parking is also provided to serve these facilities.

Community Parks. Community parks provide diverse recreational opportunities to meet the needs of several surrounding neighborhoods and the City. Facilities geared for intense use, such as sports complexes, large swimming pools, group picnic areas, gardens, and bandstands are often included. Larger than neighborhood parks, community parks usually cover at least 20 to 30 acres and offer amenities that are not provided elsewhere within the park system. Both active and passive recreation activities can be accommodated within a Community Park, which may also serve as a Neighborhood Park to a surrounding area.

Special Purpose Facilities. Special purpose facilities are areas reserved for specific or single-purpose recreation activities, such as golf courses, nature centers, marinas, historical sites, beaches, etc. Also included in this category are wildlife and conservation areas designed to protect, preserve, and to educate the public as to the unique flora and/or fauna indigenous to the area. Special purpose facilities within the City include the following:

- **River Ridge Golf Course:** As the only golf course within the incorporated city limits, the River Ridge Golf Course is a 27-holes championship golf course occupying over 300 acres. Amenities include driving range, two chipping greens, putting green, pro shop, and clubhouse.
- **Bedford Pinkard Skate Park:** Located across from Channel Islands High School, in College Park, the Bedford Pinkard Skate Park provides an opportunity for free, supervised skateboarding and inline skating for all levels and ages. An estimated 40 to 50 individuals utilize the park each day. At 14,500 square feet, this championship quality facility is one of the largest in Ventura County.
- **Oxnard Tennis Center:** Located at 801 Hobson Way, the Oxnard Tennis Center is the only full service tennis facility in the City of Oxnard. The center includes eight lighted championship tennis courts, clubhouse, pro shop, and a locker room with shower facilities.
- **Oxnard Shores:** A city-owned beach within a residential neighborhood, access is provided from Mandalay Beach Road, Capri Way, and Neptune Square.
- **Oxnard Beach Park:** A 62-acre developed beach, facilities include volleyball courts, biking paths, and a large covered picnic area. Rehab Point at Oxnard Beach Park provides access to the ocean for the physically impaired. Paved parking is also available on-site.

- **Ormond Beach:** Situated along a two-mile stretch of the Oxnard coast between Port Hueneme and Point Mugu, Ormond Beach is one of the few remaining tracts of undisturbed coastal habitat in Southern California. Under mixed public ownership, areas of the beach are currently being evaluated by the Coastal Conservancy for restoration of wetland and grassland habitats. Future plans for the area include a wildlife preserve, public nature trails, and an environmental education center. Access to the beach is provided via Perkins and Arnold Roads.

The location of existing parks and community facilities within the Planning Area are depicted on Figure 4-13 and 4-14.

As presented in Table 4-25, there are approximately 828 acres of parkland, including a 362-acre public golf course.

Table 4-25 Park Classification Summary, City of Oxnard

Type	Number	Acreage Covered
Mini-Park	4	4.0
Neighborhood Park	31	204.5
Community Playfields (1)	8	(Located within other park classifications)
Community Parks	7	221.5
Special Purpose Facilities	6	390.4
TOTAL	50	820.4

Note: (1) Community playfields are collocated with other park facilities

Source: City of Oxnard, Parks Department, 2006

A detailed description of all parks operated by the City of Oxnard is presented in Table 4-26. Information presented for each park includes size, classification, and facilities.

National, State, and County Parks

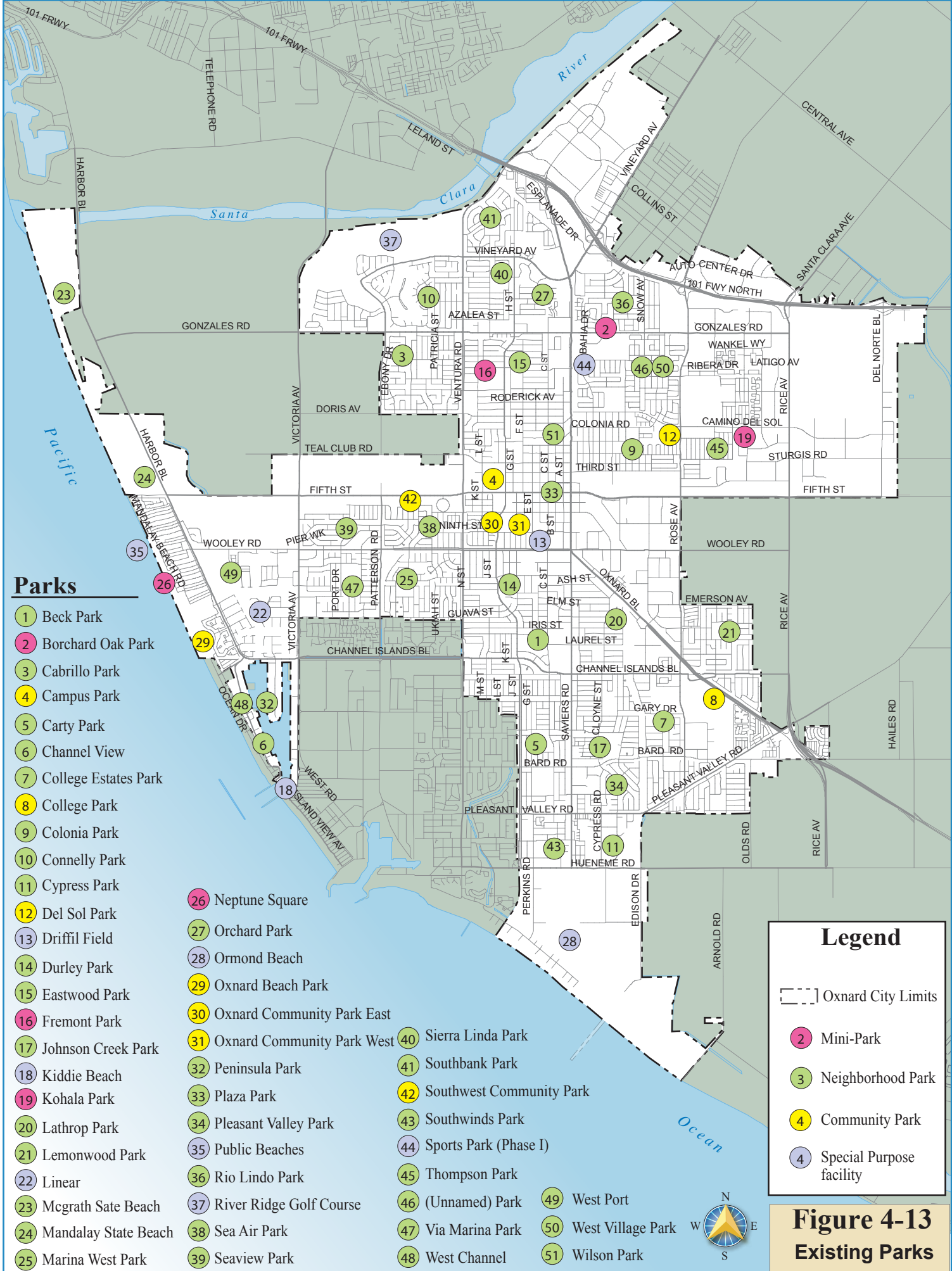
Completing the recreational and open space resources of the City, several national, state, and county parks reside within the planning area or are easily accessible to the City. These parks include the following:

- **Channel Islands National Park:** Referred to as "California's Galapagos". Located outside of the planning area, the Channel Island National Park contains over 2,000 species of plants and animals. Consisting of five islands located off the California coast, is park is known for its excellent hiking, birding, and camping opportunities. Managed by the National Park Service, the park is accessible on a year-round by boat.

Various additional recreation assets are provided by the Federal government, State, and County.

- **McGrath State Beach:** This 295-acre beach is considered one of the best bird watching locations in California due to its proximity with the lush riverbanks of the Santa Clara River and coastal sand dunes. Two miles of beach provide access to surfing and fishing opportunities, however, strong coastal currents and riptides can present dangerous conditions for those entering the water. The park offers beachside campsites and a nature trail leading to the Santa Clara Estuary Preserve.
- **Mandalay State Beach:** An undeveloped beach located west of the City of Oxnard, the Mandalay State Beach provides access to the Pacific Ocean and adjacent coastal sand dunes. All public related-related activities are permitted provided that they can be accommodated without impairing the scenic or natural integrity. The beach's dune and wetlands ecosystem is recognized throughout California for its pristine natural habitat.
- **Hollywood Beach:** This mile-long beach is known for its white sand beach and views of the Channel Islands. Managed by Ventura County, lifeguards are present Memorial Day to Labor Day.
- **Silver Strand Beach:** Known for excellent surfing and sunbathing, this mile-long beach is sandwiched between the Channel Islands Harbor and the U.S. Naval Construction Battalion Center. Silver Strand Beach provides a level, white sand beach that fronts a small pocket community in Oxnard.

Figure 4-13 Parks and Community Facilities



Parks

- 1 Beck Park
- 2 Borchard Oak Park
- 3 Cabrillo Park
- 4 Campus Park
- 5 Carty Park
- 6 Channel View
- 7 College Estates Park
- 8 College Park
- 9 Colonia Park
- 10 Connelly Park
- 11 Cypress Park
- 12 Del Sol Park
- 13 Driffil Field
- 14 Durley Park
- 15 Eastwood Park
- 16 Fremont Park
- 17 Johnson Creek Park
- 18 Kiddie Beach
- 19 Kohala Park
- 20 Lathrop Park
- 21 Lemonwood Park
- 22 Linear
- 23 Mcgrath Sate Beach
- 24 Mandalay State Beach
- 25 Marina West Park
- 26 Neptune Square
- 27 Orchard Park
- 28 Ormond Beach
- 29 Oxnard Beach Park
- 30 Oxnard Community Park East
- 31 Oxnard Community Park West
- 32 Peninsula Park
- 33 Plaza Park
- 34 Pleasant Valley Park
- 35 Public Beaches
- 36 Rio Lindo Park
- 37 River Ridge Golf Course
- 38 Sea Air Park
- 39 Seaview Park
- 40 Sierra Linda Park
- 41 Southbank Park
- 42 Southwest Community Park
- 43 Southwinds Park
- 44 Sports Park (Phase I)
- 45 Thompson Park
- 46 (Unnamed) Park
- 47 Via Marina Park
- 48 West Channel
- 49 West Port
- 50 West Village Park
- 51 Wilson Park

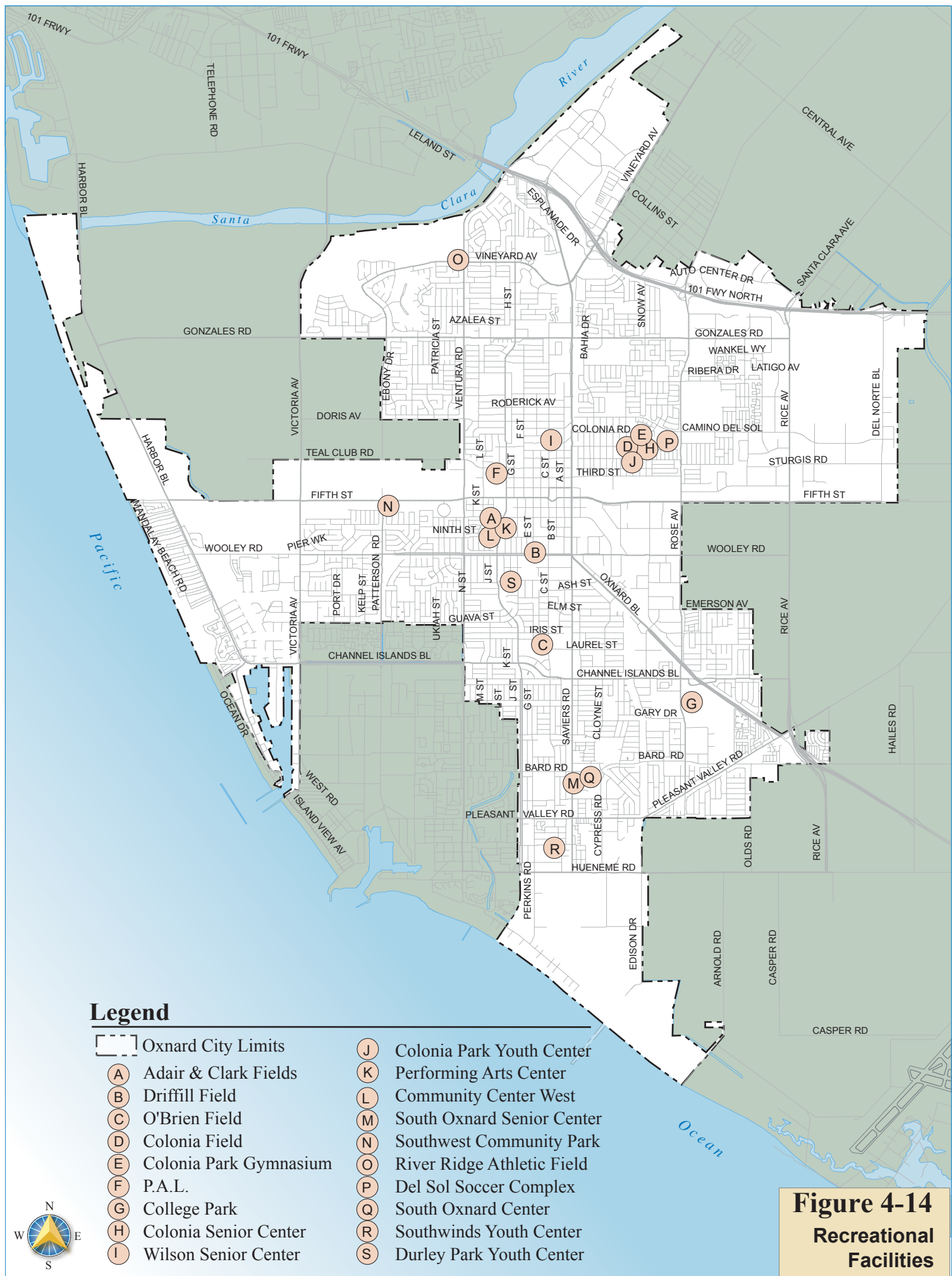
Legend

- [---] Oxnard City Limits
- 2 Mini-Park
- 3 Neighborhood Park
- 4 Community Park
- 4 Special Purpose facility

Figure 4-13
Existing Parks

(Back of Figure 4-13)

Figure 4-14 Recreational Facilities



Legend

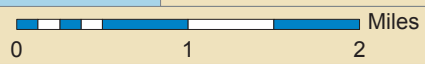
- Oxnard City Limits
- A** Adair & Clark Fields
- B** Driffill Field
- C** O'Brien Field
- D** Colonia Field
- E** Colonia Park Gymnasium
- F** P.A.L.
- G** College Park
- H** Colonia Senior Center
- I** Wilson Senior Center
- J** Colonia Park Youth Center
- K** Performing Arts Center
- L** Community Center West
- M** South Oxnard Senior Center
- N** Southwest Community Park
- O** River Ridge Athletic Field
- P** Del Sol Soccer Complex
- Q** South Oxnard Center
- R** Southwinds Youth Center
- S** Durley Park Youth Center



Figure 4-14
Recreational Facilities

Source: City of Oxnard GIS

Created By: City of Oxnard Planning & Environmental Services, 03-2006



back of Figure 4-14 Recreational Facilities

4. Infrastructure and Community Services

Table 4-26 2005 Park Inventory, City of Oxnard

	Park (Year Built)	Acres	Area Lighting	Ball Diamond	Bandstand	Basketball Court	Bleachers	Concessions	Drinking Fountain	Exercise Stations	Horseshoes	Jogging Trail	Off-street Parking	Picnic Facilities	Picnic Tables	Playground	Recreation Bldg.	Restrooms	Shower	Soccer Field	Swimming	Tennis Court	Volleyball		
Mini-Parks	Borchard Oak (1999)	1	•						•																
	Fremont (1976)	1.5							•						•	1							2		
	Kohala (1989)	1.1							•						•										
	Neptune Square (1965)	0.4				0.5										1					•				
Neighborhood Parks	Beck ^(c) (1956)	8.5	•	2/1 ^(a)		1.5	•	•	•				•	•	•	1		•							
	Cabrillo (1995)	6	•																						
	Carty (1967)	5		1			•	•	•						•	1		•					2		
	Channel View (1965)	0.8	•										•		•										
	College Estates (1985)	6.5	•	1		1.5			•	•				•	•	1		•					1	2	
	Colonia ^(c) (1950)	10	•	2/1 ^(a)		3 ^(a)	•	•	•						•	1	•	•	•		•			1	
	Connelly (1995)	3.1	•						•				•											1	
	Cypress ^(b)	5.5	•			1			•	•			•		•	1		•							
	Durley (1950)	11.0	•	3		1 ^(a)	•	•	•				•		•	2	•	•							
	Eastwood ^(c) (1959)	4.2	•	2		1	•	•	•					•	•	1		•						2	
	Johnson Creek (1978)	8.5	•	3			•	•	•		•			•	•	1		•							
	Lathrop (1960)	3.0	•			1			•						•	1								1	
	Lemonwood (1978)	9.5	•	1		1			•					•	•	1		•						2	1
	Orchard (1981)	12.6	•			0.5			•						•	•	1		•						
	Peninsula (1977)	3.5	•						•				•		•	1	•	•	•					2	
	Plaza (1902)	2.0	•		1				•																
Pleasant Valley (1977)	9.7	•			1			•					•	•	1		•						2	1	
Rio Lindo (1988)	8.5	•	1		1			•	•		•		•	•	1		•						1	1	

Table 4-26 2005 Park Inventory, City of Oxnard (Continued)

	Park (Year Built)	Acres	Area Lighting	Ball Diamond	Bandstand	Basketball Court	Bleachers	Concessions	Drinking Fountain	Exercise Stations	Horseshoes	Jogging Trail	Off-street Parking	Picnic Facilities	Picnic Tables	Playground	Recreation Bldg.	Restrooms	Shower	Soccer Field	Swimming	Tennis Court	Volleyball		
Neighborhood Parks (Continued)	Sea Air (1986)	8.6	•	1		1			•	•		•	•	•	•	1		•					1		
	Sea View (1981)	6.4	•	1		1			•					•	•	2		•						2	
	Sierra Linda (1983)	6.2	•	1					•	•					•	1		•					2	1	
	Southbank (1995)	6.0	•													1									
	Southwinds (1979)	7.5	•	1					•		•	•		•	•	2		•							1
	Southwest Community Park II ^(b)	6.0	•				.5		•	•		•			•	1		•							
	Thompson (1965)	3.0	•	1			2		•					•	•	1									
	Via Marina (1980)	12.0	•	1			1	•	•		•			•	•	1		•			1		2	1	
	West Channel (1965)	11.7	•						•						•			•							
	Westport (2004)	5.0	•						•				•		•	2		•							
	West Village (1997)	6.0	•	1			3		•	•				•	•	2		•							
	Wilson (1974)	5.0	•				1		•		•		•	•	•	1		•						1	
	Unnamed (2005)	3.2																							
	Community Parks	Campus	30		3			•											•	•					•
College Park ^(c) (2000)		75				1			•				•	•	•			•							
Oxnard Community Park East ^(c) (1967)		11	•			2	1 ^(a)		•		•		•	•	•	1		•	•						
Oxnard Community Park. West ^(c) (1981)		4.0	•	2 ^(a)				•	•	•			•		•	1		•	•	•				8	
Del Sol ^(c) (1981)		13.5	•					•	•	•			•	•	•	1		•	•					2	
Oxnard Beach (1989)		62.0	•						•				•	•	•			•	•						4
Southwest Community (1998)		26.0											•					•							2

Table 4-26 2005 Park Inventory, City of Oxnard (Continued)

Park (Year Built)	Acres	Area Lighting	Ball Diamond	Bandstand	Basketball Court	Bleachers	Concessions	Drinking Fountain	Exercise Stations	Horseshoes	Jogging Trail	Off-street Parking	Picnic Facilities	Picnic Tables	Playground	Recreation Bldg.	Restrooms	Shower	Soccer Field	Swimming	Tennis Court	Volleyball
Linear (1989)	3.0	•						•				•										
Public Beaches	15.6																				•	
River Ridge Golf Course	362.0																					
Sports Park, Phase I (2001)	4.0														1							
Kiddie Beach (1965)	3.8	•						•				•					•	•		•		

Note: ^(a)lighted field, ^(b)anticipated 2006/2007, ^(c)additionally qualifies as a Community Playfield
Source: City of Oxnard, Parks and Recreation March 2006

Future Park Facilities

Several additional park facilities are currently in the planning and development stages as presented in Table 4-27.

Table 4-27 Future Park Facilities

Park	Location	Acres	Completion
Cypress Park	Cypress Road	5.0	2006
East Village Park ⁽¹⁾	Jacinto and Gibraltar	5.5	TBD
Southwest Community Park II	5 th and Patterson	5.5	2006
Unnamed Park	Pinata and Cesar Chavez	1.0	2006
Unnamed Park	Westport and Seabridge	TBD	2006/7
Unnamed Parks (8 neighborhood, community playfields)	RiverPark development	24.0 or greater	TBD

Source: City of Oxnard Parks and Recreation Department March 2006
Notes: ⁽¹⁾Joint use with the Rio School District

4.5.2 Park Standards

In general, the City standard is an overall three acres per 1,000 residents, as established by the Quimby Act. The 2020 General Plan established park standards for each park classification as shown in Table 4-28. Due to the inefficiencies in administration and maintenance created by mini-parks, the City does not establish standards for this type of park facility. The size and scope of mini-parks lends itself well to private development and maintenance by homeowner’s associations and higher density residential developments.

The City park standard is 3 acres per 1,000 residents.

As with mini-parks, there are no specific acreage requirements for special purpose facilities as requirements depend on the unique purpose or use of each facility. For example, an 18-hole golf course may require at least 150 acres, while a wildlife/conservation area would need to be of sufficient size to protect and/or manage the endangered resource.

The National Recreation and Park Association (NRPA) developed standards which have traditionally been applied to assess the provision of parks within urbanized areas. The most recent NRPA standards, published in 1979, recommend a minimum of six acres per 1,000 residents.

Table 4-28 City Park and NRPA Standards

Type of Park	Acres per 1,000 persons	Acres per Park	Service Radius
City of Oxnard			
Mini-Park	No standard	No standard	0.3 mile
Neighborhood	1.5	5-10	No standard
Community	1.5	20 and over	1.5 miles
Special Purpose	No standard	No standard	No standard
NRPA			
Neighborhood	1-2	15 and over	¼ - ½ mile
Community	5-8	25 and over	1-2 miles
Regional	5-10	200 and over	1 hr. drive

Source: *City of Oxnard 2020 General Plan, 1990 and NRPA, 2005*

Using Oxnard’s 2005 population estimate, the City currently has 4.4 acres of parkland for every 1,000 residents (including the River Ridge Golf Course). When passive recreational assets, such as the City’s access to beaches (such as the McGrath State Beach Park) are included the ratio increases to over 7 acres per 1,000 residents.

Table 4-29 Current Park Standards, 2005

Current Parks	Acres	Ratio per 1,000 population
Parks	466	2.4
Parks (w/golf course)	820	4.4
Parks (w/McGrath State Beach)	1,311	6.9

Source: *City of Oxnard Parks and Recreation Department, December 2005*

4.5.3 Shared Use Facilities

The City participates in cooperative agreements with several school districts for shared use of recreational assets. The facilities covered by these shared use agreements represent important contributions to the overall supply of park areas and recreation facilities for the residents of

Using Oxnard’s 2005 population estimate, the City currently has 4.4 acres of parkland for every 1,000 residents.

Oxnard. A cooperative agreement with the Oxnard Union High School District provides for the shared use of sports facilities, for which the City is charged a per-use fee.

Although viewed as an efficient use of resources, the shared use of facilities present several challenges including maintenance issues and public utilization is often limited during school hours and in districts operating on a year-round educational calendar.

4.5.4 Recreational Programs

Oxnard offers a wide variety of recreational programs designed to meet the needs of residents of all ages. Programs include youth activities and sports, adult classes.

After School Program. The City, in partnership with the Oxnard School District and Campfire U.S.A, conduct after school activities at 16 elementary school sites within the City. Program activities include homework assistance, game room activities, sports, cultural enrichment, and specialized programs unique to each school. The average daily attendance at each site ranges from 60 to 100 students. During the fall of 2005, over 1,900 students were registered in the program.

Mobile Activity Center (MAC). The Oxnard Recreation and Community Services Department sponsors a Mobile Activity Center (MAC) designed to bring recreational activities into the neighborhoods where other opportunities may be limited. This program averages 30-40 youth per day at each of the five park sites visited each day. The MAC visits 10 park sites during the summer months, including Southwinds, College Estates, Rio Lindo, Marina West, Pleasant Valley, Lemonwood, Beck, Orchard, Sea Air, and Oxnard Beach. Each park is visited during a rotation schedule determined by the Parks and Recreation Department, with five sites visited each day.

Oxnard Police Activities League (PAL). Established in 1994, PAL provides cultural, recreational, and educational activities to the youth of Oxnard. Facilities and activities include: teen recreation center, wide variety of sports, Mobile Skate Park, arts and crafts, holiday parties and contests, movies, music, literacy and tutoring programs, teen summits, day camps, and other various activities. The primary mission of PAL is to foster a bond of mutual trust and understanding between police officers and young people by enabling them to interact in a non-confrontational setting. Long-term, PAL is challenged to divert youth away from gangs and other criminal activity by involving them in alternative activities under the care and supervision of trained police officers, recreational staff, and parent and community volunteers. PAL's objectives are: to provide youth

*There are 8
community facilities
within the City that
provide a variety of
programs and services
for the community.*

an opportunity to grow under the sustained guidance of dedicated adults; to instill in youth a respect and understanding for law enforcement officers and for the laws they uphold; to assist youth in developing self-esteem and provide them with skills to help them stay in school; and involve police, parents, and community volunteers in a personal commitment of time, talents, and energy to the youth of the community.

City Corps Program. The City of Oxnard's City Corp program provides youth ages 13 to 21 with opportunities for personal growth through community service. Initially operated as a special project under the City's Summer Youth Employment and Training Program, the program expanded its scope to provide year-round work-based learning opportunities. In coordination with 55 agencies and organizations, City Corp provides work and service learning opportunities to youth, provided work and service learning opportunities to 2,566 youth in 2004, planned and implemented 1,255 projects during 2004, won the 2005 Helen Putnam Award from the California League of Cities.

4.5.5 Community and Senior Centers

There are eight community facilities within the City that provide a variety of programs and services for the community, as presented in Table 4-30. The Oxnard Performing Arts and Convention Center (PACC) provides ample room for business and entertainment events. This center includes a 1,600-seat performing arts auditorium and eight additional meeting rooms. The PACC can accommodate events of up to 4,000 people. Parking for approximately 500 people is available adjacent to the facility. Additional community facilities and programs are also provided at the South Oxnard Center.

The City also provides specialized services for youth and senior residents at several designated facilities located throughout the City. Oxnard's Neighborhood Youth Centers offer a variety of activities for youth ages 6 to 17. Activities include sports, arts, crafts, excursions, special events, movies, and homework assistance. The City of Oxnard operates three Senior Centers providing meal services, education, counseling, recreation, and general meeting facilities for senior residents within the community. The following programs are offered at the various senior centers:

Table 4-30 Community, Youth Activity, and Senior Centers

Facility	Location	Size (sf)	Features
Community Centers			
Performing Arts Center	800 Hobson Way		1,604-seat theatre, eight meeting rooms
South Oxnard Center	200 E. Bard Road	19,000	Activity space, multi-purpose room with kitchen, administrative offices, day care/classrooms, branch library, facility rental available
Youth Centers			
Colonia Park Youth Center	197 N. Marquita		Various youth activities
Durley Park Youth Center	850 Hill Street		Various youth activities
Southwinds Park Youth Center	300 West Clara		Various youth activities
Senior Centers			
South Oxnard Center	200 E. Bard		Nutrition program, senior exercise, tai-chi, hula dancing (hula, Latin line, ballroom, century, western line), BG's dance group, FOOD share (brown bag), speakers, potlucks, birthday celebrations, St. John's Wellness Clinic, Clinicas Del Camino, Grey Law legal advice, Health Insurance Counseling and Advocacy Program (HICAP) health insurance counseling
Wilson Senior Center	350 North "C" Street		PACE (People with Arthritis Can Exercise), Braille living skills, Alzheimer's Association, bridge, bingo, St. John's clinic, rug and needlework group, Grey Law legal advice, HICAP health insurance counseling, Better Breathers Club, Braille low vision consultant, Veteran's affairs consultant, rubber stamp class, tri-counties regional center foster grandparents club, game room
Colonia Senior Center	126-B Amelia Court		Exercise class, music day, speakers, Bingo, walkers club, HICAP health insurance counseling

Source: *City of Oxnard Parks and Recreation Department, December 2005*

Retired Senior Volunteer Program (RSVP). Through the RSVP program, Oxnard residents 55 and older provide public service within the community. In 2004, approximately 600 RSVP volunteers provided over 90,000 hours of service in a diverse assortment of public agencies, non-profit organizations, and faith-based groups. Services provided include entertaining fellow seniors at the City's senior centers, mentoring at-risk youths, tutoring at City libraries, and working at local area food banks preparing and serving food.

Senior Vegetable Garden. Garden plots at the Senior Vegetable Garden are available to Oxnard residents 60 years or older. The garden is located on Pleasant Valley Road next to the Fire Station 2.

Adaptive Recreation Program. The Adaptive Recreation Program is designed to provide social and recreational opportunities for the developmentally disabled.

Oxnard Joslyn Lawn Bowls Club. The Oxnard-Joslyn Lawn Bowls Green is located within Wilson Park in central Oxnard. This club provides opportunities for individuals to watch or engage in lawn bowling. Classes are available to guests at no charge.

Oxnard Excursions. The Senior Services Program offers mini-excursions throughout Southern California and nearby states for adults age 60 years or older. Previous excursions have included trips to the art exhibits, festivals, the Laughlin Riverside Resort and Casino, and Newport Harbor Christmas Boat Parade.

Energizer's Program. Offered in cooperation with the City of Oxnard and the St. Johns Regional Medical Center, the Energizer's walking program provides opportunities for older residents to continue physical activity. Health information, including blood pressure, blood sugar, and pulse checks, are provided to encourage healthy and safe exercise.

4.5.6 Additional Recreation Opportunities

Numerous additional recreation opportunities exist within the City. These opportunities include performing arts, museums, and cultural centers and are provided by local non-profit and private organizations. Given Oxnard's coastal location, activities extending outside city boundaries, including whale watching, water sports, fishing, and other activities are also available from numerous businesses. Additional recreational opportunities and activities include the following:

- Elite Theatre Company (founded in 1994, community theatre company)
- Gull Wing's Children Museum
- Henry T. Oxnard Historic District (10 tree-line blocks of F and G Streets, added to National Register of Historic Places in 1999)
- Heritage Square (15 restored/replicated early 20th century buildings)
- Otis Chandler Vintage Museum
- Murphy Automotive Museum
- Inlakech Cultural Center (showcases Latino community)

4.5.7 Special events

Numerous special events occur within the City throughout the year. These events celebrate a variety of cultural, historical, and seasonal topics and represent the diversity of the community. Some events, such as the Dallas Cowboys Training Camp, draw national attention and bring numerous visitors from across the nation to Oxnard. Highlights of events occurring throughout the year include the following:

- Annual Celebration of the Whales (Dec-Mar)
- Youth Mariachi Festival (Apr)
- Strawberry Festival (May)
- Fiestas Filipinas (Jun)
- Salsa Festival (Jul)
- Dallas Cowboys Training Camp (Aug)
- Concerts by the Sea (Aug)
- Independent Film Festival (Sept)
- Multi-Cultural Festival (Oct)
- Dia de Los Muertos (Oct)
- Holiday Parade / Tree Lighting (Dec)
- Parade of Lights (Dec)

Please see next page.



5. Environmental Resources

5.1 Introduction

In an effort to identify and understand the key natural resources of the City of Oxnard, this chapter is divided into the following discussions:

- Biological Resources (5.2)
- Aesthetic Resources (5.3)
- Cultural Resources (5.4)
- Agricultural and Soil Resources (5.5)
- Mineral Resources (5.6)
- Air Quality (5.7)
- Energy Conservation (5.8)

5.2 Biological Resources

The City's Planning Area contains a variety of biological communities which provide habitat for both rare and common species. This section describes key biological resources, including sensitive natural communities and special status species. The results of this assessment may be used in planning and management decisions that may affect biological resources in the Planning Area.

Methods

This evaluation of biological resources includes a review of vegetation and wildlife habitat, special-status species, and jurisdictional "waters of the United States" that occur or potentially occur at or in the vicinity of the Planning Area. The results of this assessment are based upon field reconnaissance of the Planning Area, literature searches, and database queries. The sources of reference data reviewed include the following:

- U.S. Fish and Wildlife Service (USFWS) Species List for Ventura County
- California Natural Diversity Database (CNDDDB), Rarefind 3 computer program for the Plan Area and a 5-mile radius beyond the Plan Area

Oxnard's open space is comprised of a unique diversity of habitats including coastal beaches, wetlands, riparian areas, and dune areas.

- California Native Plant Society (CNPS), Electronic Inventory computer program for the following USGS quadrangles: Oxnard, Saticoy, Santa Paula, Ventura, Camarillo, and Point Mugu, California
- California Department of Fish and Game (CDFG) Special Vascular Plants, Bryophytes, and Lichens List
- CDFG Special Animals List
- California Department of Forestry and Fire Protection Multi-source Land Cover Data v2
- United States Geological Survey (USGS) Digital Orthophoto Quarter Quadrangles

Key Terms

Sensitive Natural Community. A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, are structurally complex, or are in other ways of special concern to local, State, or Federal agencies. The California Environmental Quality Act (CEQA) identifies the elimination or substantial degradation of such communities as a significant impact. The CDFG tracks sensitive natural communities in the California Natural Diversity Database. Examples of sensitive natural communities in the Planning Area include Southern California Coastal Lagoon, Coastal and Valley Freshwater Marsh, Southern Coast Live Oak Riparian Forest, Southern Coastal Salt Marsh, Southern Sycamore Alder Riparian Woodland, Valley Needlegrass Grassland, and Southern Riparian Scrub.

Special-Status Species. Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized for protection by Federal, State, or other agencies. Some of these species receive specific protection that is defined by Federal or State endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this document, following a convention that has developed in practice but has no official sanction. For the purposes of this assessment, the term "special-status" includes those species that are:

- Federally listed or proposed for listing under the Federal Endangered Species Act (50 CFR 17.11-17.12);

Some special-status species receive specific protection that is defined by Federal or State endangered species legislation.

- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613);
- State listed or proposed for listing under the California Endangered Species Act (14 CCR 670.5);
- Species listed by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Game (CDFG) as a species of concern (USFWS), rare (CDFG), or of special concern (CDFG);
- Fully protected animals, as defined by the State of California (California Fish and Game Code Section 3511, 4700, and 5050);
- Species that meet the definition of threatened, endangered, or rare under CEQA (CEQA Guidelines Section 15380);
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.); and
- Plants listed by the California Native Plant Society (CNPS) as rare, threatened, or endangered (List 1A and List 2 status plants in Skinner and Pavlik 1994).

Wetlands and Other Waters of the U.S. Wetlands are ecologically complex habitats that support a variety of both plant and animal life. In a jurisdictional sense, the Federal government defines wetlands in Section 404 of the Clean Water Act as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support (and do support, under normal circumstances) a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b] and 40 CFR 230.3). Under normal circumstances, the Federal definition of wetlands requires three wetland identification parameters be present: wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands include saline and freshwater marshes, seasonal wetlands, and vernal pool complexes that have a hydrologic link to other waters of the U.S (see definition below for "other waters of the U.S."). The U.S. Army Corps of Engineers (Corps) is the responsible agency for regulating wetlands under Section 404 of the Clean Water Act, while the Environmental Protection Agency (EPA) has overall responsibility for the Act.

The Federal definition of wetlands requires three wetland identification parameters: wetland hydrology, hydric soils, and hydrophytic vegetation.

"Other waters of the U.S." refers to those hydric features that are regulated by the Clean Water Act but are not wetlands (33 CFR 328.4). To be considered jurisdictional, these features must exhibit a defined bed and bank and an ordinary high-water mark. Examples of other waters of the U.S. include rivers, creeks, intermittent and ephemeral channels, ponds, and lakes.

The CDFG does not normally have direct jurisdiction over wetlands unless they are subject to jurisdiction under Streambed Alteration Agreements or they support State-listed endangered species; however, CDFG has trust responsibility for wildlife and habitats pursuant to California law.

Examples of jurisdictional waters that occur in the Planning Area would include the Santa Clara River, Beardsley Wash/Revolon Slough, McGrath Lake, Ormond Beach Lagoon (a seasonal wetland feature), and other potentially jurisdictional features such as agricultural and urban drains, especially where they replaced natural waterways.

5.2.1. Regulatory Setting

Relevant Federal, State, and local guidelines specific to biological resource issues are discussed in this section.

Federal Regulations

Clean Water Act – Section 404. Wetlands and other waters of the U.S. (as defined above) are subject to jurisdiction by the Corps and EPA under Section 404 of the Clean Water Act. Wet areas that are not regulated by this act would include stock watering ponds, agricultural ditches created in upland areas, and isolated wetlands that do not have a hydrologic link to other waters of the U.S., either through surface or subsurface flow. The discharge of fill into a jurisdictional feature requires a permit from the Corps.

The Corps has the option to issue a permit on a case-by-case basis (individual permit) or at a program level (general permit). Nationwide permits (NWP) are an example of general permits; they cover specific activities that generally have minimal environmental effects. Activities covered under a particular NWP must fulfill several general and specific conditions, as defined by the NWP. If a proposed project cannot meet these conditions, an individual permit may be required.

Federal Endangered Species Act. The USFWS administers the Federal Endangered Species Act (16 USC Section 153 et seq.) and thereby has jurisdiction over federally listed threatened, endangered, and proposed species. Projects that may result in “take” of a listed species must consult with the USFWS. Federal agencies that propose a project that may affect a listed species are required to consult with the USFWS under Section 7 of the Federal Endangered Species Act. If it is determined that a federally listed species may be adversely affected by the Federal action, the USFWS will issue a Biological Opinion to the Federal agency that describes minimization and avoidance measures that must be implemented as part of the Federal action. Projects that do not have a Federal nexus must

apply for a take permit under Section 10 of the Act. Section 10 of the Act requires that the project applicant prepare a habitat conservation plan as part of the permit application.

Under the Federal Endangered Species Act the USFWS designates critical habitat, areas that are essential for the conservation of a threatened or endangered species and which may require special management considerations. A designation only applies to projects with a Federal nexus; it has no specific regulatory impact on landowners who take actions on their land that do not involve Federal funding. However, Federal agencies must consult with the USFWS before taking actions that could harm or kill protected species or destroy their habitat.

Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act.

The Migratory Bird Treaty Act (MBTA, 16 USC Section 703-711) and the Bald and Golden Eagle Protection Act (16 USC Section 668) protect certain species of birds from direct take. The MBTA protects migrant bird species from take through the establishment of hunting limits and seasons and protecting occupied nests and eggs. The Bald and Golden Eagle Protection Act prohibits the take or commerce of any part of these species. The USFWS administers both acts, and reviews Federal agency actions that may affect species protected by the acts.

State Regulations

California Fish and Game Code Sections 1600 – 1616. The CDFG regulates the modification of streams, rivers, and lakes under Sections 1600-1616 of the California Fish and Game Code. Modification includes diverting, obstructing, or changing the natural flow or bed, channel, or bank of a regulated feature. While most of the features regulated by the Fish and Game Code meet the definition of other waters of the U.S., the Code may regulate some ephemeral features that do not have all the criteria to qualify as other waters of the U.S. A project proponent, including both private parties and public agencies, proposing an activity that may modify a feature regulated by the Fish and Game Code must notify the CDFG before project construction. The CDFG will then decide whether to enter into a Streambed Alteration Agreement with the project proponent.

California Endangered Species Act. The CDFG administers the California Endangered Species Act of 1984 (Fish and Game Code Section 2080), which regulates the listing and “take” of endangered and threatened species. A “take” may be permitted by CDFG through implementing a management agreement. Under the State laws, the CDFG is empowered to review projects for their potential impacts to listed species and their habitats.

California also designates Species of Special Concern which are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value.

CDFG maintains lists for Candidate-Endangered Species (SCE) and Candidate-Threatened Species (SCT). California candidate species are afforded the same level of protection as listed species. California also designates Species of Special Concern (CSC) which are species of limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. These species do not have the same legal protection as listed species, but may be added to official lists in the future. The CSC list is intended by CDFG as a management tool for consideration in future land use decisions.

Local Regulations

Oxnard 2020 General Plan. The combined Open Space/Conservation Element's of the City's existing General Plan contains several Natural Resources policies pertinent to biological resources.

5.2.2. Environmental Setting

A description of the key wildlife habitats (including plant and wildlife species) found within the Planning Area is described in this section. The section begins with a brief description of the key wildlife habitats.

Wildlife Habitats

Wildlife habitats provide food, shelter, movement corridors, and breeding opportunities for a variety of wildlife species. Habitats are classified in broad terms with an emphasis on vegetation structure, and include other elements such as vegetation species composition, soil structure, and water availability. Some wildlife species are generalists and may use a variety of habitats, while other species may be restricted to one habitat. Species that are restricted to a single habitat type are more susceptible to habitat loss than are generalists, and are more likely to experience population declines. These species are presented in greater detail later in this section.

Wildlife habitats provide food, shelter, movement corridors, and breeding opportunities for a variety of wildlife species.

Habitats are not distinct features that can be managed in isolation from each other. More common wildlife species, such as red-shouldered hawk (*Buteo lineatus*), great-horned owl (*Bubo virginianus*), northern flicker (*Colaptes auratus*), brown-headed cowbird (*Molothrus ater*), raccoon (*Procyon lotor*), and western toad (*Bufo boreas*) frequently use more than one habitat type. They may use riparian habitat for breeding sites, resting sites, cover while moving from one area to another, or thermal cover, and range into open upland grasslands, scrub, or over open water to forage. Frequently it is at the edges of habitats, or where they transition from one habitat to another, that the greatest number of these more common wildlife species will be found.

The Planning Area contains mostly human-modified habitats (see Figure 5-1). The vast majority of these areas include urban, industrial, or agricultural production areas. In some areas (especially in the northern part of the Planning Area), a series of industrial oil fields within agricultural lands exists. Native habitats exist mostly on the edges of the Planning Area (i.e., Santa Clara River, coastal areas, etc.) where they experience fairly heavy recreational pressure. These habitats, as classified in California Habitats (CDFG, 2000), are listed and briefly described below. Habitats present in the Plan Area, and acreage calculations, are based on the California Department of Forestry and Fire Protection’s Multi-source Land Cover Data v2 (2002) which was re-classified following a reconnaissance survey and using aerial photo interpretation. A summary of the acreages for each habitat type are provided below in Table 5-1 below.

Table 5-1 Summary of Habitats, Oxnard Planning Area

Habitat Type	Acreage
Urban	18,250
Agriculture	23,650
Eucalyptus	30
Valley Foothill Riparian	930
Coastal Scrub and Mixed Chaparral	470
Coastal Oak Woodland	20
Annual Grassland	130
Saline Emergent Wetland	190
Marine (intertidal zone)	440
TOTAL	44,110

Notes: *Barren, Fresh Emergent Marsh, Lacustrine, Riverine, and Estuarine habitats occur in patches too small to have been mapped*

Source: *California Department of Forestry and Fire Protection’s Multi-source Land Cover Data, 2002*

Urban. Large portions of the Planning Area (roughly 18,250 acres) are best characterized as urban habitat. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species. This habitat type varies structurally, and can be categorized into three zones: downtown, urban residential, and suburbia. Downtown, the most heavily developed, is usually at the center, followed by concentric zones of decreasing development and increasing vegetative cover through urban residential to the suburbs. Both native and exotic plant species are valuable, with exotic species providing a good source of additional food in the form of fruits and berries, and cover. Wildlife species richness and diversity increases along this same gradient. These areas provide cover and foraging opportunities for some wildlife species, especially those adapted to human disturbance. Common examples include raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), northern mockingbird (*Mimus polyglottos*), mourning

Common wildlife species found in the urban areas include raccoon, opossum, skunk, northern mockingbird, mourning dove, and black-bellied slender salamander.

dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), wren-tit (*Chamaea fasciata*), and black-bellied slender salamander (*Batrachoseps nigriventris*).

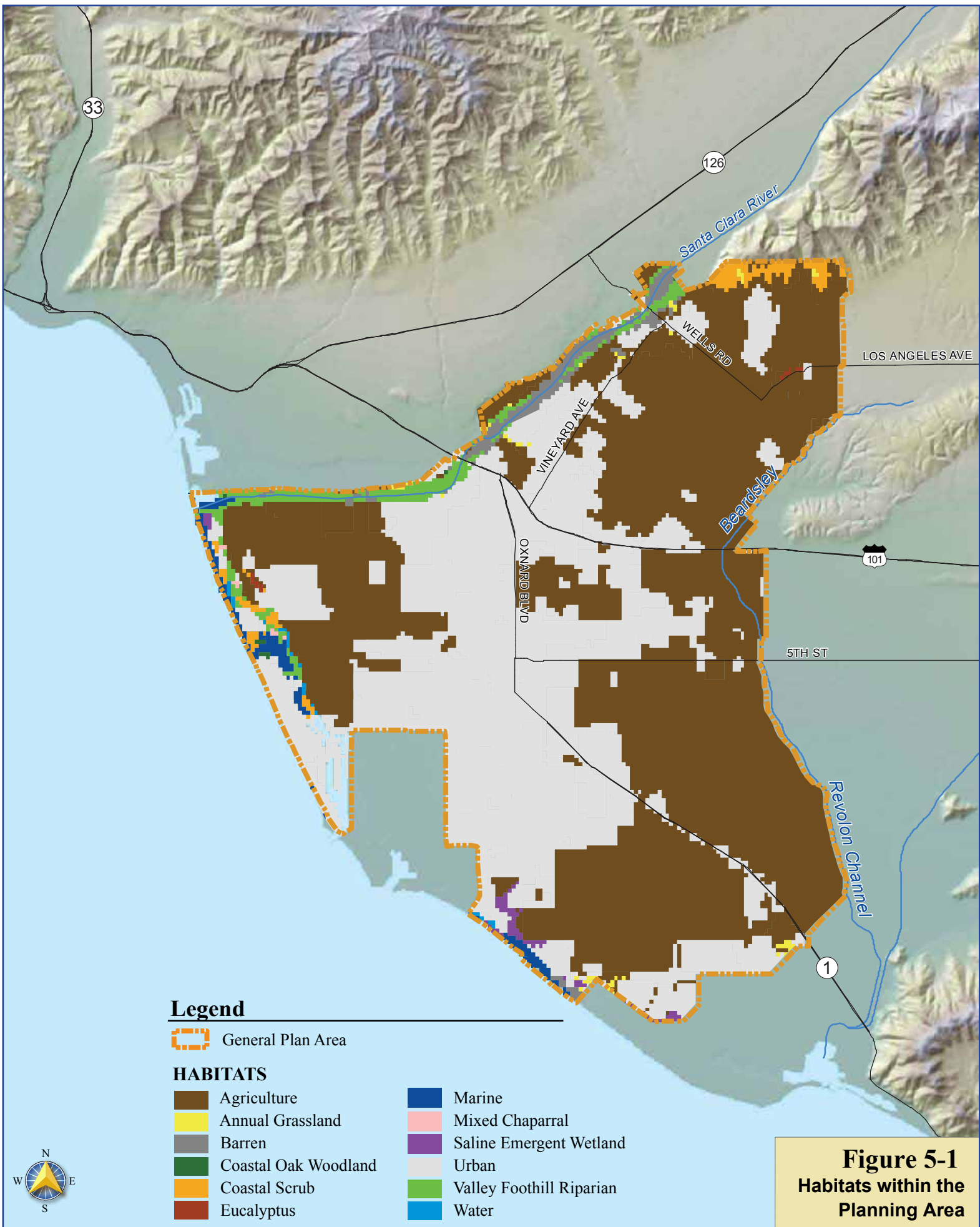
Irrigated Row and Field Crops. Even larger portions of the Planning Area (about 23,650 acres) contain agricultural habitats. As shown in Figure 5-1, these agricultural habitats are included within both the existing City limits and within surrounding lands that comprise the City's Planning Area. Vegetation in this habitat includes a variety of sizes, shapes and growing patterns, with individual locations representing various intensities of use that range from highly farmed to more fallow agricultural uses. Plants may be either annual (e.g. lettuce) or perennial (e.g. strawberries), and when grown in rows provide a varying amount of bare ground between rows. Annual crops are usually planted in spring and harvested in summer or fall. However, they may be planted in rotation with other irrigated crops. In some areas of southern California three crops may be grown in a year. For example, on the Oxnard plain, cool weather crops such as lettuce and cabbage are grown in the fall and winter followed by tomatoes, corn, or peppers in the spring and summer. Crops are typically grown on the most fertile soils, and have lower habitat values than the native habitats they replace. However, many species of rodents and birds have adapted to agricultural areas. Croplands provide food and water for these species, but do not generally provide long-term shelter due to the frequency of disturbance.

Although used as a food source for some bird species, the sticky gum produced by Eucalyptus can effectively glue shut the bills of some bird species.

Eucalyptus. About 30 acres of this habitat occurs in windbreaks, small copses, and within riparian habitats located throughout the Planning Area. Usually only one or two species of Eucalyptus trees occur together. Although planted for horticultural values and as windbreaks, these non-native trees will invade and displace native habitats (e.g. riparian habitat). Raptors such as red-shouldered hawk may nest in Eucalyptus, which also serves as a food source for birds such as Anna's hummingbird and yellow-rumped warbler; however, sticky gum produced by Eucalyptus can effectively glue shut the bills of birds foraging on nectar, resulting in their death (William, 2002). Monarch butterflies commonly use large stands of Eucalyptus trees for roosts along the California Coast.

Valley Foothill Riparian. Within the Planning Area, riparian habitat occurs over an estimated 930 acres mostly along the Santa Clara River, and to a lesser extent along other waterways such as Calleguas Creek and Revolon Slough. This habitat is principally composed of a sparse cottonwood overstory and a dense willow subcanopy mixed with introduced giant reed, *Myoporum*, and tamarisk. Many species of wildlife use this habitat type for movement corridors, foraging, cover, and

Figure 5-1 Habitats



(Back of 5-1)

breeding. Recent estimates of this habitat remaining in California range from 2–15%; native riparian habitats have been recognized as an important component of properly-functioning ecosystems, and have been identified as the most important habitat to land-bird species (RHJV, 2000).

Coastal Scrub and Mixed Chaparral. These fairly open habitats occur over a small (470 acres) area in the northwest part of the Planning Area, in rear dunes between the coast and agricultural lands. They are principally composed of a discontinuous canopy of coyote brush, California sagebrush, and iceplant with a mixed herbaceous layer. They provide foraging habitat for many species of wildlife, and breeding habitat for a more limited number of common species such as California ground squirrel and white-crowned sparrow. Coastal sage scrub also supports more than 100 species of plants and animals that are considered rare, sensitive, threatened, or endangered by California or U.S. Federal wildlife agencies (Atwood 1993, McCaull 1994 in CalPIF. 2004).

Coastal Oak Woodland. Several small inclusions of this habitat are mapped within the Valley Foothill Riparian on the Santa Clara River, and in the vicinity of Mandalay Beach. About 20 acres occurs within the Planning Area. The structure of this habitat is extremely variable. Within the Planning Area Coastal Oak Woodland provides habitat values similar to Valley Foothill Riparian and Coastal Scrub.

Annual Grassland. This habitat is annual herbaceous vegetation with little structural complexity. Within the Planning Area it is composed of the non-native grasses series, which occurs in small areas on fallowed fields and other unused and disturbed ground. It is a minor type (mapped at about 130 acres) of habitat within the Planning Area.

Fresh Emergent Marsh. This habitat is composed of bulrush and cattail, and occurs in small patches throughout the Planning Area within suitable aquatic areas. Fresh Emergent Marsh occurs in patches too small to have been mapped for the purpose of this document, but is associated with freshwater systems within the Planning Area. Examples include the eastern edge of McGrath Lake, within the estuary of the Santa Clara River, and in un-lined portions of Revolon Slough. This habitat provides important cover and nest or nursery sites for aquatic-associated wildlife species such as waterfowl.

Saline Emergent Marsh. This habitat occurs in about 190 acres of undeveloped coastal areas within the Planning Area, and is characterized by pickleweed (*Salicornia*) and saltgrass (*Distichlis*) vegetation. The majority of saline emergent wetlands occur at the terminus of the Hueneme and Industrial Drains, which flow to the coast between Port

Hueneme and the Edison power plant to the south. This habitat type has been severely reduced throughout California. As a consequence, the populations of a large number of wildlife species, including many special status species dependent on this habitat have also declined. Altered hydrologic regimes (i.e., freshwater input, artificial breaching of the sandbars) can alter the functioning of these areas of saline emergent marsh. Saline Emergent Marsh habitats are used extensively by a variety of waterfowl species.

Factors affecting the health of the Santa Clara River include water diversions, agricultural/urban runoff, inchannel gravel/sand mining, and non-native species invasions.

Lacustrine. This open water habitat type is fairly limited within the Planning Area (with patches too small to have been mapped for the purpose of this document), and occurs where agricultural drains back up behind sandbars at their mouths. McGrath Lake, at the southern end of the park, is an example of a 10-acre back-dune lake that receives agricultural runoff from farming activities east of Harbor Boulevard. This habitat consists of open water, which is bordered by fresh emergent marsh. Lacustrine habitat typically provides roosting and foraging opportunities for wildlife. Near marine environments, they also provide bathing opportunities to wildlife. Under conditions where pollutants accumulate in lakes or ponds, they can become a hazard to wildlife using the habitat.

Riverine. The Santa Clara River is the longest free-flowing river in Southern California and is one of the few remaining rivers in the area that remain in a relatively natural state. The total river length is approximately 70 miles, extending from its headwaters at Mount Pinos to the Santa Clara River Estuary adjacent to McGrath State Beach. In the lower 30-mile stretch in Ventura County, the channel becomes wide and sandy. The bed and banks in the lower reaches are composed of unconsolidated sand and gravel, which are easily eroded, and are mapped as "barren" habitat. Historically, the floodplain of the river contained a dense riparian zone with marshy areas. Agricultural land reclamation and urban development throughout the 1900's have resulted in a narrowing of the river and its riparian area and a concurrent increase in erosion damage in the floodplain (PWA, 1996).

Current aquatic habitat values in the floodplain reaches are low, primarily due to very low to entirely absent surface flows during most of the year. The construction of a 20-foot tall concrete diversion dam, Vern Freeman Diversion Dam near Saticoy, was completed in 1991 and replaced the temporary diversion dikes used at this location since the 1920's. The dam is operated by the UWCD and delivers water to underground recharge basins via percolation areas. The dam is equipped with a fish ladder to enhance steelhead passage, but the National Marine Fisheries Service (NMFS) is currently reviewing the operation and design of the fish ladder.

In addition to water diversions and steelhead migration issues, other stressors on the Santa Clara River include water quality problems associated with agricultural and urban runoff, in-channel gravel and sand mining, and non-native species invasions.

Estuarine. Principally unvegetated, this habitat occurs at the mouth of the Santa Clara River. It is characterized by a mixing of freshwater and saltwater influences, and is a rich source of phyto- and zooplankton. These plankton form the basis of a rich food web which support a wide variety of wildlife species, including steelhead, terns, shorebirds, and waterfowl. This is a dynamic habitat, due to seasonal flooding and breaching of the sandbar at the mouth of the river. Depending on the timing of flooding, breaching, and tides, it can form a large lagoon or mudflats. The Santa Clara River mouth, including the estuary (as lagoon and mudflats), riparian vegetation, and adjacent beach and dunes has been designated as a California Important Bird Area (Cooper, 2001).

Marine. This unique habitat extends from the ocean to the upper limit of the unvegetated shore and comprises four zones. The pelagic zone is characterized by open water with depths greater than required for growth of canopy-forming kelps and extends offshore 12-miles. The subtidal zone includes the area from the depth that supports canopy forming kelps to the low-low tide line. The intertidal zone includes the area exposed by lowest-low tide up to and including the spray zone. Finally, the shore zone consists of any barren land between the spray zone to where terrestrial vegetation exceeds 10 percent canopy closure and may vary in width from a few feet to several hundred meters.

The intertidal zone covers about 440 acres in the Planning Area. This zone provides foraging opportunities for shorebirds and opportunistic feeders such as crows, ravens, turkey vultures, and, historically, California condor. The shore zone extends from the spray zone inland to vegetated habitat. Sand dunes and salt flats are included in the shore zone, including areas where vegetation cover is sparse. Wildlife that use salt flats and dunes for breeding, roosting, or foraging (including the federally-listed western snowy plover and California least tern) find cover under or near drift wood and other debris deposited by high tides and moved by wind. Seed-eating small mammals and birds find forage in vegetated portions of the shore zone. Much of this habitat experiences strong recreation pressure on both public and private land.

5.2.3. Special Status Species in the Planning Area

Special status plant and wildlife species known or having the potential to occur in the Planning Area is provided below in Table 5-2. Information in the table includes a brief description of each species along with a list of habitat areas where the species may occur.

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area

Species	Status	Plan Area Habitat	
		Associations	Species Notes
PLANTS			
Aphanisma (<i>Aphanisma blitoides</i>)	List 1B	Coastal Scrub and Mixed Chaparral, Marine	Found in coastal bluff scrub, coastal dunes, and coastal scrub. Prefers bluffs and slopes near the ocean in sandy or clay soils. Found from 1-305 meters.
Ventura Marsh milk-vetch (<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>)	FE, CH, CE, List 1B	Saline Emergent Marsh, Marine	Found in coastal salt marshes. Mostly within reach of high tide or protected by barrier beaches. More rarely found near seeps on sandy bluffs. From 1-35 meters.
South coast saltscale (<i>Atriplex pacifica</i>)	List 1B	Coastal Scrub and Mixed Chaparral	In coastal scrub, coastal bluff scrub, playas, and chenopod scrub.
Plummer's mariposa lily (<i>Calochortus plummerae</i>)	List 1B	Urban, Irrigated Row and Field Crops, Eucalyptus, Valley Foothill Riparian, Coastal Scrub and Mixed Chaparral, Coastal Oak Woodland, Annual Grassland	Found in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually made of granite or alluvial material. Can be very common after fires. 90-1610 meters.
Late-flowered mariposa lily (<i>Calochortus weedii</i> var. <i>vestus</i>)	List 1B	Coastal Scrub and Mixed Chaparral, Coastal Oak Woodland	In chaparral and cismontane woodland that may be dry and open. Found on serpentine soils. 270-1910 meters.
Santa Barbara morning-glory (<i>Calystegia sepium</i> ssp. <i>binghamiae</i>)	List 1A	Saline Emergent Marsh	Found in coastal marshes.
Southern tarplant (<i>Centromadia parryi</i> ssp. <i>australis</i>)	List 1B	Annual Grassland, Fresh Emergent Marsh	Marshes and margins of swamps, valley and foothill grassland, vernal pools. Often in disturbed sites near the coast. Also in alkaline soils sometimes with saltgrass. 0-425 meters.
Orcutt's pincushion (<i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>)	List 1B	Coastal Scrub and Mixed Chaparral, Marine	Found in coastal bluff scrub and coastal dunes. 3-100 meters.
San Fernando Valley spineflower (<i>Chorizanthe parryi</i> var. <i>fernandina</i>)	FC, CE	Coastal Scrub	Coastal scrub, sandy soils. 3-1035 meters. Two populations known, from Ahmanson Ranch in Ventura County and Newhall Ranch in Los Angeles County
Salt marsh bird's-beak (<i>Cordylanthus maritimus</i> ssp. <i>maritimus</i>)	FE, CE, List 1B	Saline Emergent Marsh, Marine	Found on coastal dunes and the higher zones of coastal salt marsh habitat. 0-30 meters.
Dune larkspur (<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>)	List 1B	Coastal Scrub and Mixed Chaparral, Marine	Found in chaparral, rocky areas, and coastal dunes. 30-375 meters.

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area (Continued)

Species	Status	Plan Area Habitat		Species Notes
			Associations	
Slender-horned spineflower (<i>Dodecabema</i> (= <i>Centrostegia</i>) <i>leptoceras</i>)	FE, CE	Coastal Scrub and Mixed Chaparral		Found in chaparral and coastal scrub, usually Alluvial fan sage scrub and flood deposited terraces and washes; 200-760 meters.
Northern harrier (<i>Circus cyaneus</i>)	CSC	Irrigated Row and Field Crops, Annual Grassland, Fresh Emergent Marsh, Saline Emergent Marsh		Breeds on the ground in moist grasslands, forages over marsh, grasslands, dunes, and agricultural land.
Western yellow-billed cuckoo (<i>Coccyzus americanus</i> <i>occidentalis</i>)	CE	Valley Foothill Riparian		Historic breeding records on the lower Santa Clara River from the early 1920's and 1942. Recent sightings are reported on the Santa Clara River near the Ventura/Los Angeles County lines (Cooper, 2001).
Yellow warbler (<i>Dendroica petechia</i>)	CSC	Valley Foothill Riparian		On the central California coast, typically breeding in riparian woodlands..
White-tailed kite (<i>Elanus leucurus</i>)	CFP	Irrigated Row and Field Crops, Eucalyptus, Valley Foothill Riparian, Coastal Oak Woodland, Annual Grassland		Breeds in tall shrubs and trees with thick canopy. Forages over open grasslands and agricultural land.
Southwestern willow flycatcher (<i>Empidonax traillii</i> <i>extimus</i>)	FE, CH, CSC	Valley Foothill Riparian		There are no records from the lower Santa Clara River, but potentially suitable breeding habitat exists in the riparian area adjacent to the river (SCREMP, 1996).
California horned lark (<i>Eremophila alpestris</i>)	CSC	Irrigated Row and Field Crops, Annual Grassland		Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
California condor (<i>Gymnogyps</i> <i>californianus</i>)	FE, CH, CE	Coastal Scrub and Mixed Chaparral, Annual Grassland, Marine		Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest. Historically foraged in coastal habitats.
Bald eagle (<i>Haliaeetus</i> <i>leucocephalus</i>)	FT, CE	Riverine, Estuarine		Nests in large trees with open branches along reservoir, lake and river margins, usually within one mile of water. Forages over water and wetlands of reservoirs, lakes, rivers, and streams.
Yellow-breasted chat (<i>Icteria virens</i>)	CSC	Valley Foothill Riparian		Breed in dense riparian thickets with tall trees for perches.
Western least bittern (<i>Ixobrychus exilis</i>)	CSC	Fresh Emergent Marsh		Breeds in freshwater marsh with dense cattails.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	CSC	Irrigated Row and Field Crops, Coastal Scrub and Mixed Chaparral, Coastal Oak Woodland, Annual Grassland		Breeds in shrubs and small trees, forages for insects and small vertebrates in open habitats such as grasslands and agricultural land.
Long-billed curlew (<i>Numenius americanus</i>)	CSC	Irrigated Row and Field Crops, Annual Grassland, Fresh Emergent Marsh, Saline Emergent Marsh, Estuarine, Marine		Forages in winter on mudflats, lagoon, beaches and moist agricultural land.

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area (Continued)

Species	Status	Plan Area Habitat	
		Associations	Species Notes
Osprey (<i>Pandion haliaetus</i>)	CSC	Valley Foothill Riparian, Lacustrine, Riverine, Estuarine, Marine	Breeds in tall dead trees or on poles near permanent water sources. Forages for fish over open water.
Belding's savannah sparrow (<i>Passerculus sandwichensis beldingi</i>)	CE	Saline Emergent Marsh	Recorded in McGrath State Beach in 1977, but population considered extirpated after saltmarsh at mouth of Santa Clara River was closed to tidal action (CNDDDB, 2001). Also recorded in southern Plan Area.
Blochman's dudleya (<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>)	List 1B	Coastal Scrub and Mixed Chaparral, Marine	Found in coastal scrub, coastal bluff scrub, valley and foothill grassland, open rocky slopes in shallow clays over serpentine or in rocky areas with little soils. 5-450 meters.
Coulter's goldfields (<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>)	List 1B	Annual Grassland, Fresh Emergent Marsh, Saline Emergent Marsh	Coastal salt marshes, playas, valley and foothill grassland, and vernal pools. Prefer alkaline soils. 1-1400 meters.
Rayless ragwort (<i>Senecio aphanactis</i>)	List 2	Valley Foothill Riparian, Coastal Scrub and Mixed Chaparral, Coastal Oak Woodland	Annual herb found in chaparral, woodland, and on alkaline substrate in coastal scrub habitat. Blooms Jan-Apr. 15-800 meters elevation.
Estuary seablite (<i>Suaeda esteroa</i>)	List 1B	Fresh Emergent Marsh, Saline Emergent Marsh	Found in coastal salt marshes with clay silt and sand substrates, and swamps. 0-5 meters.
INVERTEBRATES			
Tiger beetle (<i>Cicindela senilis frosti</i>)	CEQA	Estuarine, Marine	Occasionally found on dry saline flats of estuaries and mudflats along the coast of Southern California.
Sandy beach tiger beetle (<i>Cicinderelela hirticollis gravida</i>)	FSC	MARINE	Inhabits clean, dry, sandy areas which are bright and open.
Globose dune beetle (<i>Coelus globosus</i>)	FSC	Marine	Inhabits coastal dunes
Monarch butterfly (<i>Danaus plexippus</i>)	CEQA	Urban, Eucalyptus, Valley Foothill Riparian	Feeds on milkweed plants in the Genus <i>Asclepius</i> and overwinters in large roosts in coastal central and southern California, using protected groves of trees
Wandering (=saltmarsh) skipper (<i>Panoquina errans</i>)	CEQA	Saline Emergent Marsh	Found in Southern California coastal salt marshes.
Mimic tryonia (=California brackishwater snail) (<i>Tryonia imitator</i>)	CEQA	Saline Emergent Marsh, Lacustrine, Estuarine	Inhabit permanently submerged coastal lagoons, estuaries, and salt marshes from Sonoma County south to San Diego County. Salinity tolerant.
FISH			
Santa Ana sucker (<i>Catostomus santaanae</i>)	FT, CH, CSC	Riverine	Endemic to Los Angeles Basin south coastal streams. They are habitat generalists, but prefer sand-rubble-boulder bottoms, and cool clear water with algae.
Tidewater goby (<i>Eucyclogobius newberryi</i>)	FE, CH	Estuarine	Found in brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego county, to the mouth of the Smith River.

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area (Continued)

Species	Status	Plan Area Habitat		Species Notes
			Associations	
Unarmored threespine stickleback (<i>Gasterosteus aculeatus williamsoni</i>)	FE, CE		Riverine, Estuarine	Found in weedy pools, backwaters, and among emergent vegetation at the stream edge in small southern California streams.
Arroyo chub (<i>Gila orcutti</i>)	CSC		Riverine, Estuarine	Found within the Los Angeles Basin south coastal streams, in slow moving stream sections with mud or sand bottoms. Feed heavily on aquatic vegetation and associated invertebrates.
Southern steelhead - southern California ESU (<i>Oncorhynchus mykiss irideus</i>)	FE, CH, CSC		Riverine, Estuarine	The Federal listing refers to populations from Santa Maria River South to southern extent of range (San Mateo Creek in San Diego County)
Arroyo toad (<i>Bufo californicus</i>)	FE, CH, CSC		Valley Foothill Riparian, Riverine	Found in semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. In rivers with sandy banks, willows, cottonwoods, and sycamores, and loose gravelly areas of streams in drier parts of range. Historically found on coastal plain, distribution now limited mostly to headwater streams.
California red-legged frog (<i>Rana aurora draytonii</i>)	FT, CH, CSC		Fresh Emergent Marsh, Lacustrine	Still or slow moving fresh or brackish water with emergent vegetation for breeding. The closest populations are in East Las Virgenes Creek near the Ventura and Los Angeles County line, and the Santa Monica Mountains National Recreation Area.
REPTILES				
Silvery legless lizard (<i>Anniella pulchra pulchra</i>)	CSC		Coastal Scrub and Mixed Chaparral, Marine	Sandy or loose organic soils, especially with leaf litter; coastal dunes and scrub.
Southwestern pond turtle (<i>Emys marmorata pallida</i>)	CSC		Fresh Emergent Marsh, Lacustrine, Riverine	Slow-moving to still, permanent water sources with upland areas of friable soils for nests.
Coast horned lizard (<i>Phrynosoma coronatum</i>)	CSC		Valley Foothill Riparian, Coastal Scrub and Mixed Chaparral, Riverine (on barren sand bars)	Open, especially sandy areas such as washes and flood plains.
South coast garter snake (<i>Thamnophis sirtalis</i> ssp.)	CSC		Valley Foothill Riparian, Fresh Emergent Marsh, Lacustrine, Riverine	Marsh and upland habitats near permanent water with riparian vegetation.

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area (Continued)

Species	Status	Plan Area Habitat	
		Associations	Species Notes
MAMMALS			
Townsend's (western) big-eared bat (<i>Corynorhinus townsendii</i>)	CSC	Irrigated Row and Field Crops, Valley Foothill Riparian, Coastal Scrub and Mixed Chaparral, Coastal Oak Woodland, Annual Grassland, Fresh Emergent Marsh, Saline Emergent Marsh, Lacustrine, Riverine, Estuarine	Colonial species which uses caves and buildings. Forages over a wide range of forested and open habitats.
South coast marsh vole (<i>Microtus californicus stephensi</i>)	CSC	Saline Emergent Marsh	Found in tidal marshes in Los Angeles, Orange and southern Ventura Counties.
BIRDS			
Two-striped garter snake (<i>Thamnophis hammondi</i>)	CSC	Fresh Emergent Marsh, Lacustrine, Riverine	Permanent or semi-permanent bodies of water bordered by dense vegetation.
Cooper's hawk (<i>Accipiter cooperi</i>)	CSC	Valley Foothill Riparian, Coastal Oak Woodland	Forages in woodlands.
Sharp-shinned hawk (<i>Accipiter striatus</i>)	CSC	Valley Foothill Riparian, Coastal Oak Woodland	Nests and forages in woodlands.
Ferruginous hawk (<i>Buteo regalis</i>)	CSC	Irrigated Row and Field Crops, Annual Grassland	Wintering grounds consist of open grasslands.
Tricolored blackbird (<i>Agelaius tricolor</i>)	FSC, CSC	Irrigated Row and Field Crops, Fresh Emergent Marsh	Largely endemic to California, most numerous in the Central Valley and nearby vicinity. Requires open water, protected nesting substrate, and foraging grounds within vicinity of the nesting colony. Nests in dense thickets of cattails, tules, willow, blackberry, wild rose, and other tall herbs near fresh water.
Burrowing owl (<i>Athene cunicularia</i>)	CSC	Irrigated Row and Field Crops, Annual Grassland	Nests and roosts in medium-sized mammal burrows. Forages for insects, small vertebrates over open habitats.
Western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	FT, CH, CSC	Saline Emergent Marsh, Estuarine, Marine	Breeds in foredunes, and at the mouth of the Santa Clara River. Forages on sandy beach.
Northern harrier (<i>Circus cyaneus</i>)	CSC	Irrigated Row and Field Crops, Annual Grassland, Fresh Emergent Marsh, Saline Emergent Marsh	Breeds on the ground in moist grasslands, forages over marsh, grasslands, dunes, and agricultural land.
Western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>)	CE	Valley Foothill Riparian	Historic breeding records on the lower Santa Clara River from the early 1920's and 1942. Recent sightings are reported on the Santa Clara River near the Ventura/Los Angeles County lines (Cooper, 2001).
Yellow warbler (<i>Dendroica petechia</i>)	CSC	Valley Foothill Riparian	On the central California coast, typically breeding in riparian woodlands..

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area (Continued)

Species	Status	Plan Area Habitat		Species Notes
			Associations	
White-tailed kite (<i>Elanus leucurus</i>)	CFP		Irrigated Row and Field Crops, Eucalyptus, Valley Foothill Riparian, Coastal Oak Woodland, Annual Grassland	Breeds in tall shrubs and trees with thick canopy. Forages over open grasslands and agricultural land.
Southwestern willow flycatcher (<i>Empidonax traillii extimus</i>)	FE, CH, CSC		Valley Foothill Riparian	There are no records from the lower Santa Clara River, but potentially suitable breeding habitat exists in the riparian area adjacent to the river (SCREMP, 1996).
California horned lark (<i>Eremophila alpestris</i>)	CSC		Irrigated Row and Field Crops, Annual Grassland	Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
California condor (<i>Gymnogyps californianus</i>)	FE, CH, CE		Coastal Scrub and Mixed Chaparral, Annual Grassland, Marine	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest. Historically foraged in coastal habitats.
Bald eagle (<i>Haliaeetus leucocephalus</i>)	FT, CE		Riverine, Estuarine	Nests in large trees with open branches along reservoir, lake and river margins, usually within one mile of water. Forages over water and wetlands of reservoirs, lakes, rivers, and streams.
Yellow-breasted chat (<i>Icteria virens</i>)	CSC		Valley Foothill Riparian	Breed in dense riparian thickets with tall trees for perches.
Western least bittern (<i>Ixobrychus exilis</i>)	CSC		Fresh Emergent Marsh	Breeds in freshwater marsh with dense cattails.
White-faced ibis (<i>Plegadis chibi</i>)	CSC		Fresh Emergent Marsh, Estuarine	May use marsh and mudflats associated with Santa Clara River estuary.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	CSC		Irrigated Row and Field Crops, Coastal Scrub and Mixed Chaparral, Coastal Oak Woodland, Annual Grassland	Breeds in shrubs and small trees, forages for insects and small vertebrates in open habitats such as grasslands and agricultural land.
Long-billed curlew (<i>Numenius americanus</i>)	CSC		Irrigated Row and Field Crops, Annual Grassland, Fresh Emergent Marsh, Saline Emergent Marsh, Estuarine, Marine	Forages in winter on mudflats, lagoon, beaches and moist agricultural land.
Osprey (<i>Pandion haliaetus</i>)	CSC		Valley Foothill Riparian, Lacustrine, Riverine, Estuarine, Marine	Breeds in tall dead trees or on poles near permanent water sources. Forages for fish over open water.
Belding's savannah sparrow (<i>Passerculus sandwichensis beldingi</i>)	CE		Saline Emergent Marsh	Recorded in McGrath State Beach in 1977, but population considered extirpated after saltmarsh at mouth of Santa Clara River was closed to tidal action (CNDDDB, 2001). Also recorded in southern Plan Area.
Brown pelican (<i>Pelecanus occidentalis</i>)	FE (delisted), CFP		Estuarine, Marine	Roosts at river mouth. Forages in nearshore marine environment.
Coastal California gnatcatcher (<i>Poliophtila californica californica</i>)	FT, CH, CSC		Coastal Scrub and Mixed Chaparral	Obligate permanent resident of low coastal sage scrub in arid washes, on mesas and slopes below 2500 feet in Southern California.

Table 5-2 Special Status Plant and Wildlife Species as of 2005, Known or Having Potential to Occur in the Planning Area (Continued)

Species	Status	Plan Area Habitat		Species Notes
			Associations	
Light-footed clapper rail <i>(Rallus longirostris levipes)</i>	FE, CE, CFP		Saline Emergent Marsh	Breeds and forages in coastal saltmarsh.
Bank swallow <i>(Riparia riparia)</i>	CT		Riverine	Banks of rivers, creeks, lakes, and seashores; nests in excavated dirt tunnels near the top of steep banks.
California least tern <i>(Sterna antillarum bronni)</i>	FE, CE		Saline Emergent Marsh, Estuarine, Marine	Known to breed on sandbars and mouth of the Santa Clara River. Recent breeding also recorded near the south end of McGrath Lake, and between Port Hueneme and Pt. Mugu.
Least Bell's vireo <i>(Vireo bellii pusillus)</i>	FE, CH, CE		Valley Foothill Riparian	Typically breeds in riparian habitats. Pairs observed in McGrath State Beach in riparian habitat adjacent to the Santa Clara River.

Notes:

FEDERAL: (U.S. Fish and Wildlife Service and Marine Fisheries Service)
 FE= Listed as Endangered by the Threatened by the State of Federal Government
 FT= Listed as Threatened by the Federal Government
 CH= Critical Habitat has been designated for this species CEQA =
 FPT= Proposed for Listing as Threatened
 FC= Candidate for Federal Listing
 FSC= Federal Species of Special Concern

STATE: (California Department of Fish and National and Game)
 CT= Listed as California
 Listed as Rare by the State of California (plants only)
 CSC= California Species of Special Concern
 No formal State status but considered rare by CDFG and therefore recognized under CEQA as a significant resource (State CEQA Guidelines Section 15380)

Source: United States Fish and Wildlife Service (USFWS) 2005

5.3 Aesthetic Resources

Aesthetic or visual resources is a broad term used to identify the particular scenic qualities that define a place or landscape. The landscapes that define a particular area are a combination of four visual elements: landforms, water, vegetation, and human-made structures. The Planning Area’s location between the Pacific Coast and the Coastal Mountain Range provide an opportunity for a variety of unique aesthetic resources. Issues addressed in this section include the following:

- Regulations associated with local aesthetic resources
- Types and locations of aesthetic resources unique to the Planning Area

Methods

This evaluation of aesthetic resources was based on an initial review of existing reports and literature from the City of Oxnard. Additional sources of information included the California Department of Transportation’s (Caltrans) Designated Scenic Route Map for Ventura County.

Landscapes can be defined by four visual elements: landforms, water, vegetation, and human-made structures.

Key Terms

Coastal Zone. A coastal zone is a land and water area of the State of California that extends seaward to the State's outer limit of jurisdiction, including all offshore islands, and extends inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards. The actual Coastal Zone boundary is delineated on a set of maps adopted by the State Legislature.

Greenbelt Agreement. Greenbelt agreements are adopted by a joint resolution ordinance of the affected agencies and represent a policy commitment to the ongoing preservation of agricultural and open space areas.

Scenic Highway Corridor. The area outside of a highway right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway/Scenic Route. A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and human-made scenic resources and access or direct views to areas or scenes of exceptional beauty (including those of historic or cultural interest). The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980's, General Plans in California were required to include a Scenic Highways Element.

Until recently, General Plans in California were required to include a Scenic Highways Element.

Scenic Area. An open or mostly undeveloped area, the natural features of which are visually significant, or geologically or botanically unique.

View Corridor. The line of sight, identified as to height, width, and distance, of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building); the route that directs the viewer's attention.

5.3.1. Regulatory Setting

Relevant State and local guidelines specific to aesthetic resource issues are discussed in this section.

State Regulations

California Department of Transportation - California Scenic Highway Program. California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. The State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq.

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. A list of California's scenic highways and a map identifying their locations may be obtained from the Caltrans Scenic Highway Coordinators.

For a specific route to be included on a list of highways eligible for scenic highway designation, it must be added to the list prior to being considered for official designation. A highway may be designated scenic depending on the extent of the natural landscape that can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

When a local jurisdiction nominates an eligible scenic highway for official designation, it must also identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic highway designation protects these scenic values of an area. Jurisdictional boundaries of the nominating agency are also considered, and the agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program.

To receive official designation, the local jurisdiction must follow the same process required for official designation of State Scenic Highways. The minimum requirements for scenic corridor protection include:

- Regulation of land use and density of development;
- Detailed land and site planning;
- Control of outdoor advertising (including a ban on billboards);
- Careful attention to and control of earthmoving and landscaping; and
- Careful attention to design and appearance of structures and equipment.

The City's Coastal Zone has been divided into four planning areas: McGrath/Mandalay Beach, Oxnard Shores, Channel Islands, and Ormond Beach.

Citizen participation in developing these requirements is very important if the program is to have popular support.

California Coastal Act of 1976. The California Coastal Act of 1976 (Public Resources Code Sections 30000 et seq.) requires each local jurisdiction lying in whole or in part within the Coastal Zone to prepare a local coastal program (LCP) for that portion of the Coastal Zone lying within its jurisdiction. The LCP must be certified by the Coastal Commission for review and certification.

Local Regulations

City of Oxnard – Coastal Land Use Plan. The Coastal Land Use Plan, drafted by the City of Oxnard in February of 1982, contains the policies by which all new development projects are assessed. Policies have been developed to address the issues of access, recreation, marine environment, land resources, new development and industrial development.

Broadly, the policies mandate that an equal opportunity to enjoy coastal resources shall be provided through:

- Maximum public access for all economic segments of society shall be provided;
- Coastal areas suitable for recreational use should be preserved for that use;
- Marine resources shall be maintained and enhanced, where feasible, and restored;
- Sensitive habitats, prime agricultural land, and archaeological resources are to be preserved;
- New residential and commercial development is to be concentrated in existing developed areas, and consistent with service capacities; and
- Industrial developments, including coastal-dependent and energy facilities, are also to be concentrated and consolidated as much as possible.

Priorities are established for competing uses of local coastal resources. Preservation of sensitive habitat areas and coastal resources and the provision of coastal access are the highest priority. Preservation of lands suitable for agriculture is also given a high priority. In areas that are determined to be neither sensitive areas nor suitable for agriculture, coastal-dependent uses, including public recreational uses, coastal-dependent industries and energy facilities receive the highest priority.

Other private development is permitted on the areas not reserved for habitat preservation, agriculture, public recreation or coastal-dependent uses. Within the areas for private development, visitor-serving commercial uses receive priority over private developments.

Oxnard 2020 General Plan. As described above, the City has adopted an LCP that consists of a Coastal Land Use Plan and Coastal Zoning Regulations and Maps. Goals and policies provided in the City's combined Open Space/Conservation Element are consistent with the local coastal program.

Greenbelt Agreements. Within Ventura County, several cities, the County, and the Local Agency Formation Commission (LAFCO) have adopted greenbelt agreements between jurisdictions to assist in preserving agriculture and other open space lands located between cities. Greenbelt agreements are joint or co-adopted resolutions by cities, the County (when applicable) and LAFCO, whereby it is agreed to jointly administer a common policy of non-annexation and non-development in an agreed upon area. The basic purpose of the greenbelt is to establish a mutual agreement between the participating jurisdictions regarding the limits of urban growth for each city. Allowable uses within these greenbelt areas are limited to various agricultural and open space uses.

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 (see Figure 5-2).
- Oxnard-Ventura Greenbelt Agreement. The City also entered into an agreement with the City of Ventura back in 1994 for the preservation of 2,460 acres of agricultural land. This greenbelt area is located in the northwest portion of the Planning Area (see Figure 5-2).

As further evidence of Oxnard's commitment to agricultural preservation, the 2020 Oxnard General Plan encourages the expansion of the Oxnard-Camarillo Greenbelt in the eastern and southeastern areas of the Planning Area. The City's existing General Plan also encourages the establishment of new greenbelts in the northwestern portion of the Planning Area and north of the Santa Clara River in cooperation with the City of San Buenaventura and County of Ventura. Establishment and expansion of

future greenbelt areas would only be made if these jurisdictions commit to prohibiting incompatible land uses (such as detention facilities and other non-agricultural and institutional uses) within the greenbelt boundaries.

5.3.2. Environmental Setting

The City's Planning Area is located in western Ventura County, midway between the cities of Santa Barbara and Los Angeles. The western and southern edges of the City are framed by the Pacific Ocean; the northern edge is bounded by the Santa Clara River, and the northeastern and eastern sides by agricultural lands that comprise the Oxnard-Camarillo Greenbelt.

The Planning Area is defined by several natural and human-made aesthetic resources, including open spaces, beaches and coastline, agricultural areas, low rise commercial and residential development, as well as tall buildings which are visible in the City's skyline. To maintain the low profile character of the community, urban development is clustered in compact core areas surrounded by rural open areas and agricultural uses. Although the topography of the Planning Area is relatively flat, several prominent vertical features are visible throughout the area including several tall eucalyptus and cypress windrows (which provide a windscreen) and by new office/commercial development along the Ventura Freeway corridor.

Roadways also serve as important view corridors in the Planning Area. Access to the Planning Area is provided by U.S. Route 101 (Ventura Freeway), State Route 1 (Pacific Coast Highway & Oxnard Boulevard), State Route 254 (Vineyard Avenue) and State Route 34 (Fifth Street). Many roadways traverse key scenic areas (i.e. coastal areas) and provide travelers with a variety of views.

Key aesthetic resources (including scenic areas and view corridors) are described below. An overview of where these key scenic areas occur within the Planning Area is provided in Figure 5-2, with several typical views provided in Figures 5-3 through 5-8.

Scenic Areas/View Corridors

Local Waterways. The primary waterway in the Planning Area is the Santa Clara River, which forms a strong natural boundary north of the City (see Figure 5-2). The entire river flows approximately 100 miles from its headwaters near Acton, California, to the Pacific Ocean. Extensive patches of high-quality riparian habitat, totaling over 4,000 acres, are present along the entire length of the river, whose large sediment deposits contribute greatly to beaches west of the City. Threats to the ecological health of the river include urban development, channelization, oil spills, stormwater runoff pollution, and the possible resumption of large-scale

Beach and coastline areas are recognized as the City's primary natural scenic resource.

The Santa Clara River is one of only two natural river systems remaining in Southern California.

aggregate mining in the channel. Numerous smaller waterways also traverse the Planning Area (including Beardsley Wash, Revolon Channel, etc.) and provide valuable natural scenery, recreational areas, and wildlife habitat. Many of these local waterways are visible from several view points including local roadways (see Figure 5-3).

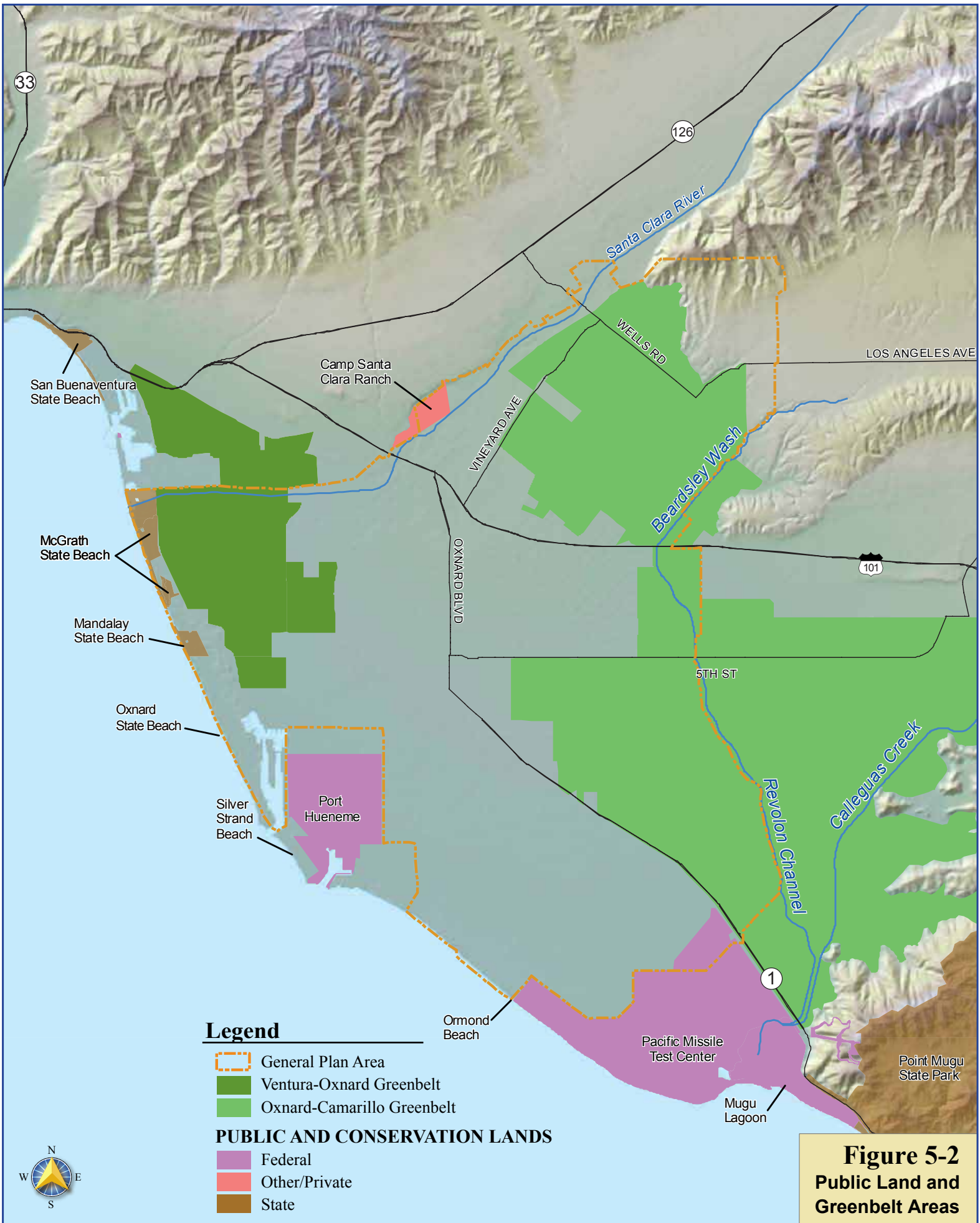
Agricultural Open Space. Lands on the periphery of the City are largely agricultural in nature. These agricultural greenbelt areas are found in the northeastern, eastern and northwestern portions of the Planning Area (see Figure 5-2). Agricultural greenbelt areas provide an important open space quality to the Planning Area and allow unrestricted views of the Coastal Mountain Range to the east, south, and north. Figure 5-4 provides one example of this important scenic resource, with a typical motorist view of agricultural areas along West Gonzalez Road, looking south. Figure 5-4 provides a view of the greenbelt area south of Hueneme Road near Point Mugu.

Beaches and Coastline. The Planning Area's beaches and coastline are recognized as the City's primary natural scenic resource, with three State beaches located within the Planning Area: McGrath State Beach, Oxnard State Beach and Mandalay Beach State Park (see Figure 5-2). Local and State beaches provide unique views of the Pacific Ocean and the offshore Channel Islands on clear days (see Figure 5-5). Other visual resources in the Coastal Zone include tall sand dunes near the Mandalay Beach (see Figure 5-5) and the wetlands in the Ormond Beach area; though, they are largely undeveloped and difficult to access. In order to preserve the aesthetic quality of the Planning Area's coastline, the City's Coastal Land Use Plan greatly regulates development along the Coastal Zone.

Scenic Highways/Roadways. According to the Caltrans Map of Designated Scenic Routes, there are no official State-designated routes in the Planning Area. However, State Route 1, which runs through the City of Oxnard, is under consideration. State Route 33 in Ventura is the closest officially designated scenic route to the Planning Area (see Figure 5-6). The City, in conjunction with Ventura County and the City of Port Hueneme has selected routes for the City's Scenic Highway System. These routes are summarized below:

- Los Angeles Avenue through Oxnard's Sphere of Influence
- Vineyard Avenue between Los Angeles Avenue and Patterson Road
- Oxnard Boulevard/Pacific Coast Highway between U.S. Route 101 (Ventura Freeway) and Point Mugu

Figure 5-2 Greenbelts



Source: USGS, 1993; City of Oxnard, 2005; and ESA, 2006

0 0.5 1 1.5 2 Miles

(Back of Figure 5-2)

Figure 5-3 Waterways



VIEW: Motorist's view of Edison Canal from West Fifth Street.



VIEW: Motorist's view of Revolon Channel.

Figure 5-3
Local Waterways

(Back of Figure 5-3)

Figure 5-4 Agriculture/Open Space



VIEW: Motorist's view looking south from W. Gonzales Road



VIEW: Pedestrian/motorist's view of the Oxnard-Camarillo Greenbelt looking south toward Pt. Mugu State Park/Santa Monica Mountains.

Figure 5-4
Agricultural
Open Space

(Back of Figure 5-4)

Figure 5-5 Beaches/Coastline



VIEW: Pedestrian's view from the jetty on Silver Strand Beach looking west toward Anacapa Island.



VIEW: Pedestrian's view from Mandalay Beach looking northeast toward sand dunes and the Los Padres Mountains.

Figure 5-5
Beaches and
Coastline

(Back of Figure 5-5)

Figure 5-6 Roadways



VIEW: Motorist's view of the Union Bank tower while driving north on Oxnard Boulevard.



VIEW: Motorist's view of the intersection of Los Angeles Avenue and State Route 118 looking West toward the City of Oxnard.

Figure 5-6
Roadways

(Back of Figure 5-6)

Figure 5-7 Urban Landscapes #1



VIEW: Pedestrian/motorist's view of Heritage Square.



VIEW: Pedestrian/motorist's view of Heritage Square.

Figure 5-7
Urban Landscapes

(Back of Figure 5-7)

Figure 5-8 Urban Landscapes #2



VIEW: Pedestrian/motorist's view of Plaza Park area.



VIEW: Motorist's view of Henry T. Oxnard Historic District.

Figure 5-8
Urban Landscapes

(Back of Figure 5-8)

- Victoria Avenue between the Santa Clara River and Channel Islands Boulevard, continuing east on Channel Islands Boulevard to Victoria Avenue
- U.S. Route 101 through Oxnard's Sphere of Influence
- Fifth Street between Mandalay Beach Road and Revolon Slough
- Central Avenue between Vineyard Avenue and Santa Clara Avenue
- Santa Clara Avenue between U.S. Route 101 and the Sphere of Influence boundary
- Gonzales Road between Harbor Boulevard and Del Norte Boulevard
Wooley Road between Harbor Boulevard and Rice Avenue
- Channel Islands Boulevard between Ventura Road and Rice Avenue
- Pleasant Valley Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)
- Hueneme Road between Port Hueneme city limits and State Route 1 (Pacific Coast Highway)
- Del Norte Boulevard between U.S. Route 101 and Fifth Street
- Rose Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- Rice Avenue between U.S. Route 101 and State Route 1 (Pacific Coast Highway)
- Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
- Ventura Road between U.S. Route 101 and Teakwood Street
- Patterson Road between Fifth Street and Hemlock Street and between Vineyard Avenue and Doris Avenue
- Doris Avenue between Victoria Avenue and Patterson Road

Typical motorist views throughout the Planning Area, range from foreground (0 to ½ mile), to middle ground (1/2 mile to 2 miles), to background (greater than 2 miles). Owing to the flat topography, views within the urban center are generally limited to foreground elements such as houses, stores, factories, and streetscapes. However background views of the Coastal Mountain Range are also possible along several roadways (see Figure 5-6).

Urban Landscapes. The City's urban landscape is also considered an important aesthetic resource. As previously described, the City has clustered urban development in smaller compact core areas, with several

neighborhoods maintaining many of their original architectural features (see Figure 5-7). Park or plaza features also provide important open space areas within these neighborhoods (see Figure 5-8).

5.4 Cultural Resources

Cultural Resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. To better understand the City's cultural heritage, the following topics are covered in this section:

- Federal, State, and local regulations
- Narrative of recent City History
- Existing cultural resources (e.g., sites, monuments, etc.) in the Planning Area

Methods

Information regarding known and recorded cultural resources within the Planning Area was identified through a records search of pertinent survey and site data at the South Central Coastal Information Center, California State University, Fullerton, in January, 2006 [SCCIC #6199.3454]. An inventory of properties listed in the National Register of Historic Places, the California Register of Historic Resources, the California Inventory of Historic Resources (1976), the California Historical Landmarks (1996), or the California Points of Historical Interest (1992) was also generated for the purposes of this report. Results of the historic properties listed by the Office of Historic Preservation are also provided. Due to the extensive number of surveys and archaeological sites in the project vicinity, a comprehensive listing of the reports is not included for the purposes of this report. Rather, an example of the types of studies and archaeological sites are provided.

Key Terms

Archaeology. The study of historic or prehistoric peoples and their cultures by analysis of their artifacts and monuments.

Ethnography. The study of contemporary human cultures.

Complex. A patterned grouping of similar artifact assemblages from two or more sites, presumed to represent an archaeological culture.

Historic Preservation District. An area of the City having historic, architectural, cultural or aesthetic significance and designated as a Historic Preservation District under the provisions of the City's Planning and Zoning Code.

Historic Site. A property, site, neighborhood, or area having historic, cultural, or geographic significance; structures on historic sites do not necessarily relate to the site's significance.

Isolate. Artifacts or features found apart from recognized archaeological sites. Overall, isolates lack the necessary context in order to adequately judge its significance or be considered scientifically meaningful.

Landmark. Any structure or natural feature designated as a Cultural or Historic Monument under the provisions of the City's Planning and Zoning Code or as listed in California Historical Landmarks.

Midden. A deposit marking a former habitation site and containing such materials as discarded artifacts, bone and shell fragments, food refuse, charcoal, ash, rock, human remains, structural remnants, and other cultural leavings.

State Historical Landmark. Historic structure or site of local or statewide interest.

State Point of Historical Interest. Historic structure or site of local or countywide interest.

5.4.1. Regulatory Setting

Cultural resources are subject to various Federal, State and local regulations. A brief overview of these regulations follows.

Federal Regulations

National Historic Preservation Act (NHPA). Most regulations at the Federal level stem from the National Environmental Policy Act (NEPA) and historic preservation legislation such as the National Historic Preservation Act (NHPA) of 1966, as amended. NHPA established guidelines to "preserve important historic, cultural, and natural aspects of our national heritage, and to maintain, wherever possible, an environment that supports diversity and a variety of individual choice." The NHPA includes regulations specifically for Federal land-holding agencies, but also includes regulations (Section 106) which pertain to all projects that are funded, permitted, or approved by any Federal agency and which have the potential to affect cultural resources. All projects that are subject to NEPA are also subject to compliance with Section 106 of the NHPA and NEPA

requirements concerning cultural resources. Provisions of NHPA establish a National Register of Historic Places (The National Register) maintained by the National Park Service, the Advisory Councils on Historic Preservation, State Historic Preservation Offices, and grants-in-aid programs.

American Indian Religious Freedom Act and Native American Graves and Repatriation Act. The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. Additionally, Native American remains are protected by the Native American Graves and Repatriation Act of 1990.

Other Federal Legislation. Historic preservation legislation was initiated by the Antiquities Act of 1966, which aimed to protect important historic and archaeological sites. It established a system of permits for conducting archaeological studies on Federal land, as well as setting penalties for noncompliance. This permit process controls the disturbance of archaeological sites on Federal land. New permits are currently issued under the Archeological Resources Protection Act (ARPA) of 1979. The purpose of ARPA is to enhance preservation and protection of archaeological resources on public and Native American lands. The Historic Sites Act of 1935 declared that it is national policy to "Preserve for public use historic sites, buildings, and objects of national significance."

State Regulations

California Register of Historic Resources (CRHR). California State law also provides for the protection of cultural resources by requiring evaluations of the significance of prehistoric and historic resources identified in California Environmental Quality Act (CEQA) documents. Under CEQA, a cultural resource is considered an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA Guidelines. Criteria identified in the CEQA Guidelines are similar to those described under the NHPA. The State Historic Preservation Office (SHPO) maintains the CRHR. Historic properties listed, or formally designated for eligibility to be listed, on The National Register are automatically listed on the CRHR. State Landmarks and Points of Interest are also automatically listed. The CRHR can also include properties designated under local preservation ordinances or identified through local historical resource surveys.

California Environmental Quality Act (CEQA). CEQA requires that lead agencies determine whether projects may have a significant effect on archaeological, paleontological and historical resources. This determination

applies to those resources which meet significance criteria qualifying them as "unique," "important," listed on the California Register of Historical Resources (CRHR), or eligible for listing on the CRHR. If the agency determines that a project may have a significant effect on a significant resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. If a cultural resource is found not to be significant or unique under the qualifying criteria, it need not be considered further in the planning process.

CEQA emphasizes avoidance of archaeological and historical resources as the preferred means of reducing potential significant environmental effects resulting from projects. If avoidance is not feasible, an excavation program or some other form of mitigation must be developed to mitigate the impacts. In order to adequately address the level of potential impacts, and thereby design appropriate mitigation measures, the significance and nature of the cultural resources must be determined. The following are steps typically taken to assess and mitigate potential impacts to cultural resources for the purposes of CEQA:

- Identify cultural resources,
- Evaluate the significance of the cultural resources found,
- Evaluate the effects of the project on cultural resources, and
- Develop and implement measures to mitigate the effects of the project on cultural resources that would be significantly affected.

State Laws Pertaining to Human Remains. Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. CEQA Guidelines (Section 15064.5) specify the procedures to be followed in case of the discovery of human remains on non-Federal land. The disposition of Native American burials falls within the jurisdiction of the Native American Heritage Commission.

Tribal Consultation Guidelines (Senate Bill 18). SB 18, authored by Senator John Burton and signed into law by Governor Arnold Schwarzenegger in September 2004, requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. SB 18 also requires the Governor's Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments for how to conduct these consultations. The

intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.).

Local Regulations

City of Oxnard - Oxnard 2020 General Plan. The combined Open Space/Conservation Element of the City's existing General Plan contains one objective and several policies pertinent to cultural resources.

5.4.2. Environmental Setting

The following section summarizes the Planning Area's prehistoric, ethnographic, and historic setting. Figure 5-9 provides a visual timeline of the Planning Area's historic setting.

The region's native people were the Ventureño Chumash who were able to sustain one of the most complex hunter-gatherer cultures on earth.

Prehistoric and Ethnographic Setting

The coastal region of the Santa Barbara Channel and the vicinity of the Santa Clara River have a long and diverse history of occupation that has contributed greatly to our understanding of prehistoric ways of life in coastal environments. The Santa Barbara Channel region contains a rich variety of landscapes, from coastal littoral to mountain zones separated by piedmont and terrace lands. In addition, the Santa Barbara region received enough rainfall to sustain an abundant biotic community.

The coastal landscape throughout the Southern California coast, especially during the Holocene period (or the last 10,000 years), featured lagoons, large estuaries, and bays harboring a rich community of life, such as mollusk, fish and waterfowl. As a result, the region's native peoples, the Chumash, were able to sustain one of the most complex hunter-gatherer cultures on earth.

The Ventureño Chumash, who spoke a language of the Hokan stock, occupied the area from Topanga Canyon northwest to San Luis Obispo. The Chumash followed a diverse subsistence pattern, with a reliance on fishing, but hunting and gathering augmented their diet. It is plausible that the abundant sea resources throughout the Chumash coastal occupation were crucial to their overall success in the region. Moreover, their wide diet allowed them to exploit a variety of environments, including long term habitation on the Channel Islands. Indeed, the Chumash achieved a high degree of social complexity, including at least two major chiefdoms, and population size without the need for agriculture.

Figure 5-9 Planning Timeline

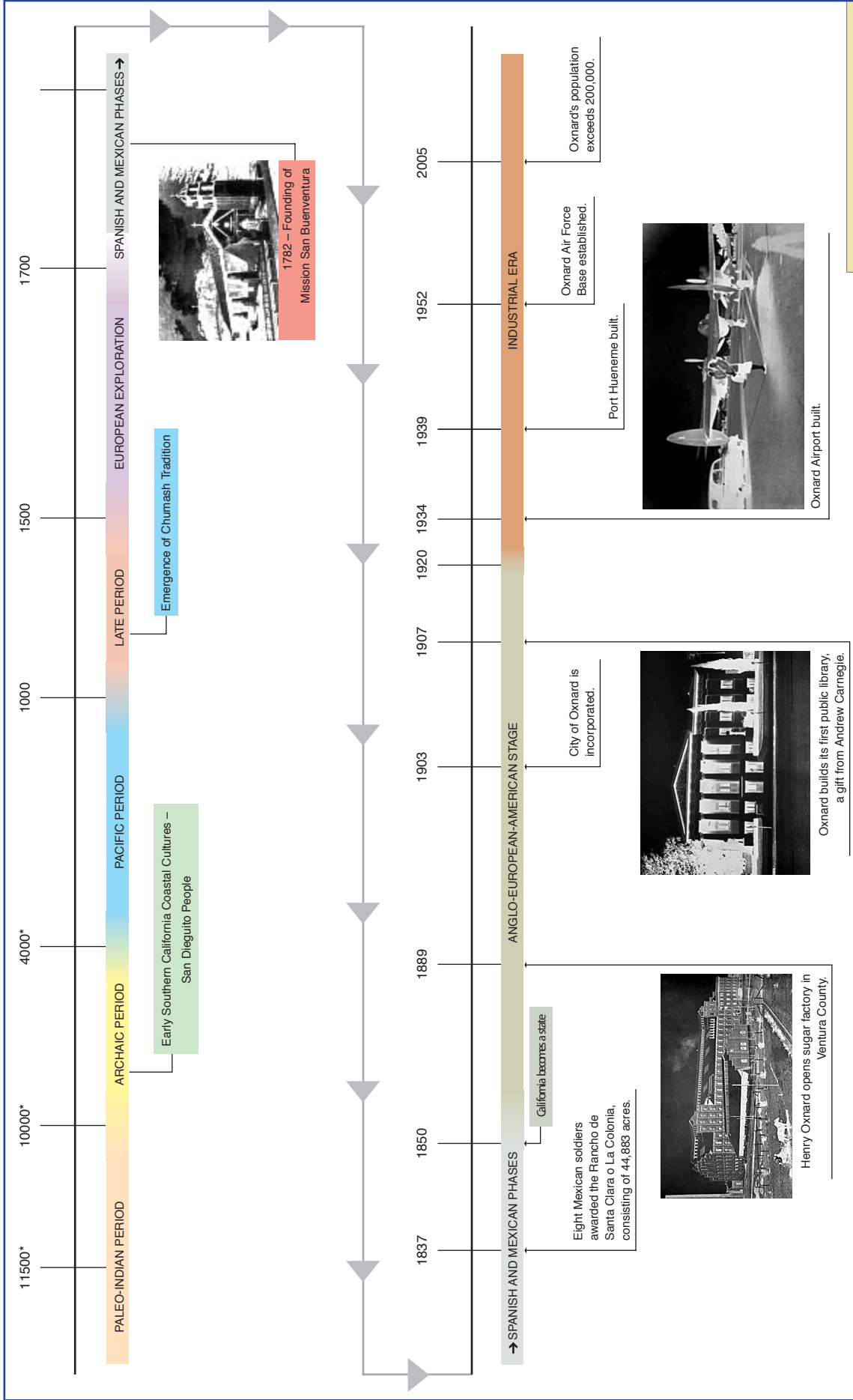


Figure 5-9
Historic Timeline for the Planning Area

* Years Before Present
Photographs courtesy of the Oxnard Library

(Back of Figure 5-9)

5.4.3. Historic Setting

The Spanish and Mexican Phases

As of the middle 16th century, sporadic exploration of California began by Spanish, British and Russian explorers, which, in turn, initiated the progressive development of immigrant cultures into native California. However, this first phase of exploration did not necessarily result in permanent settlement, but was, in fact, subject to the vagaries of European politics and, in the case of the Spaniards, the progress of Mexican colonial administration. These expeditions, such as those by Gaspar de Portola in 1769-70 and Juan Bautista de Anza in 1775-76, led up to the establishment of the Mission of San Buenaventura in 1782. The founding of the mission marked a clear beginning of the historic period and the decline of the native populations in the process of missionization. It was with the founding of the Mission that the first cultivation of the land took place and precipitated the agricultural significance of the region.

Early Spanish expeditions led to the establishment of the Mission San Buenaventura in 1782.

Despite the proximity to the original Ventura Mission, the Oxnard area and its surrounding landscape fell just outside of the Mission boundaries. Consequently, this region was not a major part of the first fifty years of colonization in Ventura County – although any local Chumash were undoubtedly affected by the events taking place around them. By 1822, the Mexican government gained control of California and began to wield more power over the affairs of the region and its use economically, which led to a greater degree of secularization of the missions and ranchos. To this end, in 1837, Governor Juan B. Alvarado awarded the Rancho el Rio de Santa Clara o La Colonia to eight soldiers, consisting of 44, 883 total acres. Subsequently, a smaller rancho, Rancho San Miguel, was sold to Raimundo Olivas and Felipe Lorenzana. The land of this Rancho was situated north of the Santa Clara River with the river itself marking its southern boundary.

Although the original Rancho Santa Clara was awarded to eight men, the only part owner that maintained active pastureland for cattle grazing named Rafael Gonzalez. As the American Period began around 1848, many of the original land grants were converted to U.S. Land Commission control; however, many of the placenames have been preserved, such as El Rio, and unincorporated residential community north of the Ventura Freeway. It was in the location of present-day El Rio that the Gonzales family adobe was located and, consequently, where much of the ranching activities were situated. In addition, the original name for the City of Oxnard, La Colonia, still remains as a Hispanic borough within the city.

The City's original name was "La Colonia."

Another Rancho of the Spanish-Mexican era pertinent to the Santa Clara River mouth was Rancho San Pedro, a small parcel that was later incorporated into the Rancho Santa Clara. A map of this rancho from 1852 depicts the boundaries very close to the mouth of the river. The map depicts a dense strip of riparian vegetation along the bank of the river, along with two freshwater lakes, "lagunas aqua dulce," which are located near the sand dune border with the ocean and adjacent to the banks of the river mouth. The area around the river mouth was mapped again fifteen years later as part of the Rancho Santa Clara. According to Cota (1867, as cited in Swartsberg and Moore 1995), the mouth of the river was estimated to be fifteen to twenty chains (330 to 44) yards) wide, the sand dunes were measured at 100 to 500 yards, and the "swampy land full of sloughs and lagunas extending along the whole front of the rancho" was measured at one-half to three-quarters of a mile long.

The Anglo-European-American Stage and Emergent Commercial Agriculture

The center of land use for the region during the mid 1800's was in the area of El Rio, which was enough distance away to suggest that the coastal area and fringe was likely of peripheral importance – at least during the Gonzalez's tenure. The land tenure was changing, however, and by the early 1860's many non-Hispanics began purchasing rancho lands for the first time. An easterner named Thomas A. Scott purchased many of the rancho lands through a local agent, Thomas A. Bard. When Scott's plans to encourage the Southern Pacific Railroad to build its terminus on the property failed, he sold the land to Bard in 1869. By this time, however, squatters had assumed that the land was public and available for the taking, and had already occupied portions of the land. After a protracted dispute over the land rights between Bard and the squatters, the courts decided in Bard's favor, with the condition that the squatters be given the opportunity to purchase the lands they occupied. This resulted in the settlement and eventual incorporation of the Town of Hueneme. The underpinnings of these land tenure issues, was, by and large, the evident agricultural potential of the Oxnard Plain, which became the dominant land use in subsequent decades.

The local farming industry quickly reoriented to focus on the sugar beet industry, which created unprecedented economic growth for "La Colonia."

The impetus for land use change that took place by 1870 from grazing to intensive agriculture was likely due to the development of new strategies to exploit the agricultural potential of the Oxnard flood plain, and the increasing economic importance of agriculture to the growing population of California. The discovery of two major aquifers, the Oxnard and the Fox Canyon Aquifers, contributed greatly to the development of artesian wells in order to exploit this resource. The Fox Canyon Aquifer underlies most of the coastal plain, making it the most widely distributed of the local

aquifers. With the increasing irrigation capabilities, the existing cultivation potential of the alluvial soils in the coastal plain led, almost inevitably, to the agricultural focus of land use in the region. As a result, many of the new settlers to the region were principally farmers, such as Dominick McGrath, who purchased 1337 acres of the original land grant in 1875 (Bodie, 1977). In addition, the Oxnard brothers' success in the sugar beet industry in Chino led to the construction of the America Sugar Beet Factory in La Colonia. The local farming industry quickly reoriented to focus on the sugar beet industry, which created unprecedented economic growth for "La Colonia." This led, in turn, to the establishment of the City of Oxnard on the La Colonia center.

With the success of the beet industry, commercial agriculture began in earnest, supplanting livestock raising as the predominant land use. By 1875, intensive agriculture began with the introduction of lima beans, which slowly surpassed grain as the top agricultural crop in the region. By the late nineteenth century, the agriculture potential of the Oxnard Plain became more evident, with its high water table and dissolved salts, and more crops were rotated in with limas, including sugar beets, barley and citrus (Gregor, 1953).

The experimentation with citrus became a harbinger for change along the Santa Clara River, especially with respect to irrigation and the need to divert water from the river itself, which was not as necessary with the dry-land farming that had taken place up to that point. Although an expensive and risky business, farmers began replacing walnut groves with citrus when the first substantial diversion of the river took place by the turn of the century (Blanchard, 1983; Freeman, 1968; Teague, 1944). By the turn of the century, the region became one of the most important agricultural regions in California. The extent of the agricultural influence on the Oxnard Plain has been rising dramatically ever since, and, with it, unprecedented population growth.

Over the last 50 years the rapid and significant increases in population has increased the needs for urbanization, which has especially affected the upper Santa Clara Region. Many of the use changes have taken the form of bridge construction, flood control development and landfills, as well as a residential boom that has taken place since the 1920s. Related to the valley's urban development has been the increasing industrial use of the river for sand and gravel mining, which went into the building of roads and general infrastructure.

Local agriculture in the lower river region, including the area surrounding the river mouth, has seen a shift toward smaller farms during the 20th century. With the increasing population to Oxnard, farm areas has

decreased in some locations, which has led to a shift toward higher priced crops that require more intensive irrigation. According to Gregor (1953), over 62 percent of the grain, row, or tree crop farms in the lowland area were less than 100 acres. This statistic only serves to illuminate the increasing urbanization of Oxnard and the decreasing size in agricultural acreage.

The Industrial Era (1920 – Present)

As urbanization and economic growth continued to increase, the demands on the river and the land around it also grew. Agriculture in the region became agribusiness. Population growth in Ventura County expanded during this period exponentially, and, as a result, urban development has followed suit with residential and industrial development further encroaching on the floodplain.

5.4.4. Summary of Existing Resources

The following section summarizes information received from the records search conducted at the South Central Coastal Information Center (SCCIC), California State University, Fullerton, in January, 2006 for the Planning Area. According to the SCCIC records, the Planning Area contains a variety of previously recorded cultural resources, both from the prehistoric and historic eras, including 12 prehistoric sites and 7 isolates. The Planning Area also contains 31 recorded resources in the form of buildings or structures. The County of Ventura also maintains a list of local historic landmarks and points of interest that represent historic resources of local significance. Several key historic resources are identified in Tables 5-3 and 5-4 below.

Prehistoric Resources

Recorded prehistoric sites within the Planning Area appear to be concentrated to the east of the City (e.g. CA-Ven-789, CA-Ven-506, CA-Ven-666, and CA-Ven-665) and to the south near Port Hueneme (e.g. CA-Ven-663, CA-Ven-662). However, because the Planning Area consists of a relatively flat, alluvial plain, the probabilities for prehistoric sites is considered low in the area south of the Santa Clara River (due to extensive erosion and sedimentation). Overall, few intact archaeological sites occur along the stretch of open coast between Hollywood Beach and the mouth of the Santa Clara River. California's open coasts, or unprotected surf-swept shores, are correlated with low population densities because this environment was considered resource-poor relative to more protected settings. For example, Mugu Lagoon, located approximately 8-miles south of Oxnard, exhibits a protected estuary that

was likely attractive to prehistoric people due to the easy access to abundant food and water (a major village site, CA-Ven-11 or Muwu, was identified overlooking the lagoon).

Although some geographic areas experience greater sensitivity than other areas for the presence of prehistoric or historic archaeological resources, it is possible for a variety of archaeological deposits to be encountered during ground-disturbing activities in almost any location, including areas considered to have low sensitivity. The evidence from previous survey work and site investigations in the Planning Area would indicate that discover of future prehistoric site types may include the following:

- Surface scatters of lithic artifacts associated with or without midden accumulations, resulting from short-term occupation, and/or specialized economic activities, or long-term occupation.
- Isolated finds of cultural origin, such as lithic flakes and projectile points or millingstone fragments.
- Floral and faunal remains or deposits.

Historic Archaeological Resources.

The evidence from previous survey work and site investigations in the Planning Area indicates that historic archaeological resources include the following:

- Historic artifact scatters and buried deposits of historic debris and artifacts.
- Building foundations and associated deposits.
- Levees and roads.
- Remains of farms and ranches.

Oxnard Historic Resources.

Many properties (built environment) characteristic of the City's historic period have been identified through previous historic building surveys and cultural resource studies. A list of properties (maintained by the County) identified as having local significance or those properties listed on or found eligible for listing in the National Register of Historic Places is provided in Table 5-3. Table 5-4 identifies two properties classified as a point of interest by the County of Ventura.

Henry T. Oxnard Historic District. The Henry T. Oxnard National Historic District is a residential neighborhood located west of the City's central business and commercial center (F and G Street from 219 North F to 5th Street and from 131 North G Street to 5th Street) (see Figure 5-10). This

district was nominated for the National Register of Historic Places in 1998. Principally, the district qualified for the National Register because most of the homes and the setting appear as they did during the period between 1909 and 1940 (National Register Nomination Form 10-900, 1998). The neighborhood is primarily comprised of Bungalow and Craftsman style homes along with Mediterranean/Spanish Revival styles. A representative home is also shown in Figure 5-10. The total number of contributing houses to the district is 137.

Table 5-3 City of Oxnard Landmarks

Ventura County Landmark Number	Name	Location	Year Built	National Register Status
13	Carnegie Library	424 South C Street	1907	Listed
15	Naumann Giant Gum Tree/Eucalyptus Rows	Pleasant Valley & Etting	1900	Ineligible for listing
16	Sugar Beet Factory	Wooley & Oxnard Blvd.	N/A	No information to date
17	Oxnard Plaza Park Pagoda	5 th & C Streets	N/A	No information to date
18	Japanese Cemetery	Pleasant Valley & Etting	1900	Local Landmark
56	Bank of A. Levy	143 W. Fifth Street	1926	Appears Eligible for listing
70	First Church of Christ Scientist	Heritage Square	N/A	No information to date
73	Murphy House	205 S. F Street	1911	Contributor to a listed historic district
74	Henry Levy House	155 S. G Street	1914	Contributor and individually eligible for listing
75	Achille Levy House	201 S. D Street	1912	Eligible for listing
100	Justin Petit Ranch House	Heritage Square	N/A	No information to date
141	Ventura County Railway	250 E. Fifth Street	N/A	No information to date
144	Scarlett/McGrath Ranch House	5011 W. Gonzales	1890	Contributor to a listed historic district
145	Perkins/Claberh House	Heritage Square	N/A	No information to date
147	Staire/Diener House	235 S. D Street	1912	Contributor to a listed historic district
148	C Street Palm Trees	Magnolia to Wooley Road	N/A	No information to date
149	Japanese Nisei Methodist Episcopal Church	630 S. A Street	1940	Appears eligible for listing
167	Swift House and Lying-in Hospital	838 W Fifth Street	N/A	Ineligible for listing

Notes: N/A = not available

Source: National Register of Historic Places, 2006

Figure 5-10 Oxnard Historic District



MAGNOLIA AVENUE

W 1ST STREET

W 2ND STREET

W 3RD STREET

W 4TH STREET

W 5TH STREET

N F STREET

S H STREET

N E STREET

N D STREET

Oxnard High School



Figure 5-10
Henry T. Oxnard
Historic Area

Back of Figure 5-10

Table 5-4 City of Oxnard Points of Interest

Ventura County Landmark Number	Name	Location	National Register Status
8	Santa Clara Chapel Site	301 Esplanade Drive	No information to date
9	Cesar Chavez Childhood Home Site	452 N. Garfield Avenue	No information to date

Notes: N/A = not available

Source: County of Ventura, 2006

Leonard Ranch Historic District. The Leonard Ranch Historic District (Primary Number 56-152763), located at 3779 W. Gonzales Road, is considered eligible for the National Register and is listed in the California Register (OHP, 2006; Scheid 1998). The Leonard Ranch once comprised 1,000-acres on the Oxnard Plain, but now is limited to 3.45-acres of what remains of the ranch buildings. These remains include: the Ranch House, the Main Residence, and a Cook’s Cabin. The remaining elements to this district are a variety of landscaped features, such as a pair of Moreton Bay fig trees.

5.5 Agricultural and Soil Resources

Agricultural activities have played an important role in the City’s economic, cultural, and environmental framework since the first arrival of the Spanish missionaries during the 1700’s. Issues addressed in this section include the following:

- A general description of existing agricultural operations in the City’s Planning Area and adjacent areas, including the viability of the soils, size of farming operations, dominate crops, trends in agriculture, labor supply, and impacts of population growth;
- Identify trends in Williamson Act activity since the program’s implementation in 1967 and the current uses of Williamson Act land;
- Agricultural water demands within the City;
- Farmland conversion issues;
- A general description of the soil resources and associated characteristics within the City’s Planning Area; and,
- The geographic location of soil types found within the Planning Area as delineated by the Natural Resource Conservation Service.

Today, most agricultural lands in the City are located along the northeastern and eastern edges of the Planning Area.

Other geologic issues associated with seismicity are addressed in Section “Geological and Seismic Hazards” of this document.

Methodology

This evaluation of agricultural and soils resources was based on an initial review of existing reports and literature from the City of Oxnard. Additional sources of information included the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the California Department of Water Resources, and the Ventura County Agricultural Commissioner's Office.

Geographic Information Systems (GIS) data was also obtained for various agricultural resources including soils types and agricultural farmlands. A limited field reconnaissance of the Planning Area was also conducted on November 6, 2005 to field check some of the agricultural farmland mapping data.

Key Terms

Commodities. Any unprocessed or partially processed good (e.g., fruits, vegetables, or grains) used for trade or commerce.

Greenbelt Agreement. Greenbelt agreements are adopted by a joint resolution of the affected agencies and represent a policy commitment to the ongoing preservation of agricultural and open space areas.

Important Farmlands. Collective term for farmlands designated as Prime, Unique, or as Farmlands of Statewide Importance under the Department of Conservation's FMMP.

K-Factor. Provides an indication of a soil's inherent susceptibility to erosion, absent of slope and groundcover factors. Values of "K" range from 0.05 to 0.43. The higher the value, the more susceptible the soil is to sheet and rivulet (or small stream) erosion by water.

Soil Quality. The capacity of a specific kind of soil to function, within natural or managed ecosystem boundaries, to sustain plant and animal productivity, maintain or enhance water and air quality, and support human health and habitation.

Williamson Act Contract –Active. A contract between a landowner and a City or County to restrict land to agricultural or open space uses in return for lower than normal property tax assessments. The minimum term for a Williamson Act contract is 10 years. Since the term automatically renews for 10 more years on each anniversary date of the contract, the actual term can be indefinite.

Oxnard, along with the City of Camarillo and the County of Ventura, is a party to the Oxnard-Camarillo Greenbelt Agreement that contributes to the preservation of a large agricultural area (approximately 27,000 acres).

Williamson Act Contract – Cancellation. Under a set of specifically defined circumstances, a contract may be cancelled without completing the process of term non-renewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of fees by the landowner equal to 12 percent of the full market value of the subject property. Once a contract has been canceled, the land cannot be converted for non-agricultural uses for 10 years. Upon cancellation of the contract, the land cannot be converted for agricultural uses for 10 years.

Williamson Act Contract – Notice of Non-Renewal. Contracts may be terminated at the option of the landowner or local government by initiating the process of term non-renewal. Under this process, the remaining contract term (nine years in the case of an original term of 10 years) is allowed to lapse, with the contract null and void at the end of the term. Property tax rates gradually increase during the non-renewal period, until they reach normal (i.e., non-restricted) levels upon termination of the contract.

Williamson Act Contract – Expired. Expired parcels are those parcels that have previously been subject to a Williamson Act contract and have since been removed from the contract through non-renewal, cancellation, or annexation.

5.5.1. Regulatory Setting

Relevant State and local guidelines specific to agricultural and soils resource issues are discussed in this section.

State Regulations

Farmland Mapping and Monitoring Program. The California Department of Conservation (DOC), under the Division of Land Resource Protection, has developed the FMMP that monitors the conversion of the State's farmland to and from agricultural use. County-level data is collected and a series of maps are prepared that identify eight classifications and uses based on a minimum mapping unit size of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The program maintains an inventory of State agricultural land and updates the "Important Farmland Series Maps" every two years (Department of Conservation, 2000). Table 5-5 provides a summary of the rating categories used by the FMMP. The FMMP is an informational service only and does not constitute State regulation of local land use decisions. Agricultural land is rated according to several variables including soil quality and irrigation status with Prime Farmland being considered the most optimal for farming practices.

California Land Conservation Act of 1965 (Williamson Act). The California Land Conservation Act (CLCA) of 1965, Sections 51200 et seq. of the California Government Code, commonly referred to as the "Williamson Act", enables local governments to restrict the use of specific parcels of land to agricultural or related open space use. Landowners enter into contracts with participating cities and counties and agree to restrict their land to agriculture or open space use for a minimum of 10 years. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market (speculative) value. Local governments receive an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971.

The DOC reports that the Land Conservation Act Program has remained stable and effective as a mechanism for protecting agricultural and open space land from premature conversion of land to urban uses. The DOC indicates that the program might have remained small if not for the addition of Article 28 (now part of Article 13) to the State Constitution. Article 13 declares the interest of the State in preserving open space land and provides a constitutional basis for valuing property according to its actual use. The amendment originated with groups interested in the preservation of open space land. Agricultural interests added their support after recognizing the importance of a constitutional backing for preferential tax assessments. Article 13 allows preferential assessments for recreational, scenic, and natural resource areas as well as areas devoted to the production of food and fiber.

Legislation Affecting the Williamson Act

Farmland Security Zones. In August 1998, the Williamson Act's farmland security zone (FSZ) provisions were enacted with the passage of Senate Bill 1182 (California Government Code Section 51296-51297.4). This sub-program, dubbed the "Super Williamson Act," enables agricultural landowners to enter into contracts with a specific county for 20-year increments with an additional 35 percent tax benefit over and above the standard Williamson Act contract.

Senate Bill 1835 (Johnston, Chapter 690, Statutes of 1998) and the Cortese-Knox Local Government Reorganization Act. Senate Bill 1835 requires the appropriate Local Agency Formation Commission (LAFCO), to determine whether a particular City is required to succeed (adhere) to the rights, duties and powers of the county under the contract or whether the City may exercise an option to not succeed to the rights, duties and powers of the county. The determination would be required pursuant to any proposal by a City that would result in the annexation of Williamson Act contracted land.

Table 5-5 Description of FMMP Designations

Designation	Description
Prime Farmland	Land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained yields of crops when treated and managed, including water management, according to current farming methods. It must have been used for the production of irrigated crops within the last three years. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.
Farmland of Statewide Importance	Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture. Considered to have an excellent combination of physical and chemical characteristics for the production of crops.
Unique Farmland	Land of lesser quality soils used for the production of specific high-economic value crops at some time during the monitoring program's two update cycles prior to the mapping date. It has the special combination of soil quality, location and growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Unique farmland is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.
Farmland of Local Importance	Farmlands not covered by the categories of Prime, Statewide, or Unique. They include lands zoned for agriculture by County Ordinance and the California Land Conservation Act as well as dry farmed lands, irrigated pasture lands, and other agricultural lands of significant economic importance to the County and include lands that have a potential for irrigation from local water suppliers.
Grazing Land	Grazing Land is land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock.
Urban and Built-up Land	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
Other Land	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
Water	Perennial water bodies with an extent of at least 40 acres.

Source: *California Department of Conservation, 2000*

Senate Bill 2227 (Monteith, Chapter 590, Statutes of 1998). Senate Bill 2227 added new requirements to the Cortese-Knox Local Governmental Reorganization Act regarding any proposed annexation of Williamson contract land. If the proposal would result in the annexation of land that is subject to the Williamson Act, then the petition shall state whether the City shall succeed (adhere) to the contract or whether the City intends to exercise its option to not succeed to the contract.

Local Regulations

Oxnard 2020 General Plan. The combined Open Space/Conservation Element's of the City's existing General Plan contains an objective and several policies pertinent to agriculture and soils resources.

The Planning Area includes an estimated 23,380 acres of agricultural lands.

5.5.2. Environmental Setting

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 northeastern 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. According to the California Department of Conservation’s FMMP, there are currently about 23,380 acres of agricultural land in the Planning Area. Additionally, the City of Oxnard is a party to the Oxnard-Camarillo Greenbelt Agreement that covers approximately 27,000 acres located between the two cities.

5.5.3. Existing Soils Conditions

The deep, alluvial soils of the Planning Area and surrounding area have been classified by the U.S. Department of Agriculture (USDA) Soil Conservation Service (SCS) to determine soil capability for agricultural production. The SCS mapping program rates the agricultural suitability of soils in terms of both the Land Use Capability Classification System and the Storie Index.

The SCS Land Use Capability Classification System takes into consideration soil limitations and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations restricting their use for agriculture, to Class VIII soils, which are unsuitable for agriculture.

The majority of soils in the Planning Area are Class I and II, which by definition constitute “prime agricultural soils” under the SCS Land Use Capability Classification System. The Storie Index, the second method for soil classification, expresses the relative degree of soil suitability for general intensive farming, based solely on soil conditions and characteristics. Soils in

Grade 1 are rated excellent and are very well suited to general intensive farming. Grade 2 soils are rated good and are well suited to general farming. Grade 3 soils are only fairly suited, Grade 4 soils are poorly suited and Grade 5 are very poorly suited to general intensive farming. Soils and miscellaneous areas that are not suited for farming are in Grade 6.

The following soil associations are present within the Oxnard area:

Pico-Metz-Anacapa Association. Level to moderately sloping, very deep, well-drained sand loams and very deep, somewhat excessively drained loamy sands. Soil depth can be up to 60 inches or more. The soils

of this association are Class II and Class III and are some of the most productive soils. Their agricultural use is for irrigated vegetables, citrus crops, field crops, strawberries, walnuts and avocados.

Mocho-Sorrento-Garretson Association. Level to moderately sloping, very deep, well-drained loams to silty clay loams. Soil depth can be up to 60 inches or more. The soils in this association are Class I and Class II, and are some of the most productive soils in the City. Their agricultural use is for irrigated vegetables, citrus crops, field crops, strawberries, walnuts and avocados.

Camarillo-Hueneme-Pacheco Association. Level and nearly level, very deep, poorly drained loamy sands and silty clay loams. Soil depth can be up to 60 inches or more. The soils in this association are Class II soils and are also some of the most productive in the City. They are used for irrigated vegetables, field crops, lemons and strawberries. In undrained areas, there is a seasonal water table within a depth of 2 feet and periodically the soils contain soluble salts.

Riverwash-Sandy Alluvial Land-Coastal Beaches Association. Level to gently sloping, excessively drained to poorly drained stratified sand, gravelly and cobbly material with only a small amount of silt and clay. This soil association is subject to flooding, scouring and deposition during and immediately following storms. This soil association has a Class VIII rating and is unsuitable for agriculture.

Rincon-Huerhuero-Azule Association. Level to moderately steep, very deep, well drained and moderately well drained, very fine sandy loams to silty clay loams that have slowly and very slowly permeable sandy clay subsoil.

The locations of the soil associations previously described are identified in Figure 5-11, with an estimate of the number of acres for each soil association within the Planning Area provided in Table 5-6. The Camarillo-Hueneme-Pacheco association covers almost all of the City's Planning Area, with an estimated 28,070 acres (see Table 5-6 and Figure 5-11). Limited amounts of the Pico-Metz-Anacapa association are located along the Santa Clara River. A finger of the Mocho-Sorrento-Garretson association (an estimated 2,270 acres) extends into the Planning Area from the north and is located east of Oxnard Boulevard and north of west Fifth Street. As shown in Figure 5-11, the Riverwash-Sandy Alluvial Land-Coastal Beaches Association is located along the entire coastline of the City. The Rincon Ricon-Huerhuero-Azule Association occupies a small area (670 acres) in the northeast portion of the Planning Area.

The Camarillo-Hueneme-Pacheco Soil Association covers a majority of the Planning Area and is considered some of the most productive soils in the area.

Erosion is the detachment and movement of soil materials through natural (e.g., wind, rain) and human (e.g., grading, etc.) activities.

Erosion

Rates of erosion can vary depending on a number of factors including climate conditions, soil material, soil structure, and levels of human activity. The erosion potential for soils in the Planning Area depend on several soil characteristics, including surface texture, overall permeability, organic matter content, depth, and quantity and type of ground cover. Depending on the local landscape and climatic conditions, erosion may be very slow to very rapid. The City’s Planning Area is located within a Mediterranean climatic regime, which is characterized by moist winters and dry summers. The Planning Area is therefore, subject to erosion from both natural and human activities depending on the time of year.

Table 5-6. Soil Associations and Other Land Uses within the Planning Area

Soil Association/Land Use Type	Acreage
Pico-Metz-Anacapa Association	7,530
Mocho-Sorrento-Garretson Association	2,270
Camarillo-Huneme-Pacheco Association	28,070
Riverwash-Sandy Alluvial Land-Coastal Beaches Association	3,040
Rincon-Huerhuero Association	670
Gullied Land-Pits and Dumps	670
Water	1,200
Other	1,800
Total	45,250

Other: *The other category includes currently unclassified soil types*
Source: *United States Geological Service, 1993*

Excessive soil erosion can lead to damage of building foundations, roadways, dam embankments, and result in increased sedimentation to local drainage ways. Figure 5-12 identifies the K-factor for soil surfaces within the Planning Area. As shown in the figure, several locations are identified as areas easily susceptible to erosion processes. However, the development of structures consistent with local building regulations and the implementation of a variety of commonly used post-construction best management practices minimize the negative effects of erosion.

Beach Erosion

The City’s coastline is part of an overall littoral cell that extends from Point Conception to Point Mugu. The concept of a littoral cell is based upon the natural production, transport, and loss or disposal of sediment materials, chiefly sand, along an ocean frontage or beach. The geographic extent of a littoral cell is based upon where sand is generated or introduced to the cell and where sand is eventually lost from the cell. The most common end or termination for a littoral cell is a submarine canyon, where sands tend to

Figure 5-11 Soil Associations

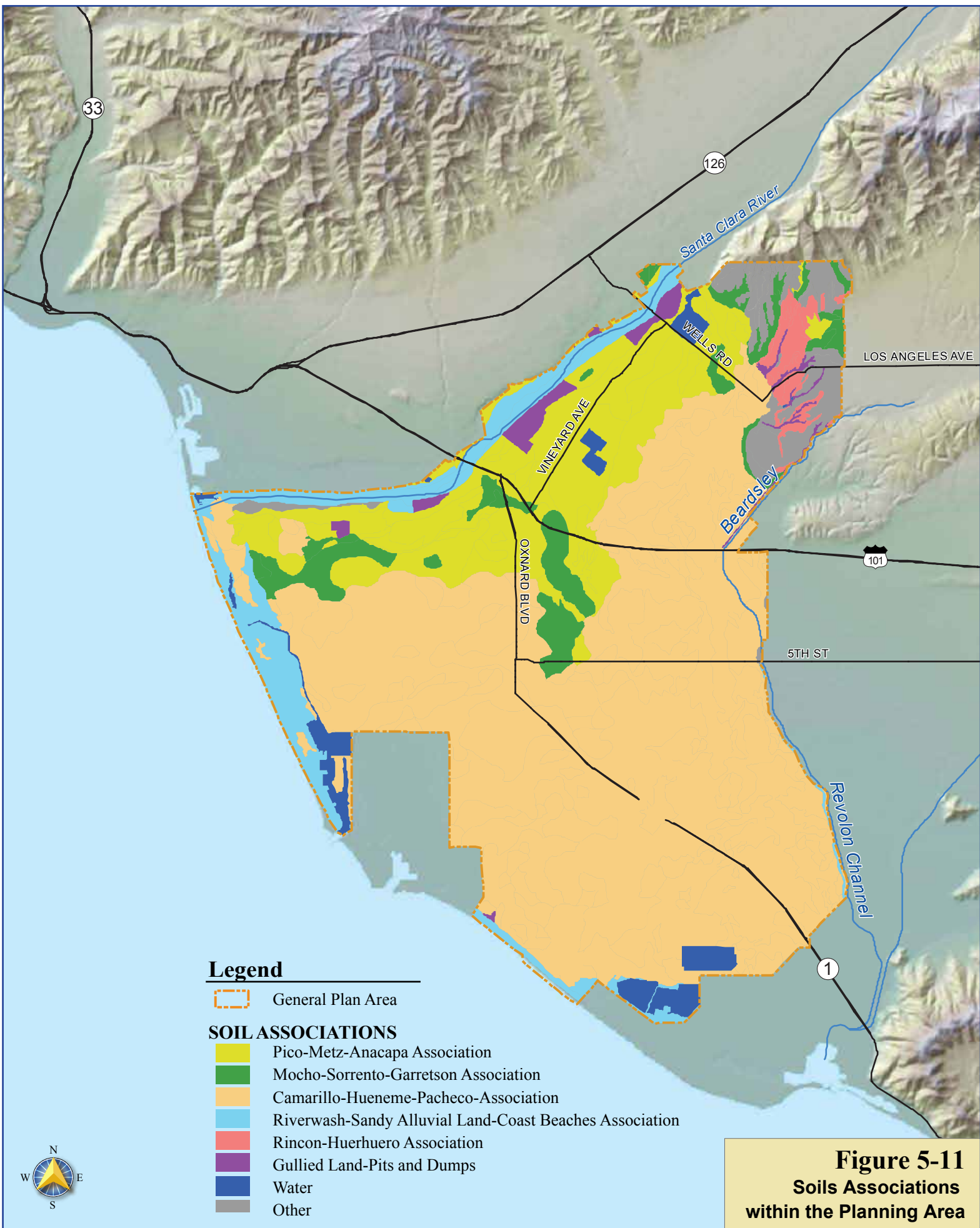
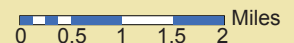


Figure 5-11
Soils Associations
within the Planning Area



Source: USGS, 1993; USDA, 2005; City of Oxnard, 2005; and ESA, 2006

(Back of Figure 5-11)

Figure 5-12 Soil Erosion

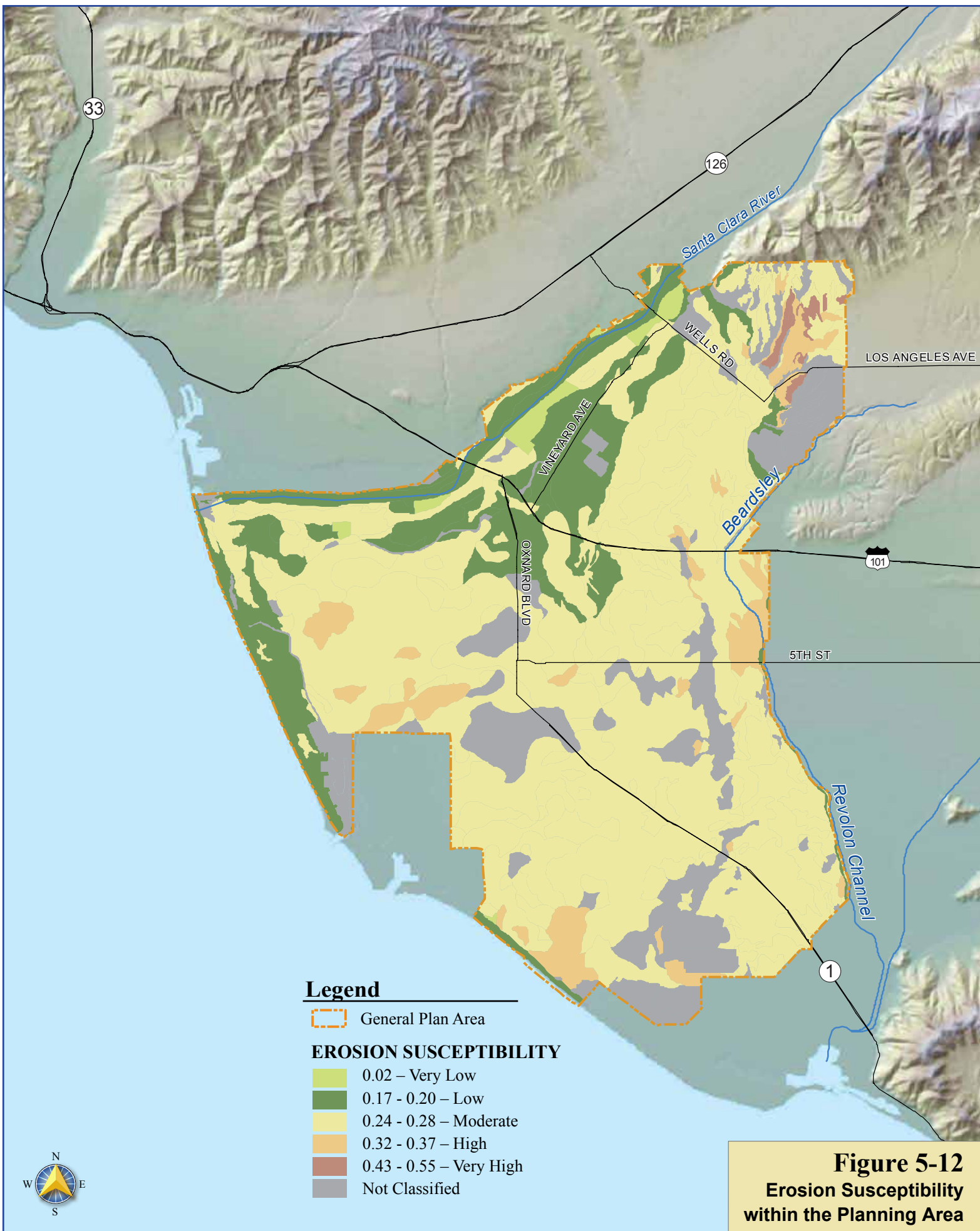


Figure 5-12
Erosion Susceptibility
within the Planning Area

0 0.5 1 1.5 2 Miles

Source: USGS, 1993; USDA, 2005; City of Oxnard, 2005; and ESA, 2006

(Back of Figure 5-12)

flow or sink away from the coast, making them unavailable to be transported to the next littoral cell. The most common source for sand generation within a cell is typically local waterways that deliver sand to the beach.

Two major rivers, the Ventura and Santa Clara Rivers, and two submarine canyons strongly influence the littoral processes in the Planning Area. The entire Oxnard littoral cell is considered very active; that is, substantial volumes of sand are transported annually by littoral currents. The down-coast segment of the Oxnard littoral cell, which includes the City and extends from the Ventura River to Point Mugu, is characterized by relatively wide beaches and low backshore areas. This area has been affected by human activities, including construction of the Ventura and Channel Islands small craft harbors, and the Port of Hueneme. As a result of the construction of these harbors, a regular program of sand bypassing has been implemented to maintain navigation channels and sandy beaches.

Because of the past shoreline erosion and beach sand replenishment problems, a joint powers authority was formed in 1986 to encourage coordination and cooperation between public and private agencies in efforts to protect, maintain, and enhance beaches and the coastline in Santa Barbara and Ventura counties. This joint powers authority, called BEACON (Beach Erosion Authority for Control Operations and Nourishment), recently released a draft Coastal Sand Management Plan. The purpose of this report is to promote consideration of a regional program for beach protection and sand replenishment for the Santa Barbara/Ventura coast.

*BEACON
represents a joint
powers authority that
was formed in 1986
to protect, maintain,
and enhance local
beaches and coastline
areas.*

According to the draft Coastal Sand Management Plan, the following conditions characterize the existing shoreline from the Ventura River to Point Mugu:

- The primary sources of sand for this area are the Ventura and Santa Clara Rivers.
- Historically, these rivers supplied an abundance of sand, resulting in broad beaches backed by extensive sand dunes.
- Dam construction and sand mining activities have reduced the rate of fluvial sand replenishment to the coast.
- Imbalances in the amount of littoral sand for this area imply that beach erosion will accelerate beginning in the mid-1990s.

Beaches in this area will continue to be dependent on dredging and sand by-pass operations. Within the Planning Area, the McGrath Beach and Oxnard Shores areas are cited by BEACON as erosion “hot spots” because of expected reductions in the delivery of sand to the coast by the Santa Clara River. The report also indicated that a yearly deficit of sand creates chronic erosion problems down-coast of Ormond Beach.

5.5.4. Important Farmlands within the Planning Area

As more fully described above under the “Regulatory Setting” section, the FMMP monitors the conversion of the State’s farmland to and from agricultural use. Land within the City’s Planning Area is represented by the breakdown in use between agricultural and urban land. In 2004, an estimated 23,380 acres (roughly half of the total Planning Area) were designated for some type of agricultural use. As shown in Table 5-7, lands designated as Prime Farmland account for an estimated 22% of the Planning Area. The Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance designations are often referred to collectively as “Important Farmlands”. Important Farmlands account for the majority of farmland (22,960 acres) within the Planning Area (see Table 5-7). These Important Farmlands are identified in Figure 5-13.

Lands designated as Prime Farmland account for an estimated 9,890 acres within the Planning Area.

Table 5-7 Land Use by FMMP Designation, Oxnard Planning Area

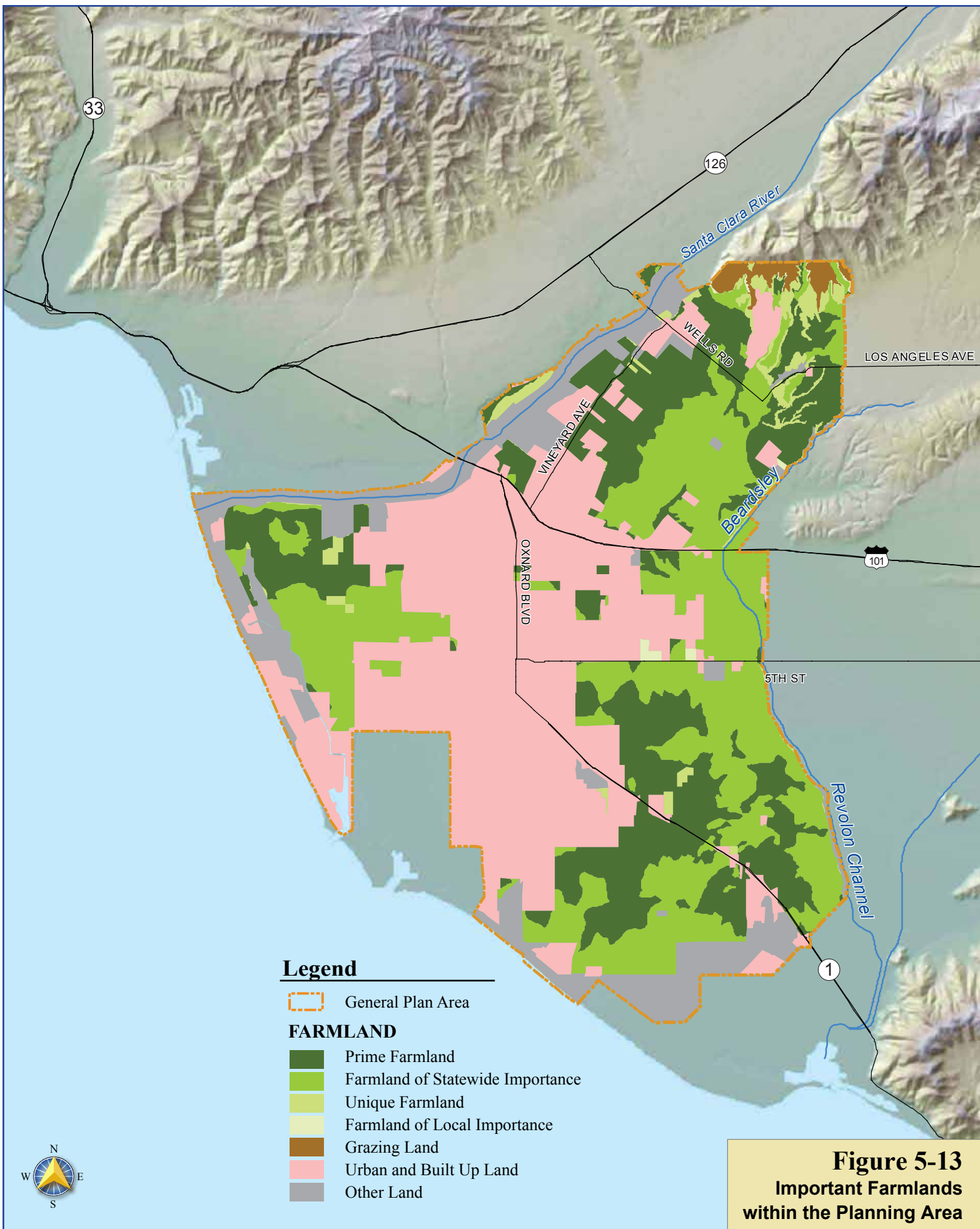
FMMP Designation	Acreage	Percentage
Prime Farmland	9,890	22
Farmland of Statewide Importance	11,990	27
Unique Farmland	970	2
Farmland of Local Importance	110	Less than 1
Grazing	420	Less than 1
Urban and Built-Up Land	16,520	37
Other Categories	5,250	12
Total	45,150	100

Source: California Department of Conservation, 2004

5.5.5. Williamson Act Contracts

As more fully described above under the “Regulatory Setting” section, a Williamson Act contract represents an agreement to restrict land to agricultural or open space uses in return for lower than normal property tax assessments. Figure 5-13 provides the locations of parcels within the Planning Area that have an active Williamson Act Contract. **(NOTE TO READER: To be completed upon receipt of data from Ventura County).**

Figure 5-13 Prime Farmland



Legend

General Plan Area

FARMLAND

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Grazing Land
- Urban and Built Up Land
- Other Land

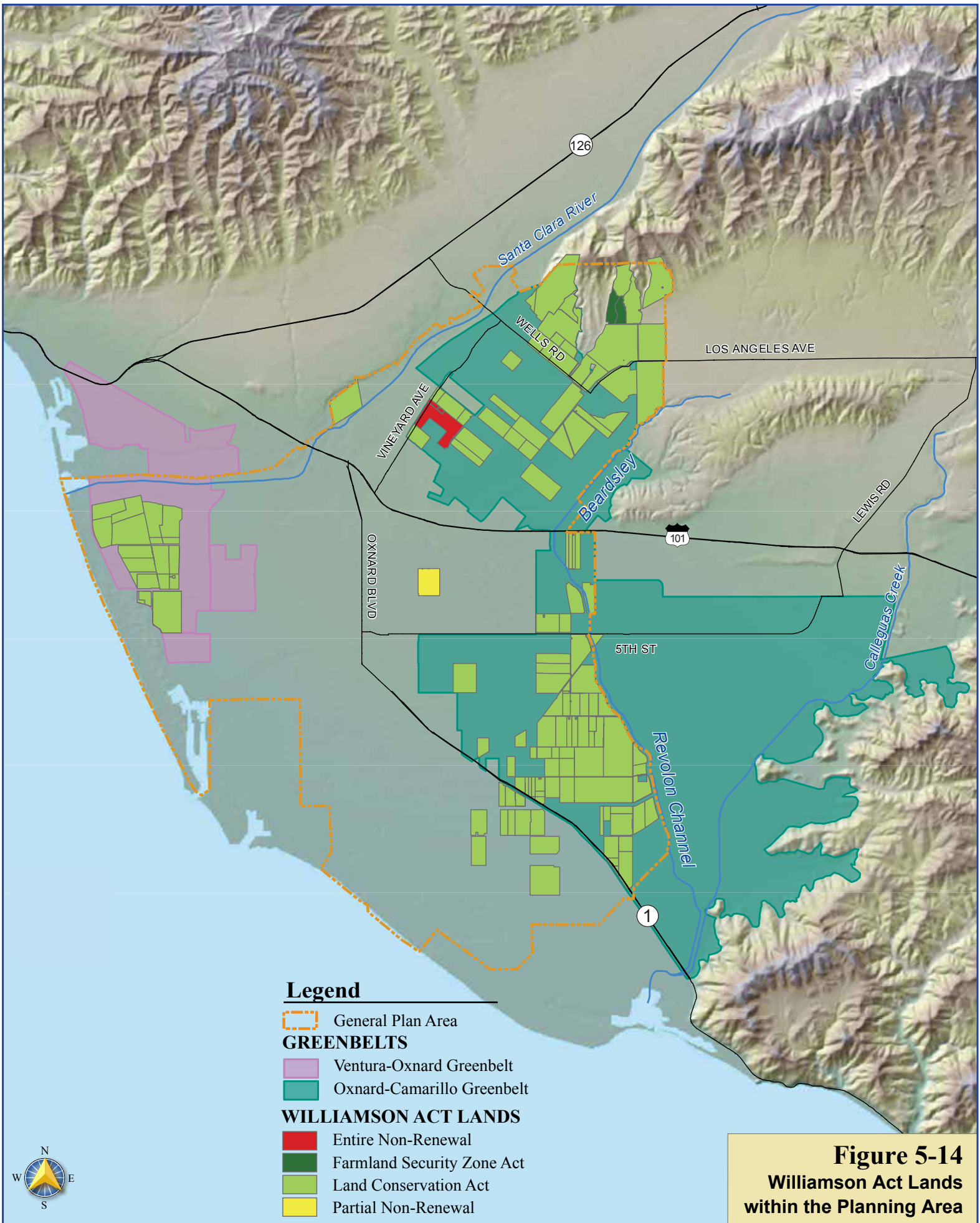


Figure 5-13
Important Farmlands
within the Planning Area

0 0.5 1 1.5 2 Miles

(Back of Figure 5-13)

Figure 5-14 Key Agricultural Resources



(Back of Figure 5-14)

5.5.6. Agricultural Production

The Ventura County Agricultural Commissioner's Office provides a variety of county specific agricultural statistics (i.e., crop types, production values, etc.) on an annual basis. This section provides a summary of the key agricultural commodities or crops produced in the County. The general location of key agricultural resources within the Planning Area is provided in Figure 5-14.

Farming in Ventura County has always been a major contributor to the nation's food supply, as well as an important part of the rural lifestyle, which exists throughout much of the county. Agriculture also generates a substantial number of jobs ranging from crop production to processing, shipping and other related industries. Ventura County is recognized as one of the principal agricultural counties in the State, with gross revenues from the sales of agricultural commodities in the billions of dollars (see Table 5-8). Ventura County ranks tenth among the highest in agricultural revenues of the 58 agricultural counties in the State, and approximately 19,600 jobs were created in 2000 by agriculture in the County.

Ventura County ranks tenth among the highest in agricultural revenues of the 58 agricultural counties in the State.

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 around 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 (see Table 5-8).

Table 5-8 Leading Crops for Ventura County, 2004

Rank	Crop	Value
1	Strawberries	\$363,646,000
2	Nursery Stock	\$221,999,000
3	Lemons	\$176,361,000
4	Avocados	\$124,661,000
5	Celery	\$122,832,000
6	Tomatoes	\$71,735,000
7	Cut Flowers	\$65,663,000
8	Raspberries	\$48,586,000
9	Peppers	\$34,628,000
10	Valencia Oranges	\$20,525,000

Source: Ventura County, 2005

In spite of pressures such as increased agricultural land values, increased water cost, and compatibility problems with urban uses, agriculture activities have remained economically viable in the County because of the area's climate, soils and air quality. The total value in constant dollars of Ventura County's agricultural production has been increasing since the 1930's.

5.5.7. Urban Encroachment

The fact that produce makes up such a large part of the County's economy makes protecting agricultural land an important issue. Legislation such as the Williamson Act has been put in place to protect the State's agricultural lands and to avoid their "premature and unnecessary" urbanization.

Greenbelt policies, such as the Oxnard-Camarillo and Oxnard-Ventura greenbelt agreements, have also been put into place in order to protect against urban encroachment. The Oxnard-Camarillo Agreement comprises approximately 27,000 acres of agricultural land between the two cities, combined with an additional 2,200 acres that was added in the Del Norte area when the County of Ventura became a party to the agreement as well. The Oxnard-Ventura Agreement comprises 2,460 acres of land of which a portion lies within the northwestern corner of the Planning Area. The City of Oxnard's 2020 General Plan has supported the expansion of the Oxnard-Camarillo Greenbelt south of State Route 1 (approximately 2,672 acres). Despite these efforts, however, urban encroachment is still an issue facing the City's agricultural resources. Future development will reduce the amount of open land within the Planning Area.

5.5.8. Water Supply Availability

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. 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 retail 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).

5.6 Mineral Resources

This section provides a general overview of the mineral and energy-producing resources within the City's Planning Area. Topics covered in this section included the following:

- A discussion of applicable regulations specific to mineral and energy resources; and
- A description of active oil and gas wells;

Methods

This evaluation of local mineral and energy resources was completed using information collected from the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources. Information from the California Geological Survey and the City's existing Oxnard General Plan 2020 were also reviewed.

Key Terms

Minerals. Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum. Gold, sand, gravel, clay, crushed stone, limestone, diatomite, salt, borate, potash, etc. are examples of minerals.

Mineral Resource Zone. An area or land where deposits of commercially viable mineral or aggregated deposits are known to exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mining. The act or process of extracting resources, such as coal, oil, or minerals from the earth. The term also includes quarrying; well operation; milling, such as crushing, screening, washing and floatation; and other preparation customarily done at the mine site or as part of a mining activity.

5.6.1. Regulatory Setting

Relevant State and local guidelines specific to mineral and energy resource issues are discussed in this section.

State Regulations

California Surface Mining and Reclamation Act of 1975 (SMARA).

The loss of regionally significant mineral resource deposits to land uses that preclude mining activities is one of the main emphasis that SMARA was designed to address. The law specifically mandates a two-phased process, commonly referred to as classification-designation, for mineral resources. The California Geological Survey (previously called the California Division of Mines and Geology) is responsible under SMARA for carrying out the classification phase of the process.

The California Mining and Geology Board is responsible for implementing the second phase. The second phase allows the designation of areas within a production-consumption (P-C) region that contain significant deposits of Portland cement concrete (PCC)-grade aggregate (valued for its versatility and its importance in construction) that may be needed to meet the region's future demand (California Department of Conservation, 1986).

Regulations provided under SMARA require the State Geologist to classify lands into Mineral Resource Zones (MRZ) based on the known or estimated mineral resource potential of that land. The classification process is based solely on geology, without regard to land use or land ownership. The primary goal of mineral land classification is to help ensure that the mineral resource potential of lands is recognized and considered in the land use planning process. The MRZ categories are as follows:

- MRZ-1. Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
- MRZ-2. Areas where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3. Areas containing mineral deposits the significance of which cannot be evaluated from available data.

- MRZ-4. Areas where available information is inadequate for assignment to any other MRZ.

In addition to mineral resource conservation, the SMARA regulates surface mining operations within California. The California Mining and Geology Board have established reclamation regulations that fulfill the reclamation requirements of SMARA. These regulations are summarized below.

Annual Mining Report. SMARA requires that a mining report be submitted annually and include such information as the amount of land disturbed during the previous year, acreage reclaimed during the previous year, and amendments to local reclamation plans.

Reclamation Plan. Before a mining project is approved by a local jurisdiction, a reclamation plan must be prepared and approved. In general, the reclamation plan must include and satisfy the following requirements:

- Maximum anticipated depth of extraction;
- A description of the reclamation land use;
- A description of the manner in which reclamation will be accomplished;
- A description of the manner in which affected streambed channels and streambanks will be rehabilitated to a condition that minimizes erosion;
- Final slope stability as determined by a registered geotechnical engineer;
- Compaction of areas sited for roads, buildings, or other improvements; and
- Location of planned temporary stream or watershed diversions.

Reclamation plans are also required to include performance standards for:

- Revegetation;
- Drainage and erosion controls;
- Reclamation of prime agricultural land and other agricultural land;
- Stream protection, including protection of surface water and groundwater; and
- Topsoil salvage.

Local Regulations

Ventura County - Mineral Resource Management Plan. The County of Ventura has adopted a Mineral Resource Management Plan with the following policies requiring:

- Establishment of land use categories to allow timely mineral extraction in areas classified as MRZ-2 or designated to be of regional or statewide significance and the designation of land use zones to preserve mineral extraction access.
- Establishment of buffer zones around MRZ-2 Zones to allow the continued extraction of minerals and to avoid land use incompatibilities between mining activities and land uses surrounding the MRZ-2 Zones.

According to the plan, compatible land uses include the following:

- Very Low Density Residential (0.1 units/acre)
- Extensive Industrial
- Recreation/Open Space
- Agriculture

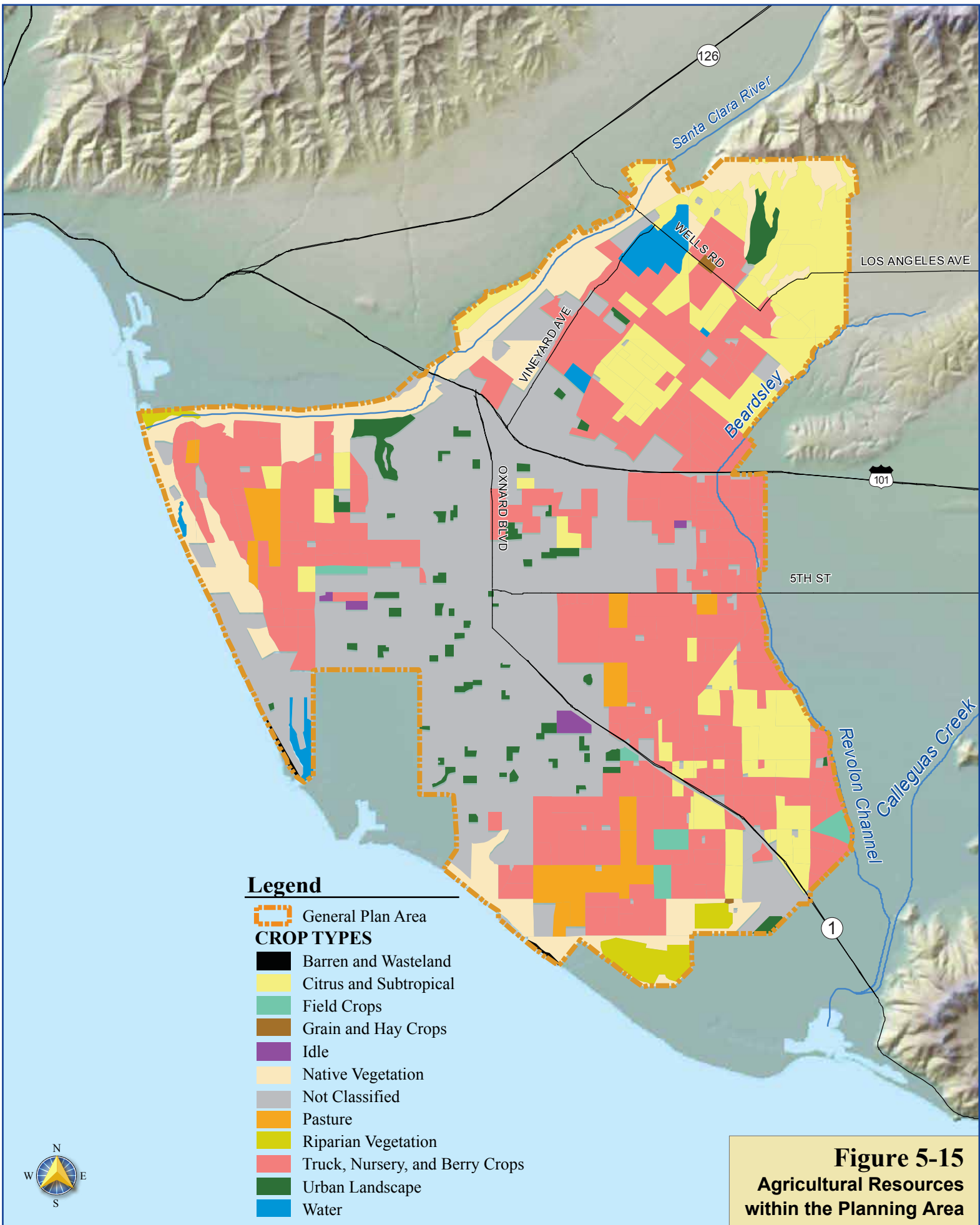
City of Oxnard - Oxnard 2020 General Plan. The combined Open Space/Conservation Element's of the City's existing General Plan contains an objective and several policies pertinent to mineral and energy resources.

5.6.2. Environmental Setting

Important mineral/sand/gravel deposits are primarily located along the Santa Clara River channel, along Route 101 (Ventura Freeway) corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in several areas. These local resources are described in greater detail below. The location of these important sand/gravel deposits and existing oil wells within the Planning Area is identified in Figure 5-15.

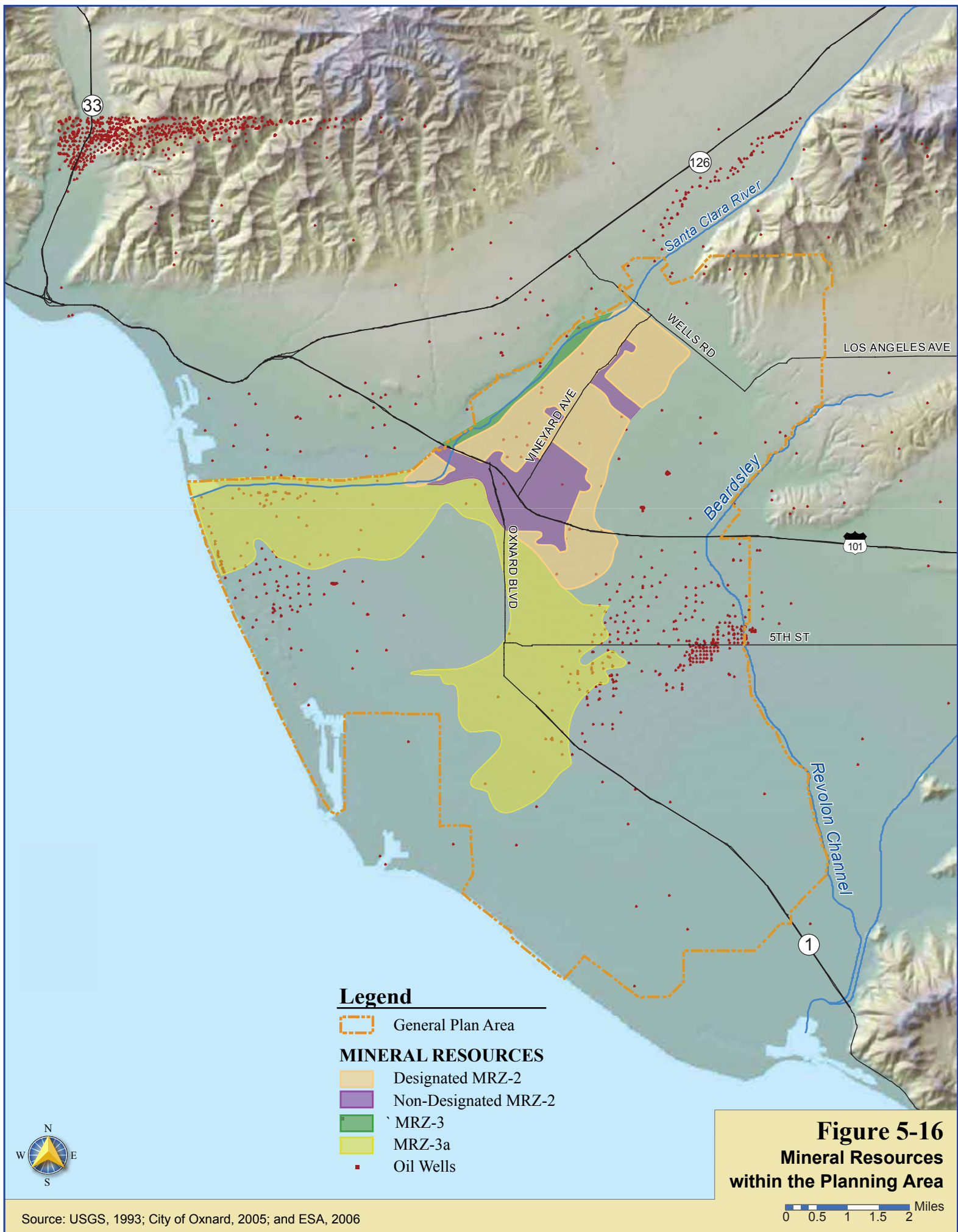
Sand and Gravel Resources. Areas of significant mineral deposits within the City's Planning Area are identified as MRZ-2 and MRZ-3 areas. The City's MRZ-2 area encompasses the course of the Santa Clara River through the City and also a corridor of land along U.S. Route 101 (Ventura Freeway) from the Santa Clara River eastward to approximately Del Norte Avenue. MRZ-3 areas are located south of the Santa Clara River (west of Ventura Freeway) and a large area bordering State Route 1 through the center of the Planning Area.

Figure 5-15 Mineral Resources



Source: USGS, 1993; California DWR, 2000; City of Oxnard, 2005; and ESA, 2006

0 0.5 1 1.5 2 Miles



Back of Figure 5-15

Oil and Gas Resources. Four oil and gas fields are located within the City's current Planning Area: West Montalvo, El Rio, Santa Clara Avenue and Oxnard as shown in Table 5-6. The West Montalvo Field includes the area along the coastline and upstream from the mouth of the Santa Clara River and currently contains 29 active wells and 24 inactive or shut-in wells. The West Montalvo Field is the only local field to increase the number of active wells in recent years. The Santa Clara Avenue Field, located near Nyeland Acres, contains approximately 18 active oil and gas wells and 12 inactive wells. The Oxnard Field contains 38 active oil and gas wells and 59 inactive wells. The El Rio Field is located at the crossing of Ventura Freeway and the Santa Clara River. However, no recent production data is available for this field.

An additional 50 abandoned oil well sites are located around the City's Planning Area but not within the identified oil fields shown in Table 5-9. Major petroleum companies with leases in the Planning Area include Chevron, Shell, Texaco, Mobil, and Western LNG. The remainder of the leases is with smaller independent companies. (City of Oxnard General Plan 2020).

Table 5-9 Oil and Gas Field Production, Oxnard Planning Area

Date	Active Wells	Inactive Wells	Daily Production per Well (bbl)	Net Gas Production (Mcf)
West Montalvo				
2004	29	24	29.7	271,061
2003	28	26	31.1	271,044
2002	26	28	31.4	263,016
2001	26	28	31.5	41,601
2000	23	31	31.4	227,890
Oxnard				
2004	38	59	7.7	23,680
2003	41	56	9.8	8,942
2002	47	51	8.5	14,247
2001	51	66	6.0	8,287
2000	52	66	8.9	21,101
Santa Clara				
2004	18	12	10.8	4,291
2003	19	11	11.2	59,996
2002	19	11	12.2	66,784
2001	22	8	13.2	80,692
2000	22	8	15.9	4,030

Notes: *bbl = barrel, Mcf – million cubic feet*
Source: *Department of Conservation, 2005*

5.7 Air Quality

With the continuing growth in both local and regional population, air quality has become an issue of increasing concern for the South Central Coast Air Basin. To provide a better understanding of the current air quality conditions in the Planning Area, this section describes:

- Federal and State ambient air quality standards;
- Air quality planning and management for the City's Planning Area;
- Existing regional topography and climate;
- Existing air quality conditions in the Planning Area; and
- Sensitive receptors in the Planning Area.

Methods

Information presented in this section is based on printed reports and air quality monitoring data provided from the Ventura County Air Pollution Control District (VCAPCD) and the California Air Resources Board (CARB).

Key Terms

PM10. Dust and other particulates come in a range of particle sizes. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. PM10 refers to dust/particulates that are 10 microns in diameter or smaller.

PM2.5 The Federal government has recently added standards for smaller dust particles. PM2.5 refers to dust/particulates that are 2.5 microns in diameter or smaller.

Ozone. Ozone is a pungent, colorless toxic gas created in the atmosphere by a photochemical reaction rather than emitted directly into the air. Motor vehicles are the major sources of ozone precursors.

South Central Coast Air Basin. An air basin is a geographic area that exhibits similar meteorological and geographic conditions. California is divided into 15 air basins to assist with the statewide regional management of air quality issues. The City falls within the South Central Coast Air Basin. The South Central Coast Air Basin is comprised of Ventura, Santa Barbara, and San Luis Obispo counties.

The South Central Coast Air Basin is comprised of Ventura, Santa Barbara, and San Luis Obispo Counties.

Ventura County Air Pollution Control District (VCAPCD). The VCAPCD is the regulatory agency responsible for developing air quality plans, monitoring air quality, and reporting air quality data for the City's Planning Area.

5.7.1. Regulatory Setting

Air quality conditions are subject to various Federal, State and local regulations. This section begins with a brief introduction to ambient air quality standards and follows with a brief overview of key regulations.

Ambient Air Quality Standards

Air quality in a given location is described as the concentration of various pollutants in the atmosphere, generally expressed in units of parts per million (ppm) or in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The type and amount of regulated air pollutants emitted into the atmosphere, the size and topography of the regional air basin, and the prevailing meteorological conditions determine air quality.

The significance of a given pollutant's concentration is determined by comparison with Federal and State ambient air quality standards. Both the State of California and the Federal Government have established ambient air quality standards for several different pollutants, expressed as maximum allowable concentrations. For some pollutants, separate standards have been set for different periods of time. Most standards have been set to protect public health, although for some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions). A summary of State and Federal ambient air quality standards is provided in Table 5-10. The pollutants of greatest concern in the City's Planning Area are ozone and inhalable particulate matter (PM10 and PM2.5).

The pollutants of greatest concern in the Planning Area are ozone, PM10, and PM2.5.

Table 5-10 Ambient Air Quality Standards

Pollutant	Average Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,5}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³) ⁸	Same as Primary Standard	Ultraviolet Photometry
	8 Hours	0.070 ppm (137 µg/m ³)*		0.08 ppm (157 µg/m ³) ⁸		
Respirable Particulate Matter (PM10)	24 Hours	50 µg/m ³	Gravimetric or Beta Attenuation *	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		50 µg/m ³		
Fine Particulate Matter (PM2.5)	24 Hours	No Separate State Standards		65 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³		
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³) ⁸	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³) ⁸		
	8 Hours (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	–
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	–	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m ³)		–		
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	–	Ultraviolet Fluorescence	0.030 ppm (80 µg/m ³)	–	Spectrophotometry (Paraosanine Method)
	24 Hours	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)		
	3 Hours	–		–	0.5 ppm (1,300 µg/m ³)	
	1 Hour	0.25 ppm (655 µg/m ³)		–	–	
Lead ⁹	30 Day Average	1.5 µg/m ³)	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m ³		

Table 5-10 Ambient Air Quality Standards (Continued)

Pollutant	Average Time	California Standards ¹		Federal Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,5}	Method ⁷
Visibility Reducing Particles	8 Hours	Extinction coefficient of 0.23 per km – visibility of ten miles or more (0.07–30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hours	25 µg/m ³	Ion Chromatography *	No Federal Standards		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence	No Federal Standards		
Vinyl Chloride ⁹	24 Hours	0.01 ppm (26 µg/m ³)	Gas Chromatography	No Federal Standards		

Notes: *This concentration was approved by the Air Resources Board on April 28, 2005 and is expected to become effective in early 2006.

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hours), nitrogen dioxide, suspended particulate matter–PM₁₀, PM_{2.5}, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations
2. National Standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current Federal policies
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas
4. Any equivalent procedure which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. New Federal 8-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current Federal policies
9. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants

Source: California Air Resources Board, May 6, 2005

Particulate Matter. Dust and other particulates come in a range of particle sizes. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. Very small particles of certain substances may produce injury by themselves in the respiratory tract, or may contain absorbed gases that

are injurious. Suspended in the air, particulates of aerosol size can both scatter and absorb sunlight, producing haze and reducing visibility. They can also cause a wide range of damage to materials.

The State PM10 standards are 50 ug/m³ as a 24-hour average and 20 ug/m³ as an annual geometric mean. The Federal PM10 standards are 150 ug/m³ as a 24-hour average and 50 ug/m³ as an annual arithmetic mean.

The State PM2.5 standard is 12 ug/m³ as an annual geometric mean. The Federal standards are 65 ug/m³ as a 24-hour average and 15 ug/m³ as an annual average.

Particulate matter concerns within the City's Planning Area reflect a mix of rural and urban sources, including agricultural activities, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions of nitrogen and sulfur oxides in the atmosphere.

Ozone. An oxidant, ozone, can cause damage to vegetation and other materials, such as untreated rubber. Ozone in high concentrations can also directly affect the lungs, causing respiratory irritation and possible changes in lung functions.

State standards for ozone have been set for 1-hour and 8-hour averaging times. The State 1-hour ozone standard is 0.09 ppm, not to be exceeded. The State 8-hour ozone standard is 0.07 ppm, not to be exceeded. The 8-hour standard was approved by the CARB on April 28, 2005 and is expected to become effective in early 2006.

The Federal government has set an 8-hour ozone standard, which is 0.08 ppm for an 8-hour averaging time. This standard is violated if the 3-year average of the third-highest daily 8-hour maximum exceeds 0.08 ppm.

Federal Regulations

Federal Clean Air Act. The Federal Clean Air Act, adopted in 1970 and amended twice thereafter (including the 1990 amendments), establishes the framework for modern air pollution control. The act directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: ozone, carbon monoxide, lead, nitrogen dioxide, particulate matter, and sulfur dioxide. The standards are divided into primary and secondary standards; the former are set to protect human health with an adequate margin of safety and the latter to protect environmental values, such as plant and animal life.

Areas that do not meet the ambient air quality standards are called "non-attainment areas." The Federal Clean Air Act requires each state to submit a State Implementation Plan (SIP) for nonattainment areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how the Federal standards will be achieved. Failing to submit a plan or to secure approval could result in denial of Federal funding and permits for such improvements as highway construction and sewage treatment plants. For cases in which the SIP is submitted by the state but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal implementation plan.

State Regulations

California Clean Air Act (CCAA). The CCAA establishes an air quality management process that generally parallels the Federal process. The CCAA, however, focuses on attainment of the State ambient air quality standards, which, for certain pollutants and averaging periods, are more stringent than the comparable Federal standards. Responsibility for meeting California's standards lies with the CARB and local air pollution control districts (such as the VCAPCD, which covers the City's Planning Area). Compliance strategies are presented in district-level air quality management plans that are incorporated into the State implementation plan.

The CCAA requires that air districts prepare an air quality attainment plan if the district violates State air quality standards for carbon monoxide, sulfur dioxide, nitrogen dioxide, or ozone. No locally prepared attainment plans are required for areas that violate the State PM10 standards. The CCAA requires that the State air quality standards be met as expeditiously as practicable but does not set precise attainment deadlines. Instead, the act established increasingly stringent requirements for areas that will require more time to achieve the standards.

The air quality attainment plan requirements established by the CCAA are based on the severity of air pollution problems caused by locally generated emissions. Upwind air pollution control districts are required to establish and implement emission control programs commensurate with the extent of pollutant transport to downwind districts.

Local Regulations

Ventura County Air Pollution Control District (VCAPCD). The Planning Area is located within the South Central Coast Air Basin. Air quality planning for the City is under the authority of the VCAPCD. The VCAPCD is responsible for developing air quality plans, monitoring air

The VCAPCD is responsible for developing air quality plans, monitoring air quality, and reporting air quality data for the Planning Area.

quality, and reporting air quality data for the City's Planning Area. The VCAPCD works with other regional and local governments to reduce air pollutant emissions through regulation of various sources.

The air pollutants of most concern in the Planning Area are ozone and particulate matter. Motor vehicle emissions are the major source of ozone precursors in the Planning Area. The main sources of particulate matter include fugitive dust from agricultural and construction operations and emissions from industrial processes.

The VCAPCD developed the 1991 Ventura County Air Quality Management Plan (AQMP) in response to the CCAA. The 1991 AQMP addressed attainment of the California air quality standards for ozone. The 1991 AQMP was amended in 1994, 1995, and 1997 to provide further emissions reduction guidance. The VCAPCD is currently revising the AMQP to comply with the Federal requirements regarding conformity of transportation activities to federally-approved air quality plans (transportation conformity).

City of Oxnard - Oxnard 2020 General Plan. The Safety Element of the City's existing General Plan contains several policies pertinent to air quality issues.

5.7.2. Environmental Setting

Climate and Atmospheric Conditions.

Ventura County's diverse topography, which affects the County's air quality, is characterized by mountains to the north, hills to the east between Ventura and Los Angeles Counties, two major river valleys (the Santa Clara River which flows east-west and the Ventura River which flows roughly north-south), and the Oxnard Plain to the south and west. The Santa Monica Mountains rise above the Oxnard Plain to the south and continue east into Los Angeles County. The mountainous topography surrounding the lower lying portions of Ventura County, where most pollutants are emitted, contributes to poor air quality by acting as a barrier, which prevents winds from blowing away polluted air.

The air above the Planning Area often exhibits weak vertical and horizontal dispersion characteristics. The region experiences temperature inversions, which limit atmosphere mixing and trap pollutants, resulting in high pollutant concentrations near ground level. Surface inversions (0-500 feet) are most frequent during winter; subsidence inversions (1,000 – 2,000 feet) are most frequent during summer. Generally, the lower the inversion

Average temperatures within the Planning Area range from about 75 degrees in summer to 65 degrees in winter.

base height and the greater the temperature increase from the top, the more pronounced the effect the inversion will have on the inhibiting dispersion.

The City's climate is characterized by cool winters and generally moderate summers. Marine air influences the climate throughout the year. According to the Western Regional Climate Center, average temperatures range from about 75 degrees F (24 degrees C) in summer to 65 degrees F (18 degrees C) in winter. Annual rainfall averages about 15 inches per year, with most rainfall occurring between November and April.

Existing Emission Sources and Emission Levels

Emissions are divided into two main categories: stationary and mobile. Stationary sources are those emission sources, such as industrial processes, burning crop residuals, and exposed soils/minerals (source of dust or PM10) that are fixed in place. Within the City, stationary-source pollutants include ozone precursors associated with local industrial processes and PM10 emissions associated with road dust, burning, construction and demolition activities, and fuel combustion (at stationary locations, such as industry residences). Natural sources of PM10 emissions include those resulting from wildfires. The primary source of mobile emissions is vehicles (automobiles, passenger trucks, trucks, and buses). Vehicle emissions are also the primary source of ozone precursors.

The VCAPCD has established several monitoring stations in the South Central Coast Air Basin to measure air quality conditions. The nearest monitoring station to the City is located in El Rio, which is adjacent and to the north of the City of Oxnard. Monitoring data from the El Rio monitoring station is shown in Table 5-8.

PM10 and PM2.5. The State 24-hour PM10 standard was exceeded between 0 and 5 times from 1999 to 2004 at the El Rio monitoring station. There is no State 24-hour PM2.5 standard. The Federal 24-hour PM2.5 standard was exceeded one time in 2003 and at no other time from 1999 to 2004.

Ozone. The State 1-hour ozone standard was exceeded once in 1999 and has not been exceeded since. The State 8-hour standard is not expected to become effective until early 2006. Initial 8-hour monitoring data indicates that the State 8-hour standard may occasionally be exceeded at the El Rio monitoring station.

Sensitive Receptors in the City

Sensitive receptors are typically defined as populations or uses that are more susceptible to the effects of air pollution than the general population. For the Planning Area, sensitive receptors include the following populations or uses: long-term healthcare facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities.

Table 5-11 Summary of PM10, PM2.5, and Ozone Air Quality Monitoring Data (1999-2004)

Pollutant/ Monitoring Station	Parameter	Standard		Year					
		Federal	California	1999	2000	2001	2002	2003	2004
PM10 (ug/m3)									
El Rio	Annual geometric mean	NA	20	29	28	29	29	N/A	29
	Annual arithmetic mean	50	NA	28	27	28	28	31	28
	24-hour maximum	150	50	50	52	53	100	127	59
	Days above State standards			0	1	3	2	5	1
PM2.5 (ug/m3)									
El Rio	Annual geometric mean	NA	12	NA	NA	13	NA	NA	11
	Annual arithmetic mean	15	NA	NA	NA	NA	13	12	11
	24-hour maximum	65	NA	37	46	41	29	82	29
	Days above State standards			0	0	0	0	1	0
Ozone (ppm)									
El Rio	1-hour maximum	NA	0.09	0.10	0.08	0.09	0.09	0.08	0.08
	Days above State standards			1	0	0	0	0	0
	8-hour maximum	0.08	0.07b	0.08	0.07	0.07	0.07	0.07	0.08
	Days above State standards			NA	NA	NA	NA	NA	NA

Notes: N/A = not available. Days above standard means days with one or more exceedance of the 1-hour ozone standards - The State 8-hour ozone standard was approved by the CARB on April 28, 2005 and is expected to become effective in early 2006

Source: California Air Resources Board, 2005

5.8 Energy Conservation

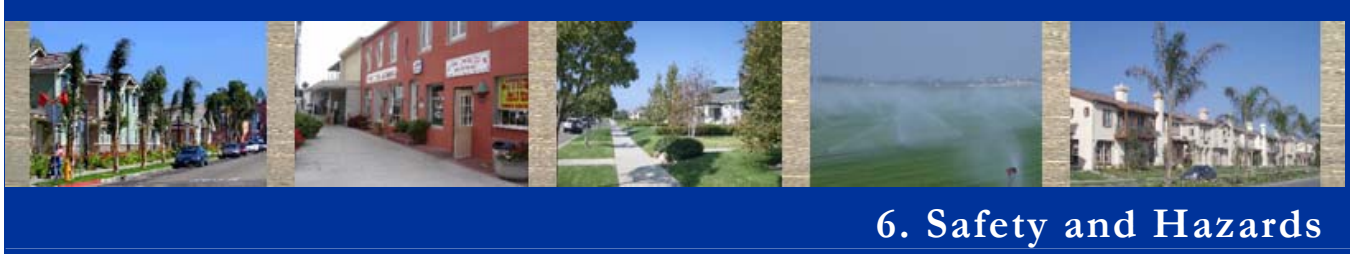
Energy conservation, such as efficient heating, cooling, and lighting, saves money and assists in the preservation of natural resources. By encouraging energy conservation within the community, the City of Oxnard helps to achieve its goals for a cleaner environment, healthier economy, and improved quality of life for all residents. Existing development review policies within the City ensure new construction within the community adheres to the *2005 Building Energy Efficiency Standards for Residential and Nonresidential Buildings* as adopted by the California Energy Commission. These standards and regulations provide the criteria

for the integration of energy saving materials and design principles into new construction in an effort to preserve resources and promote conservation.

In addition to the development review process, recent initiatives undertaken within City facilities to promote energy conservation initiatives include the following:

- Conversion of incandescent lighting to fluorescent or other energy saving lighting;
- Use of electronic ballasts for all replacements and new lighting installations;
- Use of energy efficient Heating Ventilation Air Conditioning (HVAC) equipment for all replacement and new installations;
- Lowering heating set-points and raising cooling set-points, as well as use of economizers at most facilities to improve energy efficiency; and
- Installation of low-flow toilets, urinals, and faucets for all replacements and new installations.

Please see next page.



6. Safety and Hazards

6.1 Introduction

This section of the Background Report identifies hazards that currently affect the planning area and the development of policies designed to protect and enhance the public health and safety. Some of these hazards may occur naturally such as flooding, earthquakes, or wildfires. Other health and safety factors may be man-made such as noise or hazardous materials. This section is divided into the following topics:

- Geologic, Seismic, and Soil Hazards (6.2)
- Natural Hazards (6.3)
- Noise (6.4)
- Hazardous Materials and Uses (6.5)
- Transportation Hazards (6.6)

6.2 Geologic, Seismic, and Soil Hazards

This section describes the general topographical, geologic, and seismic conditions that characterize the City's Study Area. To provide a better understanding of the existing geologic and seismic conditions of the City, this section describes:

- Regulations associated with geologic and seismic issues;
- Locations of active and potentially active faults and associated seismic hazards, and
- Other geologic hazards unique to the Study Area.

Background information specific to the Planning Area's soil conditions is addressed in Section 5.2.5 "Agriculture & Soils". Mineral resource issues are addressed in Section 5.2.6 "Mineral & Energy Resources".

Methods

This evaluation of geologic and seismic hazard conditions was completed using information collected from the United States Geological Survey and the California Department of Conservation – Division of Mines and Geology (CDMG).

Key Terms

Alquist-Priolo Fault Zone. The Alquist-Priolo Earthquake Fault Zoning Act, passed in 1972, requires the State Geologist to identify zones of special study around active faults.

An active fault is defined as a fault that has moved within the last 10,000 to 12,000 years (Holocene time).

Fault. A fault is a fracture in the Earth's crust that is accompanied by displacement between the two sides of the fault. An active fault is defined as a fault that has moved in the last 10,000 to 12,000 years (Holocene time). A potentially active fault is one that has been active in the past 1.6 million years (Quaternary period). A sufficiently active fault is one that shows evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

Landslide. Downslope movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall.

Liquefaction. Liquefaction in soils and sediments occurs during some earthquake events, when material is transformed from a solid state into a liquid state because of increases in pressure in the pores (the spaces between soil particles). Earthquake-induced liquefaction most often occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with some clay content.

Magnitude increases logarithmically in the Richter scale; thus, an earthquake of magnitude 7.0 is thirty times stronger than one of magnitude 6.0.

Magnitude. Earthquake magnitude is measured by the Richter scale, indicated as a series of Arabic numbers with no theoretical maximum magnitude. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Magnitude increases logarithmically in the Richter scale; thus, an earthquake of magnitude 7.0 is thirty times stronger than one of magnitude 6.0. Earthquake energy is most intense at the point of fault slippage, which is called the epicenter because the energy radiates from that point in a circular wave pattern; the farther an area is from an earthquake's epicenter, the less likely that area is to be affected by groundshaking.

6.2.1. Regulatory Setting

Relevant State and local guidelines specific to geologic and seismic hazards are discussed in this section.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act), signed into law December 1972, requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the

hazards associated with fault rupture and to prohibit the location of most structures for human occupancy across these traces. Cities and counties must regulate certain development projects within these zones, which include withholding development permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement (Hart, 1997). Surface fault rupture is not necessarily restricted to the area within an Alquist-Priolo Zone.

Seismic Hazards Mapping Act. The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong groundshaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a seismic hazard zone, a geotechnical investigation of the site has to be conducted and appropriate mitigation measures incorporated into the project design.

California Building Code. The California Building Code is another name for the body of regulations known as the California Code of Regulations (C.C.R.), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable (Bolt, 1988).

Published by the International Conference of Building Officials, the Uniform Building Code is a widely adopted model building code in the United States. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

California Department of Transportation – Highway Design Manual. The California Department of Transportation (Caltrans) has developed roadway design standards including those for seismic safety. Consideration of earthquake hazards in roadway design is detailed in the Highway Design Manual published by Caltrans (1995). Modifications to local highways and roads would be required to adhere to Caltrans engineering standards.

Local Regulations

City of Oxnard - Oxnard 2020 General Plan. The Safety Element of the City's existing General Plan contains an objective and several policies pertinent to geologic and seismic hazard conditions.

6.2.2. Environmental Setting

The Study Area is situated on the Oxnard Plain which is located near the western edge of the Transverse Range Province. The Coastal Mountains and the Sierra Nevada Range are located to the north and the peninsular ranges to the south. Local geologic conditions of the Study Area consist of coastal lowland areas that range in elevation from sea level to about 115 feet above sea level. These areas are comprised of alluvial deposits of silt, sands and gravel, which extend to a depth of approximately 500 feet beneath the Study Area. The history of alluviation is related to the Santa Clara River and its flood patterns. Beneath the alluvium lies the San Pedro formation (approximately 4,000 feet thick beneath the City), which consists of moderately indurated sandstones and conglomerates.

Seismic Activity

The potential earthquake-induced hazards that may affect the City of Oxnard consist of fault rupture and strong ground motions, and the secondary effects of ground motion, such as liquefaction and tsunamis. Each of these is discussed below.

Seismicity and Regional Faults

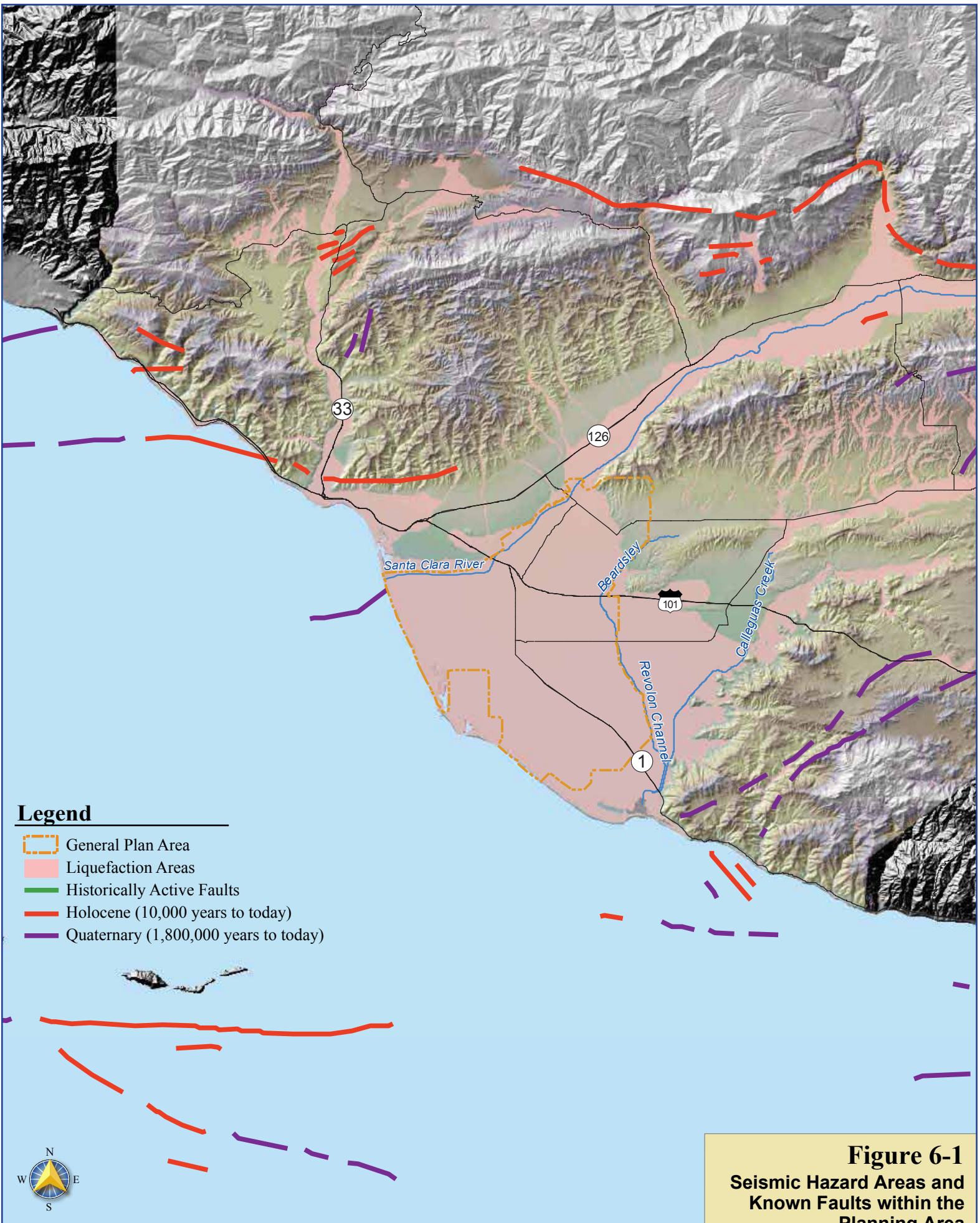
The Study Area is located within Seismic Risk Zone 4. Earthquakes occurring in Seismic Risk Zone 4 have the potential to create the greatest impacts compared to the other risk zones. Areas within Seismic Zone 4, have a one in ten chance that an earthquake with an active peak acceleration level of 0.04g (4/10 the acceleration of gravity) will occur within the next fifty years.

The CDMG has determined the probability of earthquake occurrences and their associated peak ground accelerations throughout the State of California. According to the CDMG's probabilistic seismic hazard map for California, peak ground accelerations in the Study Area could range from 0.50 g to 0.80 g (California Geological Survey, 1998).

The City will probably experience ground shaking from earthquake activity that is most likely associated with the historically active faults in the surrounding area (see Figure 6-1). The resultant ground shaking could be severe with an earthquake of maximum credible or probable magnitude in one of the nearby faults. The estimated maximum (moment) magnitudes (Mw) represent characteristic earthquakes on particular faults. The maximum credible earthquake for a particular fault is the largest magnitude event that appears capable of occurring under the presently known tectonic framework. The maximum probable earthquake is the maximum earthquake likely to occur during a 100-year interval. It is

Figure 6-1 Fault Systems

(NOTE TO REVIEWER: Figure in progress)



Legend






-  General Plan Area
-  Liquefaction Areas
-  Historically Active Faults
-  Holocene (10,000 years to today)
-  Quaternary (1,800,000 years to today)

Figure 6-1
Seismic Hazard Areas and
Known Faults within the
Planning Area

Back of Figure 6-1

regarded as a probable occurrence, not as an assured event that will occur at a specific time. Table 6-1 provides a listing of faults in the proximity of the Study Area and the maximum magnitude of some of these nearby faults that may cause future ground shaking activity. As shown in Figure 6-1, several active and/or potentially active faults are located in the vicinity of the Study Area. The most regionally active faults are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Acacapa, and Malibu Coast faults, all within 5 to 10 miles of the Study Area. Although the Study Area is not located within an Alquist-Priolo zone or no large-magnitude earthquakes greater than 6.0 have occurred historically along other major regional faults, the Study Area is situated within a seismically active region and is susceptible to several types of earthquake-related risks, including surface rupture, ground shaking, liquefaction and tsunamis.

Other Geologic Hazards in the Study Area

Surface Fault Rupture

A surface rupture is a break in the ground's surface and the associated deformation resulting from the movement of a fault. Fault activity is classified as active or potentially active. An active fault is one that has had surface displacement within the last 10,000 to 12,000 years (Holocene time) and a potentially active fault is one that has experienced surface displacement during the last 1.6 million years (Quaternary period).

Fault systems in the immediate vicinity of the Study Area are identified in Figure 6-1. Information specific to these local faults along with other regional faults not identified in the figure is provided in Table 6-1. As shown in Figure 6-1, no known active faults are present within the City's Study Area. However, active and/or potentially active faults are present in the surrounding region, and some of these may extend into the subsurface beneath the Study Area.

Liquefaction

Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a sudden shock or strain. Liquefaction may occur in water-saturated sediment during moderate to great earthquakes. As shown in Figure 6-1, the potential for liquefaction occurs throughout most of the Study Area. Liquefaction conditions occur within the Study Area for several reasons, including underlying sections of thick alluvial deposits, high groundwater levels (0 feet near the coastline to approximately 40 feet at the northeastern corner of the City), and the potential for strong regional ground shaking. The combination of these factors constitutes a significant seismic hazard in the southern California region, including the Study Area.

Table 6-1 Fault Systems in the Vicinity of the Oxnard Planning Area

Fault Zone	Location Relative to Oxnard	Historical Seismicity and Recency of Faulting	Slip Rate (mm/year)	Maximum Credible Magnitude	Maximum Probable Magnitude
Oak Ridge	1 mile northwest	Holocene, in part; mainly Late Quaternary	3.5 to 6.0	7.5	6.7
Springville	1.5 miles northeast	N/A	N/A	N/A	N/A
Camarillo	3.5 miles northeast	N/A	N/A	N/A	N/A
Pitas Point-Ventura	6 miles northwest	Holocene, probably within the last 1500 years	0.5 to 1.5	6.1	6.6
Simi	7 miles northwest	Holocene	N/A	6.6	6.6
Red Mountain	10 miles northwest	Holocene to Late Quaternary	0.4 to 1.5	N/A	6.6
Anacapa	12 miles south	N/A	N/A	N/A	6.7
Orcutt Canyon	14 miles north	N/A	N/A	N/A	N/A
Javon	14 miles northwest	N/A	1.1	N/A	N/A
Carpenteria	14 miles northwest	N/A	N/A	N/A	N/A
Lion Canyon	14 miles north	Late Quaternary	N/A	N/A	N/A
Oakview	14 miles north	Late Quaternary	N/A	N/A	N/A
San Cayetano	15 miles north	Less than 5,000 years ago	1.3 to 9.0	6.75	6.7
Malibu Coast	15 miles southeast	Holocene, in part; otherwise Late Quaternary	0.3	7.5	6.6
Mission Ridge Arroyo Parida	16 miles northwest	30,000 years ago	about 0.37	N/A	6.6
Stepard Mesa-Rincon Creek	18 miles northwest	Late Quaternary	about 0.3	N/A	N/A
Santa Ynez	20 miles north	Late Quaternary; except for a short segment near the intersection with the Baseline fault, which is Holocene in age	0.1 to 0.7	7.5	6.7
Santa Susana	24 miles northeast	Late Quaternary Short segment ruptured during the 1971 San Fernando earthquake	5.0 to 7.0	6.6	6.6
Santa Cruz Island	24 miles southwest	Holocene, offshore; Late Quaternary on Santa Cruz Island	0.9	N/A	6.7
San Pedro Basin	24 miles southeast	N/A	N/A	N/A	6.6
Holser	25 miles northeast	Late Quaternary	0.4	N/A	6
Palos Verdes Hills	29 miles southeast	Holocene, offshore; Late Quaternary on shore.	0.1 to 3.0	7	6.6
Northridge	32 miles northeast	Late Quaternary; 1994 Northridge Earthquake.	N/A	6.5	6.2
San Jose	33 miles northwest	Late Quaternary Last significant quake: 2/28/90; No surface rupture found.	0.2 to 2.0	N/A	6.4
San Gabriel	34 miles northeast	Late Quaternary west of intersection with the Sierra Madre fault zone; Quaternary east of that intersection; Holocene only between Saugus and Castaic.	1.0 to 5.0	N/A	6.7

Table 6-1 Fault Systems in the Vicinity of the Oxnard Planning Area (Continued)

Fault Zone	Location Relative to Oxnard	Historical Seismicity and Recency of Faulting	Slip Rate (mm/year)	Maximum Credible Magnitude	Maximum Probable Magnitude
More Ranch	34 miles northwest	N/A	N/A	7.25	6.6
Santa Monica	35 miles southeast	Late Quaternary	0.27 to 0.39	7.5	6.6
San Fernando	38 miles northeast	Last occurrence: February 9, 1971	5	6.5	6.4
San Andreas	42 miles northeast	January 9, 1857 (Mojave Segment); April 18, 1906 (Northern Segment)	20 to 35	8.25	8.1

Source: Hart, *Fault Rupture Hazard Zones in California, 1997*

Subsidence and Uplift

Subsidence may be defined as the downward movement of a relatively large amount of land caused by the withdrawal of subsurface water and/or petroleum. Conversely, uplift is the upward movement of a relatively large amount of land caused by the injection of water or petroleum and/or by tectonic forces.

Portions of the City are subject to subsidence. Historic records show that the amount of much of this subsidence is at least one foot. In the area near Hueneme Road and Rice Avenue, which is adjacent to the southeast corner of the Study Area, the amount of subsidence has been up to 12 feet.

Landslides (Slope Failure)

Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. Although the potential for small-scale slope failure may exist locally, particularly along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the relatively flat terrain of the Study Area minimizes this potential geologic hazard.

Tsunamis

A tsunami is an ocean wave produced by offshore seismic activity. As a coastal city, there is always the potential for tsunami damage; development along the coast line has increased the risk. While most coasts along the Pacific Basin have a long history of tsunami damage, such damage to California has been relatively slight in recent historical times. The most recent tsunami to cause appreciable damage to California occurred with the great Alaskan earthquake on March 27, 1964. Please refer to Section 6.3.2 "Tsunami and Tidal Marine Hazards" for additional information regarding this potential hazard.

6.3 Natural Hazards

Within the past 10 years, natural disasters such as fires, earthquakes, landslides, and flooding have struck Ventura County. These disasters resulted in five Presidential disaster declarations in that time. Much more damage has been caused by natural hazards resulting in financial damages not warranting Presidential disaster declarations.

The natural hazards associated with Oxnard fall into several categories. These natural hazard categories include flooding and sea level rise, tsunami and tidal marine hazards, coastal wave and beach erosion, and wildfires and are detailed in the following sections.

6.3.1 Flooding and Sea Level Rise

Due to its low land profile, the City of Oxnard became a member of the National Flood Insurance Program (NFIP). The City also adopted a Master Plan of Drainage (1979) and a Floodplain Management Ordinance (Chapter 35 of the Oxnard City Code) to protect its residents and businesses. The City of Oxnard falls within the Santa Clara River's 1,600 square mile watershed. Areas along the northern border of the City fall within the river's 100-year floodplain with a larger portion of Oxnard's core falling within the 500-year floodplain. The *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County* identifies one critical facility and 279 commercial and residential buildings as susceptible to coastal and riverine flooding.

Riverine flooding can occur as a result of heavy rains and melting snow. Heavy water volume can cause breaches of stream channels, river channels, or the structures designed to contain water (e.g., levees). The latter was the case in 1969 when 50- and 100-year peak discharge levels were reached in many channels of the Santa Clara and Ventura watersheds. During this episode, the City of Oxnard was threatened by a break in the Santa Clara River levee along the City's north border.

Flooding in Oxnard caused by rain water is most likely to occur in the winter months when Ventura County receives most of its precipitation. In 2005, the majority of Oxnard's rain fell between late January and mid-March. On average, however, rainfall in the Oxnard area increases sharply in early November and does not decrease until mid/late-March.

High winds or tides can cause seawater surges resulting in coastal flooding beyond the high tide line. Wave action can directly impact seaside homes and infrastructure. Indirectly, wave action can cause beach and bluff erosion resulting in damage to seaside homes and infrastructure.

Several dams are located at least 35 miles to the east and northeast of the City of Oxnard within Ventura and Los Angeles Counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. The major threat to Oxnard is upstream along the Santa Clara River corridor. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire city is located within the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the city could be in the form of a wall of fast-moving water, mud, and debris. As identified in the *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County*, 36,179 residential and commercial buildings and 99 critical facilities could be impacted by a dam failure.

6.3.2. Tsunami and Tidal Marine Hazards

A tsunami is a rapidly moving wave or series of waves caused by earthquakes or undersea landslides. Given its location along the Pacific Ocean coastline, the City of Oxnard could potentially be struck or impacted by a tsunami; however, the 2005 *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California* considers this hazard to pose a remote threat to life and property in Ventura County due to the low likelihood of occurrence. Since 1946, only five major tsunamis have impacted the California coast, the most recent in 1964. Areas that are affected by flooding are also at risk for tsunamis. Oxnard's projected tsunami impact area extends inland from the shoreline approximately one mile.

The City's Channel Islands Harbor and Mandalay Bay could potentially be impacted by seiches. Seiches are oscillating waves in enclosed or partially enclosed bodies of water (e.g., lakes, bays, or gulfs) for varying lengths of time as a result of seismic or atmospheric disturbances.

6.3.3. Coastal Wave and Beach Erosion

Development and shoreline use from Point Mugu to Point Conception have been attributed to the loss of natural sand beaches and resulting beach erosion problems. Manmade structures such as breakwalls, piers, and oil platforms interrupt the natural cycle of sand being eroded and deposited along the shoreline. In response to the widespread impacts of beach erosion along the entire length of Southern California, the Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) was formed. BEACON is a California Joint Powers agency established to deal with coastal erosion and beach problems on the Central Coast of California. Member agencies include the Cities of Carpinteria, Goleta, Oxnard, Port Hueneme, San Buenaventura, Santa Barbara, and the Counties of Santa Barbara and Ventura.

BEACON is currently working on a comprehensive sand management and opportunistic beach replenishment program called South Central Coast Beach Enhancement Program (SCCBEP). Also, at the direction of the

member agencies, BEACON has recently expanded its scope to include the problems of ocean water quality. It plans to coordinate activities by member agencies involving beach and ocean pollution.

Damage to Oxnard Shores, Oxnard's beachfront homes, flooding, as well as loss of beach sand and formation of extensive dunes due to blowing sand are some of the problems associated with the City of Oxnard's beach erosion.

6.3.4. Wildfires

Dense urban areas do not contain large amounts of continuous surface fuels to feed a wildfire. Therefore, these areas are generally more resistant to the spread of wildfires than other areas. The City of Oxnard is Ventura County's largest urban community and has limited exposure to the wildfire hazard. The *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California* notes that no commercial buildings and only five residential buildings have potential exposure to high and very high wildfire hazards.

6.4 Noise

In technical terms, sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Simply, sound is what we hear. As sounds reach undesirable unacceptable levels, this is referred to as noise.

To develop goals and policies related to noise abatement in the updated General Plan, it is important to understand how sound, and noise, are measured and compared. It is also important to understand existing sources of sound within the Planning Area and their corresponding sound levels. To help understand these key concepts, this section:

- Describes key terms;
- Provides an overview of how noise is characterized (measured);
- Describes existing regulations that affect noise issues; and
- Discusses current noise conditions found throughout the City's Planning Area.

Methods

The methods used to assess noise are described throughout this section. A summary of noise standards was provided based on a review of all applicable Federal, State, and local noise regulations. Estimates of traffic noise were provided using recent average daily traffic volumes collected for the "Transportation and Circulation" section of this Background Report.

Ambient noise levels are those associated with a given environment and usually comprise sounds from many sources, both near and far.

A discussion of other noise sources was based on noise measurements collected by Environmental Science Associates technical staff.

Key Terms

Ambient Noise. The total noise associated with a given environment and usually comprising sounds from many sources, both near and far.

Attenuation. Reduction in the level of sound resulting from absorption by the topography, the atmosphere, distance, barriers, and other factors.

A-weighted decibel (dBA). A unit of measurement for noise having a logarithmic scale and measured using the A-weighted sensory network on a noise-measuring device. An increase or decrease of 10 decibels (dB) corresponds to a tenfold increase or decrease in sound energy. A doubling or halving of sound energy corresponds to a 3-dBA increase or decrease.

Community Noise Equivalent Level (CNEL). Used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period - see below). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn). Ldn refers to average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Equivalent Sound Level (Leq). The level of a steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). The equivalent sound level measured over a 1-hour period is called the hourly Leq or Leq (h).

Lmax and Lmin. The maximum and minimum sound levels, respectively, measured during the measurement period with a sound meter. When a sound meter is set to the "slow" response setting, as is typical for most community noise measurements, the Lmax and Lmin values are the maximum and minimum levels measured over a 1-second period.

Percentile-Exceeded Sound Level (L_x). The sound level exceeded during a given percentage of a measurement period. Examples include L10, L50, and L90. L10 is the A-weighted sound level that is exceeded 10% of the measurement period, and so on. L50 is the median sound level measured during the measurement period. L90, the sound level exceeded 90% of the time, excludes high localized sound levels produced by nearby sources such as single car passages or bird chirps. L90 is often used to represent the background sound level. L50 is also used to provide a less conservative assessment of the background sound level.

Sensitive receptors are defined to include residential areas, hospitals, convalescent homes, schools and other similar land uses.

Sensitive Receptors. Sensitive receptors are defined to include residential areas, hospitals, convalescent homes and facilities, schools, and other similar land uses.

6.4.1. Regulatory Setting

Noise issues are subject to various Federal, State and local regulations. This section begins with a brief introduction to the characteristics of sound and follows with a brief overview of key regulations.

Characteristics of Sound

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise can be defined as unwanted sound. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude) of a particular sound. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The decibel or dB scale is used to quantify sound intensity. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale (i.e., dB scale) is used to keep sound intensity numbers at a convenient and manageable level.

The human ear can detect changes in sound levels of approximately 3 dBA under normal conditions.

Since the human ear is not equally sensitive to all frequencies within the entire spectrum, noise measurements are weighted more heavily within those frequencies of maximum human sensitivity in a process called "A-weighting" written as dBA. The human ear can detect changes in sound levels of approximately 3 dBA under normal conditions. Changes of 1 to 3 dBA are typically noticeable under controlled conditions, while changes of less than 1 dBA are only discernable under controlled, extremely quiet conditions. A change of 5 dBA is typically noticeable to the general public in an outdoor environment. Table 6-2 summarizes typical A-weighted sound levels.

Table 6-2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-Over at 300 meters (1000 feet)	— 110 —	Rock Band
Gas Lawn Mower at 1 meter (3 feet)	— 100 —	
Diesel Truck at 15 meters (50 feet)	— 90 —	Food Blender at 1 meter (3 feet)
Diesel Truck at 80 kilometers/hour (50 miles/hour)	— 80 —	Garbage Disposal at 1 meter (3 feet)
Noisy Urban Area, Daytime		
Gas Lawn Mower, 30 meters (100 feet)	— 70 —	Vacuum Cleaner at 3 meters (10 feet)
Commercial Area		Normal Speech at 1 meter (3 feet)
Heavy Traffic at 90 meters (300 feet)	— 60 —	
Quiet Urban Daytime	— 50 —	Large Business Office Dishwasher Next Room
Quiet Urban Nighttime	— 40 —	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	— 30 —	Library
Quiet Rural Nighttime	— 20 —	Bedroom at Night, Concert
	— 10 —	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	— 0 —	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998a

Environment noise fluctuates over time. While some noise fluctuations are minor, others can be substantial. Some noise levels occur in regular patterns, others are random. Some noise levels fluctuate rapidly, others slowly. Some noise levels vary widely, others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels, and are listed above under the “Key Terms” section.

Calculating Attenuation

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because of spreading losses, noise attenuates (decreases) with distance. The typical atmospheric attenuation rate for point source noise is 6 dBA per doubling of the distance as predicted by the equation:

$$\text{dBA Reduction} = 20 \text{ Log } \left[\frac{\text{measured distance}}{\text{reference distance}} \right]$$

(Lower bracket to include both reference distance quantities)

Noise from a line source will also attenuate with distance, but the rate of attenuation is a function of both distance and the type of terrain over which the noise passes. Hard sites, such as developed areas with paving, attenuate noise at a rate of 3 dBA per doubling of the distance as predicted by the following equation:

$$\text{dBA Reduction} = 10 \text{ Log } \left[\frac{\text{measured distance}}{\text{reference distance}} \right]$$

Soft sites, such as undeveloped areas, open space, and vegetated areas attenuate line-source noise at a rate of 4.5 dBA per doubling of the distance, as predicted by the following equation:

$$\text{Attenuated dBA} = 15 \text{ Log } \left[\frac{\text{measured distance}}{\text{reference distance}} \right]$$

True hard sites are fairly rare, particularly in rural areas. Accordingly, soft site attenuation is typically assumed for planning level analyses in rural areas.

Objects such as walls, topography, and buildings which block the line-of-sight between a source and a receptor will attenuate the noise source.

Objects such as walls, topography, and buildings which block the line-of-sight between a source and a receptor will attenuate the noise source. If a receptor is located behind the object, but has a view of the source, the wall will do little to attenuate the noise. Additionally, a receptor located on the same side of the object as the noise source may experience an increase in the perceived noise level as the object may reflect noise back to the receptor, possibly increasing the noise.

Noise Contours

The interpretation of noise contours is a generalization, not an exact science. The measurements by sophisticated instruments are affected by many variables in a particular area. However, these individual effects are generalized so that noise contours describe the impact that can generally be expected. Noise contour lines themselves are not specific boundaries of noise tolerance. A contour line denoting a 65 dBA limit, for example, does not imply that residents on one side of the line are seriously affected, while on the other side of the line tolerable conditions exist. Rather, the area between 75 dBA and 65 dBA indicates that residents within this vicinity may experience a high level of noise and potential interference with daily functions.

Effects of Noise

High noise levels can interfere with a broad range of human activities in a way which degrades public health and welfare. Such activities may include:

- Speech communication in conversation and teaching;
- Telephone communication;
- Listening to television and radio;
- Listening to music;
- Concentration during mental and physical activities;
- Relaxation; and
- Sleep.

Interference with listening situations can be determined in terms of the level of the environmental noise and its characteristics. The amount of interference in non-listening situations is often dependent upon factors other than the physical characteristics of the noise. These may include attitude toward the source of an identifiable noise, familiarity with the noise, characteristics of the exposed individual, and the intrusiveness of the noise.

Hearing loss, total or partial, and either permanent or temporary, is a well established effect of noise on human health. The primary measure of hearing loss is the hearing threshold level - the level of a tone that can just be detected by an individual. As a person is exposed to increased noise levels, that person may experience a shift in the threshold at which sound can be detected. Exposure to very high noise levels for lengthy periods of time can generate threshold shifts, which can be temporary or permanent. In general, A-weighted sound levels must exceed 60-80 decibels before a person will experience temporary threshold shifts. The greater the intensity level above 60-80 decibels and the longer the exposure, the greater length of the temporary threshold shift.

Federal Regulations

Federal Highway Administration (FHWA). The Federal Highway Administration (FHWA) has developed noise abatement criteria that are used for federally funded roadway projects or projects that require Federal review. These criteria are discussed in detail in Title 23 Part 772 of the Federal Code of Regulations (23CFR772). These noise criteria are based on Leq (h) and are summarized in Table 6-3.

Table 6-3 FHWA Noise Abatement Criteria

Activity Category	Design Noise Levels	Description of Activity Category
	LEQ (H) (DBA)	
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas
C	72 (exterior)	Developed lands
D	---	Undeveloped lands
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Federal Highway Administration, 1982

The EPA has set 55 dBA Ldn as the goal for residential environments. However, other agencies generally accept 65 dBA as a realistic standard that can be achieved.

Environmental Protection Agency (EPA). The EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. Although these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or other needs of the community.

The EPA has set 55 dBA Ldn as the basic goal for residential environments. However, other Federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA Ldn, have generally agreed on the 65 dBA Ldn level as being appropriate for residential uses. At 65 dBA Ldn activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Department of Housing and Urban Development (HUD). HUD was established in response to the Urban Development Act of 1965 (Public Law 90-448) and was tasked by the Housing and Urban Development Act of 1965 (Public Law 89-117) "to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes."

HUD first issued formal requirements related specifically to noise in 1971 (HUD Circular 1390.2). These requirements contained standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established the following three zones:

- 65 dBA Ldn or less - an acceptable zone where all projects could be approved.
- Exceeding 65 dBA Ldn but not exceeding 75 dBA Ldn - a normally unacceptable zone where mitigation measures would be required and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA Ldn area and 10 dBA of attenuation in a 70 to 75 dBA Ldn area.
- Exceeding 75 dBA Ldn - an unacceptable zone in which projects would not, as a rule, be approved.

HUD's regulations do not include interior noise standards. Rather a goal of 45 dBA Ldn is set forth and attenuation requirements are geared towards achieving that goal. HUD assumes that using standard construction practices, any building will provide sufficient attenuation so that if the exterior level is 65 dBA Ldn or less, the interior level will be 45 dBA Ldn or less. Thus, structural attenuation is assumed at 20 dBA. However HUD regulations were promulgated solely for residential development requiring government funding and are not related to the operation of schools or churches.

The Federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the USEPA. Noise exposure of this type is dependant on work conditions and is addressed through a facility's or construction contractor's health and safety plan. With the exception of construction workers involved in facility construction, occupational noise is irrelevant to this study and is not addressed further in this document.

State Regulations

California Department of Transportation (Caltrans). Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 1998b). The noise abatement criteria specified in the protocol are the same as those specified by FHWA.

California Department of Health Services. The Office of Noise Control in the State Department of Health Services has developed criteria and guidelines for local governments to use when setting standards for human

exposure to noise and preparing noise elements for General Plans (Office of Planning and Research, 2003). These guidelines include noise exposure levels for both exterior and interior environments. In addition, the California Code of Regulations sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. The State indicates that locating units in areas where exterior ambient noise levels exceed 65 dBA is undesirable. Whenever such units are to be located in such areas, the developer must incorporate into building design various construction features which reduce interior noise levels to 45 dBA CNEL. A summary of the various State standards is provided in Tables 6-4 and 6-5. Table 6-4 presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table 6-5 indicates standards and criteria that specify acceptable limits of noise for various land uses.

Table 6-4 Community Noise Exposure Ldn or CNEL, Db

Land Use Category	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single Family, Duplex, Mobile Homes	<60	55-70	70-75	>80
Residential – Multi Family	<65	60-70	70-75	>75
Transient Lodging – Motels, Hotels	<65	60-70	70-80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	<70	60-70	70-80	>80
Auditoriums, Concert Halls, Amphitheatres	NA	<70	NA	>65
Sports Arena, Outdoor Spectator Sports	NA	<75	NA	>70
Playgrounds, Neighborhood Parks	<70	67.5-75	NA	>72.5
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<75	NA	70-80	>80
Office Buildings, Business Commercial and Professional	<70	67.5-77.5	>75	NA
Industrial, Manufacturing Utilities, Agriculture	<75	70-80	>75	NA

Notes:

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design – Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice

Normally Unacceptable – New construction or development should generally be discouraged – If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design

Clearly Unacceptable – New construction or development should generally not be undertaken

NA – Not applicable

Source: California Office of Planning and Research, General Plan Guidelines, 2003

Table 6-5 State Interior and Exterior Noise Standards

Land Use		CNEL	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single-Family, Duplex, Multiple-Family	45 ³	65 ⁴
	Mobile Homes	--	65
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Office, City Office Building	50	--
	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose) Sports Club	50	--
	Manufacturing, Warehousing, Wholesale, Utilities	55	--
	Movie Theaters	65	--
Institutional	Hospitals, Schools, Classrooms/Playgrounds	45	--
		45	65
	Church, Library	45	--
Open Space	Parks	--	65

Notes:

1. Indoor environment including: Bathrooms, closets, corridors
2. Outdoor environment limited to: Private yard of single family; Multi-family private patio/balcony which is served by a means of exit from inside the dwelling; Balconies six feet deep or less are exempt; Mobile Home Park; Park's picnic area; School's playground
3. Noise level requirement with closed windows. Mechanical ventilating systems or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the Uniform Building Code
4. Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL

Source: California Office of Planning and Research, General Plan Guidelines, 2003

Local Regulations

City of Oxnard - Oxnard 2020 General Plan. The Noise Element of the City's existing General Plan contains several goals, objectives, and policies pertinent to noise issues.

City of Oxnard Noise Ordinance. Article XI (Sound Regulation) of Chapter 7 in the Oxnard Municipal Code is designed to, "protect classes of land use from excessive sound because the city council has determined that such excessive sound is detrimental to the public health, safety and

welfare and contrary to the public interest.” The adopted Noise Ordinance sets standards for noise levels and provides the means to enforce the reduction of obnoxious or offensive noises. The Noise Ordinance sets interior and exterior noise levels for all properties within designated noise zones, unless exempted. The Noise Ordinance standards are identified in Table 6-6.

Table 6-6 City of Oxnard Exterior and Interior Noise Ordinance Standards

Sound Zone	Type of Land Use	Allowable Exterior Sound Level	
		7 AM to 10 PM	10 PM to 7 AM
I	Residential	55 dBA	50 dBA
II	Commercial	65 dBA	60 dBA
III	Industrial	70 dBA	70 dBA
IV	As identified in Figure IX-2 of the 2020 General Plan.		
Sound Zone	Type of Land Use	Allowable Exterior Sound Level	
		7 AM to 10 PM	10 PM to 7 AM
All	Residential	50 dBA	45 dBA

Source: *City of Oxnard Municipal Code, Article XI (Sound Regulation) of Chapter 7*

6.4.2. Environmental Setting

The main noise generators within the City consist of vehicular traffic along the Ventura Freeway, other major roadways, the Oxnard Airport, the Union Pacific Railroad line, and a variety of stationary noise sources. Each of these noise sources is described in greater detail below.

Traffic Noise

As in most typical urbanized areas, the most pervasive noise sources in the City are motor vehicles, including automobiles, trucks, buses, and motorcycles. The noise generated from vehicles using roads within the Planning Area is governed primarily by the number of vehicles, type of vehicles (mix of automobiles, trucks, and other large vehicles), and their speed.

The highest noise levels are adjacent to the Ventura Freeway. Noise levels that would affect noise sensitive land uses such as residences, schools, and hospitals also occur along major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road, and Oxnard Boulevard.

Traffic Noise Measurements

NOTE TO REVIEWER: This section to be completed upon receipt of current average daily traffic volumes for roadways to be studied in the Planning Area.

Airport Noise

The greatest potential for noise intrusion occurs when aircraft land, take off, or run their engines while on the ground. There are three primary sources of noise in a jet engine: the exhaust, the turbomachinery, and the fan. The noise associated with general aviation propeller aircraft (piston and turbo-prop) is produced primarily by the propellers and secondarily from the engine and exhaust.

Aircraft noise affecting the City is primarily generated by the Oxnard Airport and the Point Mugu Naval Air Station. The Oxnard Airport is situated upon 216 acres of land located in the southwest corner of the City. The Oxnard Airport is served primarily by general aviation and commuter aircraft. In 2000, the last year for which figures are available, the Airport was base to approximately 150 aircraft and 88,277 annual operations.

The Point Mugu Naval Air Station is located within the jurisdictional boundaries of the County of Ventura, which designates the site as "Institutional Use." The property is also within the City of Oxnard Planning Area. While no major established flight patterns pass over the City, infrequently used patterns do pass over residential areas of the City.

The Camarillo Airport is also located within Ventura County. According to the Ventura County, the Camarillo Airport does not have any flight paths over the City of Oxnard. However, the northeast portion of the City may experience noise generated by Camarillo Airport operations.

Airport Noise Measurements

NOTE TO REVIEWER: This section to be completed upon receipt of current airport noise contours from the Oxnard Airport.

Railroad Noise

The Union Pacific Railroad line running across the Planning Area is the only railroad line utilized on a regular basis. The line enters the Planning Area at its eastern boundary, runs west along East Fifth Street to the Transportation Center where it turns north and runs adjacent to Oxnard Boulevard, and eventually crosses the northern City boundary at the Ventura Freeway.

Several factors combine to produce railroad noises, including length of train, speed, grade, type of track, number of engines, and number of trips. The Union Pacific Railroad line operates approximately eight trains in the Planning Area within a 24-hour period. Four trains are scheduled Amtrak passenger trains, and the other four are nonscheduled freight trains that could pass through the City anytime during a 24-hour period. The older residential neighborhoods within the central portion of the City are subject

to the greatest noise effects from local railroad activity, particularly the nighttime freight trains.

Railroad Noise Measurements

NOTE TO REVIEWER: This section in progress.

Existing Noise Conditions and Stationary Noise Sources

A series of short- and long-term noise measurements were completed to help describe existing noise levels within the City. The short-term Leq noise measurements were completed to characterize typical noise levels at various locations within the City. Noise measurements were taken along heavily traveled roadway corridors and in downtown Oxnard, residential neighborhoods, and City parks. As shown in Table 6-7 ambient noise levels ranged from 50.7 to 74.2 dBA Leq. The lowest noise level, 50.7 dBA, occurred in a residential neighborhood. The highest noise level, 74.2 dBA, occurred along Victoria Avenue, which is a heavily trafficked City roadway.

Industrial land uses have the potential to generate high noise levels within their immediate operating environments. The scope and degree of noise generated by industrial uses is dependent upon various factors, including type of industrial activity, hours of operation, and their location relative to sensitive land uses. Most of the industrial stationary noise sources within the Planning Area are located within two industrial areas known as the Hueneme Road Industrial Area and the Central Industrial Area.

Table 6-7 Community Noise Measurement Summary

Land Use	Location	Time	Leq (dBA)
Short-Term Community Measurements			
1. Roadway	Oxnard Boulevard, north of Roderick Road	6:45 – 7:00	71.3
2. Roadway	Channel Island Boulevard, west of Saviers Road	7:22 – 7:37	69.6
3. Roadway	Victoria Avenue, south of Nantucket Parkway	8:00 – 8:15	74.2
4. Park	Oxnard State Beach Park	8:35 – 8:50	52.4
5. Residential	6 th Avenue, west of F street	9:20 – 9:35	54.3
6. Downtown Oxnard	Plaza Park	10:01 – 10:16	60.7
7. Downtown Oxnard	A street, north of 4 th Street	10:29 – 10:44	62.6
8. Park	Community Center Park	11:01 – 11:16	52.6
9. Residential	Patricia Street, north of Rhona Road	11:29 – 11:44	50.7
10. Roadway	Snow Avenue, south of Highway 101	12:30 - 1245	64.2
		Day	CNEL (dBA)
Long-Term Airport Measurement			
11. Airport	Little Farms Road, west of Ventura Boulevard	12/19-12/20	60
		12/20-12/21	60
12. Airport	North of 5 th Street, west of Ventura Boulevard	12/19-12/20	61
		12/20-12/21	61
Long-Term Railroad Measurement			
13. Railroad	Oxnard Boulevard, south of Gonzales Road	12/28	65

Source: ESA, 2005

6.5 Hazardous Materials and Uses

This section focuses on those human-made hazards associated with the potential exposure to hazardous materials. Additional public safety concerns (e.g., fire suppression capabilities, law enforcement response times, etc.) are discussed in Public Services". To provide a better understanding of the extent of existing human-made hazard concerns within the Planning Area, topics covered in this section include the following:

- Federal, State, and local regulations; and
- Existing human-made hazards in the Planning Area

Methods

The information provided in this section was obtained from various State agencies (e.g., California Department of Toxic Substances Control, etc.) that monitor or compile information related to the locations of hazardous waste generators, hazardous materials treatment, storage and disposal facilities, and underground storage tank locations.

Key Terms

Hazardous Materials. A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).

Hazardous Wastes. Similarly, hazardous wastes are defined as materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3).

6.5.1. Regulatory Setting

The storage, use, and handling of hazardous materials by industries and businesses are subject to various Federal, State and local regulations. A brief overview of these regulations follows.

Federal Regulations

The principal Federal legislation is the Resource Conservation and Recovery Act (RCRA), which is administered by the United States Environmental Protection Agency (EPA). RCRA imposes reporting, permitting, and operational control requirements on those who generate, treat, store, or dispose of hazardous waste. The Federal Hazardous Materials Transport Act, administered by the U.S. Department of Transportation, requires detailed manifesting and reporting of hazardous materials shipped on the U.S. highway system; it also contains packaging requirements for shipped materials. The Clean Water Act, also administered by the EPA, controls the discharge of hazardous materials or hazardous waste to waters of the U.S. or to local wastewater treatment plants.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLA, commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous

waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. Additionally, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List, a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.

The Superfund Amendments and Reauthorization Act (SARA). SARA amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to \$8.5 billion, expanded EPA's response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include Federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System to ensure that it accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the National Priorities List.

Resource Conservation and Recovery Act of 1976 (RCRA). RCRA is the nation's hazardous waste control law. It defines hazardous waste, provides for a cradle-to-grave tracking system and imposes stringent requirements on treatment, storage and disposal facilities. RCRA requires environmentally sound closure of hazardous waste management units at treatment, storage, and disposal facilities. The EPA is the principal agency responsible for the administration of RCRA, SARA, and CERCLA.

Occupational Safety and Health Administration (OSHA). Through the enactment of the Occupational Safety and Health Act, OSHA was obligated to prepare and enforce occupational health and safety regulations with the goal of providing employees a safe working environment. OSHA regulations apply to the work place and cover activities ranging from confined space entry to toxic chemical exposure. OSHA regulates workplace exposure to hazardous chemicals and activities through the specification of work place procedures and equipment.

U.S. Department of Transportation (DOT). The DOT regulates the interstate transport of hazardous materials and wastes through implementation of the Hazardous Materials Transportation Act. This act specifies driver-training requirements, load labeling procedures, and container design and safety specifications. Transporters of hazardous wastes must also meet the requirements of additional statutes such as RCRA, discussed previously.

State Regulations

At the State level, State agencies accept delegation of Federal responsibility for the administration of hazardous materials and hazardous waste management. The Porter-Cologne Water Quality Control Act allows the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) to accept implementation responsibility for the Clean Water Act. The Hazardous Waste Control Act of 1977, and recent amendments to its implementation regulations, has given the Department of Health Services (DHS) the lead role in administering the RCRA (RCRA) program. The Hazardous Substances Highway Spill Containment Act gives the California Highway Patrol (CHP) the authority to respond to spills of hazardous materials on the State's highway system.

Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 ET SEQ (HSAA). This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the State's 10% share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the EPA's ranking system may be placed on the California Superfund list of hazardous wastes requiring cleanup.

California Environmental Protection Agency (CAL/EPA). The Cal/EPA was created in 1991 to coordinate State environmental programs, reduce administrative duplication, and address the greatest environmental and health risks. Cal/EPA unifies the State's environmental authority under a single accountable, cabinet-level agency. The Secretary for Environmental Protection oversees the following agencies: Air Resources Board, Integrated Waste Management Board, Department of Pesticide Regulation, State Water Resources Control Board, Department of Toxic Substances Control, and the Office of Environmental Health Hazard Assessment.

Department of Toxic Substance Control (DTSC). Cal/EPA has regulatory responsibility under Title 22 of the California Code of Regulations (CCR) for administration of the State and Federal Superfund programs for the management and cleanup of hazardous materials. The DTSC is responsible for regulating hazardous waste facilities and overseeing the cleanup of hazardous waste sites in California. The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement and Unified Program activities. HWMP maintains the EPA authorization to implement the RCRA program in California, and develops regulations, policies, guidance and technical assistance/training to assure the safe storage, treatment, transportation and disposal of hazardous wastes. The State Regulatory Programs Division of DTSC oversees the technical implementation of the State's Unified

Program, which is a consolidation of six environmental programs at the local level, and conducts triennial reviews of Unified Program agencies to ensure their programs are consistent statewide and conform to standards.

State Water Resources Control Board (SWRCB). Acting through the RWQCB, the SWRCB regulates surface and groundwater quality pursuant to the Porter-Cologne Water Quality Act, the Federal Clean Water Act, and the Underground Tank Law. Under these laws, RWQCB is authorized to supervise the cleanup of hazardous waste sites referred to it by local agencies in those situations where water quality may be affected.

Depending on the nature of contamination, the lead agency responsible for the regulation of hazardous materials at the site can be the DTSC, RWQCB, or both. DTSC evaluates contaminated sites to ascertain risks to human health and the environment. Sites can be ranked by DTSC or referred for evaluation by the RWQCB. In general, contamination affecting soil and groundwater is handled by RWQCB and contamination of soils is handled by DTSC.

California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA and the Federal OSHA are the agencies responsible for assuring worker safety in the handling and use of chemicals in the workplace. Pursuant to the Occupational Safety and Health Act of 1970, Federal OSHA has adopted numerous regulations pertaining to worker safety, contained in the Code of Federal Regulations Title 29 (29 CFR). These regulations set standards for safe workplaces and work practices, including standards relating to hazardous material handling. Cal/OSHA assumes primary responsibility for developing and enforcing State workplace safety regulations. Because California has a federally approved OSHA program, it is required to adopt regulations that are at least as stringent as those found in 29 CFR. Cal/OSHA standards are generally more stringent than Federal regulations.

Cal/OSHA regulations concerning the use of hazardous materials in the workplace, as detailed in Title 8 of the CCR, include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous waste sites. The hazard communication program requires that Material Safety Data Sheets (MSDSs) be available to employees and that employee information and training programs be documented.

Hazardous Materials Transport. California law requires that Hazardous Waste (as defined in California Health and Safety Code Division 20, Chapter 6.5) be transported by a California registered hazardous waste transporter that meets specific registration requirements. The requirements include possession of a valid Hazardous Waste Transporter Registration, proof of public liability insurance which includes coverage for environmental restoration, and compliance with California Vehicle Code registration regulations required for vehicle and driver licensing. Additional requirements can be found in Title 22 CCR, Chapter 13.

State agencies with primary responsibility for enforcing Federal and State regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. The CHP designates State and Federal roadways as hazardous materials truck routes. The CHP classifies hazardous materials into three categories: explosives, poisons that can be inhaled, and radioactive material. U.S. Route 101 and Hueneme Road from Port Hueneme to Las Posas Road in Ventura County are the only locally designated truck routes for hazardous materials.

Local Regulations

Ventura County – Hazardous Waste Management Plan. Assembly Bill 2948 (Tanner, 1986) established procedures for the preparation of a County Hazardous Waste Management Plan (CHWMP). The CHWMP is intended to serve as the primary planning document for hazardous waste management within a County, and contains goals, policies and recommended programs for the management, recycling and disposal of hazardous wastes. The CHWMP principally governs the coordination and planning of hazardous waste disposal capacity between the County and State. The California Department of Health Services must give its approval to the plan before the document becomes effective.

A Hazardous Waste Management Plan (HWMP) was developed in 1988 and adopted in 1989 by Ventura County in response to the Tanner Act (AB 2948). In accordance with Tanner Act requirements, the HWMP includes information on current and projected hazardous waste generation in the County, including household hazardous waste, an inventory of contaminated sites and hazardous waste treatment, storage, and disposal facilities. The HWMP contains descriptive background information and policy guidance for: current hazardous waste generation; hazardous waste treatment, storage, or disposal facilities; and hazardous waste reduction. The HWMP also identifies a comprehensive set of siting criteria for hazardous waste facilities and proposes designated routes for the

transportation of hazardous wastes and materials through the County. The following section (6.6 "Transportation Hazards") provides additional information related to these designated routes..

City of Oxnard - Oxnard 2020 General Plan. The Safety Element of the City's existing General Plan contains two objectives and several policies pertinent to human-made hazards.

City of Oxnard – Fire Department. The Oxnard Fire Department administers the City's Environmental Health Hazardous Materials Program and is a Certified Unified Program Agency (CUPA). A CUPA is a single local agency designated by the California Environmental Protection Agency as having regulatory authority for six environmental programs. These programs are Hazardous Waste, Hazardous Waste On-site Treatment, Spill Prevention Countermeasure Plan (aboveground tanks), Underground Storage Tanks, Hazardous Materials Business Plan and Inventory, and Risk Management Plan. As the City's CUPA, the Oxnard Fire Department implements the Hazardous Materials Ordinance and monitors the use of hazardous materials throughout the Planning Area.

6.5.2. Environmental Setting

Hazardous wastes generated by both residents and businesses within the Planning Area contribute to environmental and human health hazards that have become an increasing public concern. However, proper waste management and disposal practices can minimize public concern over toxicity and the contamination of soils, water, and the air. This section provides information on several locations known to generate hazardous materials or other hazardous conditions within the Planning Area. This information is based on existing information from a variety of Federal and State agency databases including those maintained by the SWRCB and DTSC.

Underground Storage Tanks

As previously described, the Oxnard Fire Department administers the CUPA/Hazardous Materials Ordinance and has regulatory authority over the local Underground Storage Tank Program. The Leaking Underground Storage Tank Incident Report (LUST) contains an inventory of reported leaking underground tank incidents and is compiled from data provided by the SWRCB Leaking Underground Storage Tank Information System. A review of the current list indicates that there are currently 340 LUST sites within the Planning Area. These sites are predominately clustered around the City's primary transportation corridors including Oxnard Boulevard and Hueneme Road and are predominately associated with retail and commercial uses (e.g., gas stations, convenience stores, car washes, etc.).

However, additional sites are associated with local industrial and agricultural uses. A summary of these sites by roadway are provided in Table 6-8.

Table 6-8 Leaking Underground Storage Tank Listings in the Planning Area

Roadway	Number of Sites
2 nd Street	1 site – Ventura County Fire Protection
5 th Street	11 sites – Various
23 rd Street	1 site – Naval Construction Battalion
A Street	1 site – A Street Arco
Arcturus Avenue	5 sites – Various
Arnold Road	1 site – Del Norte Foods
Auto Center Drive	2 sites – Various
Azahar Street	1 site – Newton Building Materials
Balboa Street	1 site – Navarro Property
Beardsley Road	1 site – Rancho Del Tio
Beedy Street	2 sites – Various
Bernoulli Circle	1 site – Wilma Pacific, Inc.
Bevra Avenue	1 site – Strathmore Homes
Bristol Road	1 site – Saticoy Lemon Association #1
Buena Vista Avenue	2 sites – Various
C Street	5 sites – Various
Calle Rocas	1 site – Herb Brisco Residence
Camino Avenue	1 site – Power Machinery
Central Avenue	4 sites – Various
Channel Islands Boulevard	6 sites – Various
Colonia Road	2 sites – Various
Commercial Avenue	6 sites – Various
Cooper Road	2 sites – Various
Cortez Street	1 site – Laidlaw Transit, Inc & bus yard
Country Club	1 site – Saticoy Country Club
Cypress	1 site – Miguel Ramos
Darling Road	1 site – Paramount Citrus
Date Street	1 site – Celso Cerri
Del Norte	3 sites – Various
Diaz Avenue	2 sites – Various
Dodge Road	1 site – Golden Coast Nursery
Doris Avenue	3 sites – Various
Dufau Road	1 site – Pleasant Valley Vegetable Coop
Edison Drive	3 sites – Various
El Rio Drive	2 sites – Various
Etting Road	4 sites – Various
Frazier	2 sites – Various

Table 6-8 Leaking Underground Storage Tank Listings in the Planning Area (Continued)

Roadway	Number of Sites
Gonzales Road	6 sites – Various
Hailes Road	1 site – Reiter Brothers, Inc.
Hueneme Road	10 sites – Various
Industrial Avenue	3 sites – Various
J Street	1 site – Wooley Gas Service
K Street	1 site – Oxnard Fire Station #1
La Vista	1 site – Seacoast Associates
Lambert Street	4 sites – Various
Leland Street	4 sites – Various
Lirio Avenue	6 sites – Various
Los Altos Street	1 site – Berdan Holding LLC
Los Angeles Avenue	4 sites – Various
Lockwood Street	3 sites – Various
Magnolia Street	1 site – Oxnard Roofing Company
Mallard Way	1 site – Ven Oaks Plumbing
Marquita	1 site – City of Oxnard
Maulhardt Avenue	9 sites – Various
Mercantile Street	2 sites – Various
Mesa School Road	1 site – Mesa Elementary School
Meta Street	1 site – Tri-County Yellow Cab
Montgomery	1 site – Tri-County Truck Company
Mountain View Avenue	6 sites – Various
Nardo Street	3 sites – Various
Naval Air Road	1 site – San Miguel Produce
Nyland Avenue	2 sites – Various
Olivas Park Drive	2 sites – Various
Oxnard Boulevard	33 sites – Various
Pacific Avenue	3 sites – Various
Paseo Mercado	1 site – Federal Express
Pelican Way	1 site – ARCO Fuel Docks
Peninsula Road	1 site – City of Oxnard Firehouse #6
Perkins Road	3 sites – Various
Pine Street	3 sites – Various
Pleasant Valley Road	5 sites – Various
Ramona Drive	2 sites – Various
Raytheon Road	1 site – Raytheon Company
Rice Avenue	2 sites – Various
Rice Road	1 site – Manabi Farms
Richmond Avenue	1 site – Western Technical
Roosevelt Boulevard	1 site – Stark Realty Inc.
Rose Avenue	11 sites – Various

Table 6-8 Leaking Underground Storage Tank Listings in the Planning Area (Continued)

Roadway	Number of Sites
Sandy Circle	1 site – Tri County Truck
Santa Clara Avenue	4 sites – Various
Saviers Road	18 sites – Various
Sherwin Avenue	2 sites – Various
Solar Drive	1 site – GTE California Inc.
Spinnaker Drive	1 site – Ventura Port District
Statham Boulevard	3 sites – Various
Strickland Drive	1 site – Estate of Lucille Borden
Sturgis Road	2 sites – Various
Sunkist Circle	1 site – Morse Signal Devices
Teal Club Road	2 sites – Various
Ventura Boulevard	10 sites – Various
Ventura Road	16 sites – Various
Victoria Avenue	8 sites – Various
Vineyards Avenue	17 sites – Various
Violeta Street	3 sites – Various
Walnut Avenue	1 site – Oro Del Norte Ranch
Wagon Wheel Road	3 sites – Various
Wells Road	1 site – Westerdale Trust
Winchester	2 sites – Various
Wolff Road	1 site – Hailwood, Inc.
Wooley Road	9 sites – Various
Wright Road	1 site – Ventura School

Source: *Environmental Data Resources, Inc. 2005*

Aboveground Storage Tanks

Similarly, the Oxnard Fire Department has regulatory authority over the Spill Prevention Countermeasure Plan for aboveground storage tanks. The Aboveground Storage Tank database provides a list of registered aboveground storage tanks. This information comes from the SWRCB's Hazardous Substance Storage Container Database. A review of the current list indicates that there are currently 28 aboveground storage tanks in the Planning Area, with many associated with industrial and agricultural uses. A summary of these locations by address is provided in Table 6-9.

Table 6-9 Aboveground Storage Tanks in the Planning Area

Address	Site
1230 E 5 th Street	Silvas Oil Company
1000 23 rd Avenue	Naval Construction Battalion
1631 Auto Center Drive	Toyota of Oxnard
5900 Arctures Road	BMW Engineering and Emissions
5901 Arctures Road	Spare Parts Warehouse
501 Del Norte Boulevard	PTI Technologies Inc.
801 Del Norte Boulevard	Quinn Company
3803 Dufau Road	Mission Produce, Inc.
5601 Edison Drive	Wallenius Lines
251 S. Hayes Avenue	Water Division
201 N. Harbor Boulevard	Mandalay Onshore Facility
393 N. Harbor Boulevard	Mandalay Generating Station
2001 Lockwood Street	Former Autonation USA
666 Pacific Avenue	Oxnard Pest Control
1060 South Pacific Avenue	City of Oxnard Equipment Yard
5936 Perkins Road	Hueneme Mill
6001 South Perkins Road	Oxnard Waste Water Treatment Facility
6200 Perkins Road	Halaco Engineering Company
800 N. Rice Avenue	Procter & Gamble Paper Products
635 S. Rose Avenue	Helena Chemical Company
4000 S. Rose Avenue	Oxnard College
2934 Teal Club Road	Tri-County Builders Supply
2800 Sturgis Road	HAAS Automation
1500 E. Ventura Boulevard	Honda of Oxnard
3555 E. Vineyard Avenue	Hanson Aggregates
6029 Vineyard Avenue	Saticoy Facility
1015 E. Wooley Road	Oxnard Facility
1757 E. Wooley Road	Silvas Oil Company

Source: *Environmental Data Resources, Inc. 2005*

Landfill and Recycling Site Locations

The California Integrated Waste Management Board (CIWMB) is responsible for managing California's solid waste stream. The CIWMB works in partnership with local government, industry, and the public to reduce waste disposal and ensure environmentally safe landfills are maintained. The CIWMB maintains a Solid Waste Information System database that contains information on solid waste facilities, operations, and disposal sites throughout the State. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed

disposal facilities. Table 6-10 provides a list of solid waste facilities or landfills (including closed facilities) identified by the CIWMB as occurring in the Planning Area. A list of recycling facilities is also provided in Table 6-11.

Table 6-10 Solid Waste and Landfill Sites in the Planning Area

Address	Site
6352 Beardsley Road	Rancho Del Tio
Del Norte Boulevard & Sturgis Road	Oxnard MRF Joint Powers
111 South Del Norte Boulevard	Del Norte Regional Recycling
4105 Gonzales Road	Bailard Landfill (closed facility)
6200 Perkins	Halaco Engineering Company
1234 South Rice Road	Earth Care Compost
800 South Victoria Avenue	Oxnard Dump/Mandalay Bay Development
2401 West Vineyard Avenue	Santa Clara and Coastal Landfill (closed facility)

Source: *Environmental Data Resources, Inc. 2005*

Table 6-11 Recycling Facilities in the Planning Area

Address	Site
111 South Del Norte Boulevard	Del Norte Regional Recycling
1111 E. Channel Islands Boulevard	Oxnard Recycling
1905 Lirio Avenue	Standard Industries Metal Recycling
1441 Mountain View	Oxnard Metals Inc.
11032 Nardo Street	Walker Brothers Recycling
1610 Pine Street	Eddies Recycling
521 N. Rice Avenue	California Public Recycling
2101 N. Rose Avenue	Vons Companies #436
2401 Saviers Road	Sav On Drug #3709
4220 Saviers Road	California Recycling Services
872 N. Ventura Road	California Recycling Services
920 N. Ventura Road	Tomra Pacific Inc./Albertsons
440 S. Ventura Road	California Recycling Services
3380 E. Vineyard Avenue	California Recycling Services
818 W. Wooley Road	California Recycling Services

Source: *Environmental Data Resources, Inc. 2005*

6.6 Transportation Hazards

The transportation diversity in the City of Oxnard is characterized by one U.S. Highway, four State Highway routes, arterial roadways, a mainline railroad and a smaller operation, several public transit operators, one port, and a commuter airport. These are the main modes of transportation for

Oxnard. Automobile, bus and truck travel that comprise motor vehicle traffic, represent a critical method of public transport in the City of Oxnard. Railroads constitute a less used mode of personal transportation but still highly critical to goods movement for Oxnard.

6.6.1. Existing Transportation Hazard Conditions

Transportation accidents are perhaps the most common occurrence associated with loss of life and property in the City of Oxnard. Fortunately, these numerous incidents seldom become a disaster or hazard requiring multi-agency coordination. A transportation accident involving a passenger train, airliner, multi-vehicle traffic accident, or the release of toxic material near a residential area is the most likely worst case multi-casualty event within the City of Oxnard related to transportation. An additional concern is if primary transportation routes are disrupted, detouring major transportation routes could increase the potential for hazardous material spills, or a multi-casualty incident.

During periods of inclement weather or fog, travel on such heavily congested roads in Oxnard can be extremely hazardous. Although unlikely, roadway accidents during fog or other inclement weather have the potential to result in multi-casualty incidents, hazardous material spills and fires involve buses, trains, trucks and automobiles. For the history of the City of Oxnard and transportation hazards, it would be difficult to envision a circumstance where more than a few people would become casualties as the result of a single incident outside of a major earthquake.

6.6.2. Transportation Response for Other Hazards

It should be noted that hazards of all kinds require an emergency response to inform the public and often generally redirect or evacuate residents to safer locations. Transportation choices and communication to residents utilizing public transportation routes play a vital role in the emergency response effort. Other Oxnard hazards including earthquake, geologic, flooding, tsunami, coastal waves, noise, hazardous materials and potential terrorist acts related to the Department of Homeland Security utilize transportation communication, corridor maps and routing to help mitigate the particular hazard.

The City of Oxnard is involved in the coordination of all transportation hazards that impact Oxnard.

6.6.3. Responsibilities for Transportation Hazards

The City of Oxnard's policies for safety and the evacuation of residents during a large scale incident are managed through the Oxnard Fire Department. Transportation hazards involving interstates or California maintained facilities, such as State routes, are managed through the State of California Department of Transportation (Caltrans) District 7 located in Los Angeles with the California Highway Patrol (CHP) usually the first to respond to the location of the hazard. The California Highway Patrol and

other Oxnard law, fire and medical emergency response agencies are routinely involved at the scene of transportation accidents. If the accident requires the coordination of additional agencies and resources, the Oxnard Fire Department coordinates emergency services and responses. Generally, daily traffic accidents do not involve any coordination of emergency management.

Transportation hazards involving the Port of Hueneme and goods movement are coordinated through the City of Port Hueneme, the City of Oxnard, and appropriate ancillary agencies involved with goods movement. Because the Port of Hueneme is an international water port, more hazards can be introduced into Oxnard from foreign locations, including the movement of hazardous materials which can require the involvement of various Federal agencies.

The City of Oxnard Fire Department is a main coordinator of emergency responses along with the Ventura County Fire Department.

For incidents involving railroads in Oxnard, the State of California Public Utilities Commission coordinates the investigation and implementation of improvements along with the individual railroad agency. For transportation hazards involving transit in Oxnard, the South Coast Area Transit (SCAT) coordinates all efforts in coordination with the City of Oxnard Transportation Center (OTC).

If the traffic hazard involves resources in Ventura County, the Oxnard Fire Department contacts the Ventura County Fire Department. All emergency management service units in Ventura County, other than the Oxnard Fire Department and Gold Coast Ambulance, are dispatched by Ventura County Fire Department. Air ambulances are the only resource needed outside of Ventura County. In most cases, transportation accidents are handled by local Oxnard agencies without a need for mutual aid from outside the City of Oxnard. Table 6-12 illustrates the lead agencies that are involved in the various transportation and circulation mode choices. The City of Oxnard is involved in some aspect of the coordination and mitigation of all transportation hazards impacting the various mode choice of transportation.

6.6.4. Existing Implementation Measures

It is a goal of the City of Oxnard to avoid worst case scenarios for transportation hazards and decrease upon the rate and severity of traffic accidents along with increasing overall community safety. For example, a study in 2002 by the Insurance Institute for Highway Safety found that red light cameras in Oxnard reduced crashes involving injuries at the intersections where they located by up to 46%. The City of Oxnard continues to study the benefits of red light cameras throughout Oxnard.

For incidents involving railroads in Oxnard, the State of California Public Utilities Commission coordinates the investigation and implementation of improvements. An example of an investigation and implementation for railroads include a 2002 fatality of an Oxnard woman by a Metrolink train as she was walking on a railroad bridge. The cause of the fatality is listed as trespassing by the California Public Utilities Commission. The recommendation to avoid future passenger rail fatalities by the California Public Utilities Commission is to post a sign reading "No Trespassing" placed on railroad right of ways.

Table 6-12 Lead Agencies for Transportation Hazards in Oxnard

Mode Choice	Oxnard Impact	Lead Agencies Involved
U.S. Highway	US-101	Caltrans District 7, California Highway Patrol
State Routes	SR-1, SR-34, SR-118, SR-232	Caltrans District 7, California Highway Patrol, City of Oxnard
Major Arterials	5 th Street, Camino Del Sol, Channel, Island Blvd, Del Norte Blvd, Gonzales Road, Harbor Boulevard, Hueneme Road, Oxnard Blvd, Pleasant Valley Rd, Rice Avenue, Rose Avenue, Saviers Road, Ventura Road, Victoria Avenue, Vineyard Avenue, Wooley Road	City of Oxnard
Ports	Port of Hueneme	City of Port Hueneme, Individual commercial vehicle operators
Passenger Rail	Amtrak, Metrolink	State of California Public Utilities Commission, Amtrak / Metrolink
Freight Rail	Union Pacific Railroad	State of California Public Utilities Commission, Union Pacific Railroad
	Santa Paula Branch Line	State of California Public Utilities Commission, Santa Paula Branch Line (Ventura County Transportation Commission)
	Ventura County Railway	State of California Public Utilities Commission, Ventura County Railway (Port of Hueneme)
Public Transit	South Coast Area Transit	South Coast Area Transit, Oxnard Transportation Center
	Oxnard Harbors and Beaches Dial a Ride	City of Oxnard, City of Port Hueneme, Ventura County
	Inter City Express Service, VISTA, Conejo Connection	Individual transit operators
Private Bus Operators	Greyhound	Greyhound
	Transportes Intercalifornias	Individual transit operators
	Ventura County Airporter	Individual transit operators

Table 6-12 Lead Agencies for Transportation Hazards in Oxnard (Continued)

Mode Choice	Oxnard Impact	Lead Agencies Involved
Parking Facilities	Oxnard Transportation Center, Street Parking	City of Oxnard
	Parking for business or specific purposes	Individual developer of property requiring parking, i.e. shopping mall
Bicycling Routes	Any	City of Oxnard
Pedestrian Routes	Any	City of Oxnard
Airport	City of Oxnard Airport	City of Oxnard

Source: URS Corporation, 2006



7. Acronyms

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADWF	Average Dry Weather Flow
AED	Automated External Defibrillators
AFY	Acre Feet per Year
AQ	Air Quality
AQMP	Air Quality Management Plan
AR	Adaptive Reception Control
ARFF	Aircraft Rescue and Fire Fighting
ARPA	Archeological Resources Protection Act
ASR	Aquifer Storage and Recovery
BEACON	Beach Erosion Authority for Clean Oceans and Nourishment
BRP	Business Research Park
CA	California
CAFR	Comprehensive Annual Financial Report
CAL	California
CARB	California Air Resources Board
CBB	City Buffer Boundary
CBD	Central Business District
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCRP	Central City Revitalization Project
CDE	California Department of Education
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CDI	Coastal Dependent Industry
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CHWMP	County Hazardous Waste Management Plan
CIT	Crisis Intervention Team
CIWMP	Countywide Integrated Waste Management Plan
CLCA	California Land Conservation Act
CLU	California Lutheran University
CLUP	Coastal Land Use Plan
CMP	Congestion Management Plan
CMWD	Calleguas Municipal Water District
CNC	Coastal Neighborhood Commercial

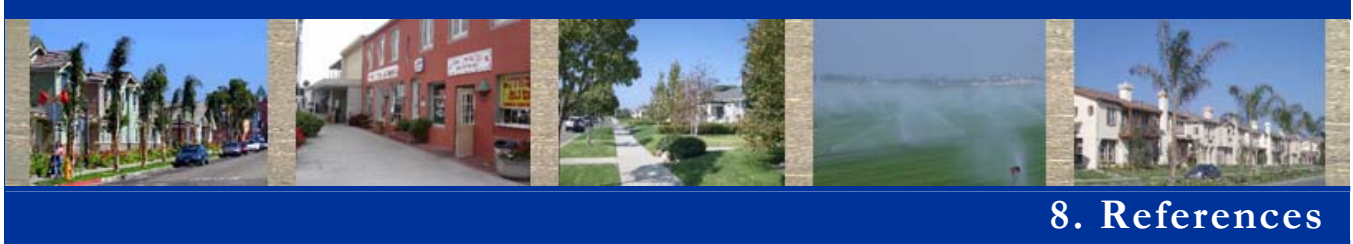
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
C-O	Commercial Office
COD	Coastal Oil Development
CPR	Cardiopulmonary resuscitation
C-R	Community Reserve
CRHR	California Register of Historic Resources
CSC	Species of Special Concern
CSU	California State University
CSUCI	California State University Channel Islands
CURB	City Urban Growth Boundary
CVC	Coastal Visitor Serving Commercial
CWD	Carmichael Water District
DAR	Dial A Ride
dB	Decibel
dba	A-weighted decibel
DHS	Department of Health Services, United States
DOC	Department of Conservation, United States
DOT	Department of Transportation, United States
DSL	Digital Subscriber Line
DTSC	Department of Toxic Substance Control
DU	Dwelling Units
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EMT	Emergency Medical Technicians
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FBI	Federal Bureau of Investigation
FCGMA	Fox Canyon Groundwater Management Agency
FERC	Federal Energy Regulation Commission
FKA	Formerly Known As
FMMP	Farmland Mapping and Monitoring Program
FR	Federal Register
FSRU	Floating Storage and Regasification Unit
FSZ	Farmland Security Zone
FTZ	Foreign Trade Zone
FY	Fiscal Year
GIS	Geographic Information Systems
GREAT	Groundwater Recovery Enhancement and Treatment
GW	Groundwater
HAZMAT	Hazardous Materials
HCI	Harbor Channel Islands

HCM	Highway Capacity Manual
HERO	Historic Enhancement and Revitalization of Oxnard
HH	Household
HICAP	Health Insurance Counseling and Advocacy Program
HSAA	Hazardous Substance Account Act
HWMP	Hazardous Waste Management Program
ISDN	Integrated Services Digital Network
ISO	Insurance Services Office
LAFCO	Local Agency Formation Commission
LAS	Lower Aquifer System
LCP	Local Coastal Program
Ldn	Day-Night Average Sound Level
Leq	Equivalent Sound Level
Lmax	Maximum Sound Level
Lmin	Minimum Sound Level
LNG	Liquefied Natural Gas
LOS	Level of Service
Lx	Percentile-Exceeded Sound Level
MAC	Mobile Activity Center
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons per Day
MH	Mobile Home
MH-PD	Mobile Home Planned Development
MPD	Manufacturing Planned Development
MPO	Metropolitan Planning Organization
MRF	Material Recovery Facility
MRZ	Mineral Resource Zones
MSDS	Material Safety Data Sheets
MWD	Metropolitan Water District
N/A	Non-applicable
NAICS	North American Industry Classification System
NAS	Naval Air Station
NBVC	Naval Base Ventura County
NCP	National Contingency Plan
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association's
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NRPA	National Recreation and Park Association
NWP	Nationwide Permits
O-H	Oxnard-Hueneme
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration

OTC	Oxnard Transportation Center
OWWTP	Oxnard Wastewater Treatment Plant
PACC	Performing Arts and Convention Center
PACE	People with Arthritis Can Exercise
PAL	Police Activities League
PCC	Portland Cement Concrete
POST	Peace Officers Standards and Training
PRYDE	Partnerships and Resources for Youth Development and Education
PUC	Public Utilities Commission
PUD	Planned Unit Development
PWA	Password Access
PWWF	Peak Wet Weather Flow
R&D	Research and Development
RAD	Rape Against Define and Resisting Aggression Defensively
RC	Recreation
RCRA	Resource Conservation and Recovery Act
RE	Reserve Engine
ROW	Right-of-Way
R-P	Resource Protection
RPD	Residential Planned Development
RSVP	Retired Senior Volunteer Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAT	South Coast Area Transit
SCCBEP	South Central Coast Beach Enhancement Program
SCE	Southern California Edison
SCE	Candidate Endangered Species
SCG	Southern California Gas Company
SCRRA	Southern California Regional Rail Authority
SCS	Soil Conservation Service
SCT	Candidate-Threatened Species
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SMARA	California Surface Mining and Reclamation Act
SOAR	Save Open Space and Agricultural Resources
SPLAN	Specific Plan
SR	State Route
STOP	Student Truancy Offender Program
SW	Surface Water
SWRCB	State Water Resources Control Board

TBD	To be Determined
TDM	Transportation Demand Management
UAS	Upper Aquifer System
UCSB	University of California, Santa Barbara
UPRR	Union Pacific Railroad
US	Unites States
USAR	Urban Search and Rescue
USC	US Code
USCG	United States Coast Guard
USDA	US Department of Agriculture
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UWCD	United Water Conservation District
V/C	Volume to Capacity Ratio
VCAPCD	Ventura County Air Pollution Control District
VCRR	Ventura County Railway
VCTC	Ventura County Transportation Commission
VCWPD	Ventura County Watershed Protection District
VIOP	Voice over Internet Protocol
VIP	Volunteer in Policing
WR	Water Rescue

Please see the next page.



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