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Oxnard - 2000

The General Plan for The City Of Oxnard, California

GRUEN ASSOCIATES

$ 3.00

THE OXNARD, CALIFORNIA

GENERAL PLAN

January 1970

FINAL REPORT II

THE PLAN AND ITS ELEMENTS

GRUEN ASSOCIATES

OXNARD, CALIFORNIA

GENERAL PLAN

January, 1970

This report is the second of two final reports which document a 30-month planning study which culminated in the adoption of the recommendations contained herein by the City Council and Planning Commission of Oxnard.

The proposals and concepts outlined in this report are the result of a joint effort of the City of Oxnard administrative and technical staff, and Gruen Associates, planning consultants. In addition, numerous review and critique meetings were held during the course of the study with the City Council, Planning Commission and the General Plan Study Committee to assure that the recommendations represented the thinking and concerns of the community.

The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

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RESOLUTION NO. 4913

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD AMENDING THE GENERAL PLAN BY DELETING A PORTION OF DORIS AVENUE AS A PRIMARY ARTERIAL.

The City Council of the City of Oxnard does hereby resolve as follows:

1. That Doris Avenue west of Ventura Road be deleted from the 1968 General Plan as a primary arterial.
2. That Colonia Road east of Oxnard Boulevard not be alined with Doris Avenue, but that it retain its present alinement and be a primary arterial in the 1968 General Plan.

Passed and adopted this 4th day of November, 1969, by the following vote:

AYES: Roussey, Sanchez, Soo Hoo

NOES: Miller, Nielsen

ABSENT: None

William D. Soo Hoo, Mayor

ATTEST:

Ethel Dale, City Clerk

RESOLUTION NO. 4930

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD APPROVING AND ADOPTING THE 1969 REVISED GENERAL PLAN.

WHEREAS, the City Council of the City of Oxnard has considered the revised 1969 General Plan recommended by the Planning Commission; and

WHEREAS, the City Council has carefully reviewed the revised General Plan during public hearing; and

WHEREAS, the City Council finds that the public interest and general welfare require the adoption of said Plan with the changes noted therein;

NOW, THEREFORE, BE IT RESOLVED that the City Council adopts the following elements of the General Plan:

1. Goals and Policy Statements
2. Land Use Element
3. Transportation Element
4. Public Buildings Element

FURTHER RESOLVED, that the City Council acknowledges the following elements as policy reference material:

1. Parks and Recreation Element
2. Public Services Element
3. Implementation Guide
4. Capital Improvements Program
5. Circulation Element
6. Central Area Plan

BE IT FURTHER RESOLVED, that a copy of the General Plan be filed in the office of the City Clerk and that Resolution No. 2743 is hereby repealed.

Passed and adopted this 18th day of November, 1969.

William D. Soo Hoo, Mayor

ATTEST:

Ethel Dale, City Clerk

A CONCEPT FOR CHANGE

That change will occur in the Oxnard area is not disputed; already the forces which cause change are apparent. The question is not whether it will occur, but what the quantities and qualities of the pressure for change will be and how citizens should respond - if at all - to those pressures.

The propensity for change is measured statistically in the economic base study; the physical factors which will influence the quantity and quality of change are also identified in the background report (Volume I).

This Plan is based on the conviction that Oxnard citizens do have the responsibility to respond to the pressures for change - a response of accommodation rather than restriction, of agressive promotion rather than passive acceptance. Most important, the Plan stresses capitalization on the opportunity to build a truly great City.

Such a City will provide systems for housekeeping, communications, protection and other services typical in urban areas. Although relatively little policy guidance is needed to assure the provision of these services, it is necessary to assure their efficiency and coordination. Hence, the Plan identifies the leverage - the proper timing and location planning - to be gained by carefully relating various parts of the system. For example, the community may be in need of a new library. The provision of the library is a service which the community renders itself, but if the library were built in a marginal or deteriorated area it may be the catalyst for upgrading and reinvestment in the area. To a great extent, this philosophy has been used as a basis for deciding many of the land use locations expressed by the Plan.

The following policies are essential to the development of the Oxnard area to its full urban potential:

1. Compaction - a concentration of public and private investment near the center of the City to create and stimulate interaction between various activities (shopping, employment, recreation, etc.).

2. Reinvestment - continual replacement of facilities in areas where economic viability or usefulness has decreased due to age and deterioration.

It is important to note that these policies do not typify areas of urban sprawl. Because sprawl results in loss of open space, inefficiency of public services, and monotonous use, the Plan encourages concentration and reinvestment.

However, there are other subtle, but equally important factors which should be avoided, since they encourage urban sprawl:

1. The creation of many small and usually poor municipalities, each duplicating the next.

2. The loss of opportunity to build facilities which rely on unified support of many persons, such as a music center, a zoo, a community college or a sports arena.

3. The lack of housing variety which forces people who change living habits to move out of the area.

4. Transiency - the loss of opportunity to build a concerned citizenry whose support is essential to the creation of a responsive community.

Oxnard's General Plan not only designates various types and locations of land use, it also specifies the time sequence for making such changes, including when replacements of inefficient uses should be constructed. In addition, the Implementation Guide sets forth the technical, legal and financial programs which will be used to assure the feasibility and timing of the envisioned changes.

THE METROPOLITAN CHARACTER SUGGESTED FOR OXNARD'S GROWTH

Oxnard can become another suburban area looking much like all other suburban areas - or it can become a vital metropolitan center serving the entire county. The Plan recommends that the City take the following action to promote growth as a metropolitan center:

1. Concentrate the public and private investments already important in the Central Area, including major shopping, office, employment, and civic/governmental facilities, as well as cultural, sports, education and convention centers.

2. To crystalize the role of the Ventura County Airport as a general aviation airport and promote the construction of a regional airport near Point Mugu.

3. Encourage construction of the West Bypass Freeway as close to the urban center as possible.

4. Program expansion of high density residential development in the urban center near the employment concentration and transportation network.

5. Develop a heavy industrial complex south of Hueneme Road; a light industrial area near the Central Area: and with limited industry at the Ventura County Airport, at the Oxnard Air Force Base, south of the Central Industrial Area and in the Del Norte Area.

6. Annex that portion of the study area where city services can be provided.

7. Construct an open space system using existing natural open areas and highly developed lineal corridors to tie together residential areas and urban activity centers.

8. Take advantage of the natural assets of climate and biota, particularly the seashore and the small craft harbor, including their relationship to the off-shore islands, to maximize the potential for recreation, including the convention and tourist oriented industry.

GOAL AND POLICIES

At the outset of the planning process, it became clear that the City of Oxnard had the opportunity to become the major urban center of Ventura County. This is the singular goal of the entire General Plan updating program. The form and content of the Plan are predicated on illustrating the space utilization demands, the circulation network, and the needed community facilities for good living and efficient servicing of a metropolitan city of over one-half million people. To implement the goal, the following policies constitute a check-list, or a broad outline, upon which the details of the Plan are oriented.

POLICY I The City of Oxnard should seek to accommodate and encourage quality growth projected for the study area:

By adopting those quality controls which will:

- Assure an adequate quality of new construction,
- Encourage reinvestment in marginal areas,
- Protect existing substantial investment;

By cooperative action with Ventura County, other cities and districts, and

By zoning in close coordination with economic demand.

POLICY 2 The City should encourage private industrial development to play the major role in the orderly growth of the area; City government should also be prepared to play a strong role in the development process:

By aggressive City support of:

- Economic development associations,
- Redevelopment activity,
- Housing construction,
- Promotional planning/development services,
- Central Area investment programs,
- Major airport and harbor construction.

POLICY 3 The City should encourage balanced and diversified development:

By encouraging the widest variety of investment in Oxnard,

By a planned investment attraction program intended to diversify:

- Employment types,
- Residential accommodations,
- Tourist/recreation activities.

By allocating zoning categories designed to encourage variety.

POLICY 4 The City should seek in every way to stabilize and improve on its existing assets:

By a major commitment to expand and intensify the existing central area to accommodate the widest variety of urban activities and employment opportunities:

- Commercial facilities
- Offices
- Community facilities:
  - Governmental
  - Educational
  - Cultural
- Residential redevelopment.
- Light industry.
- Parking.
- Circulation and transportation, including airport and harbor.

By an aggressive effort in investigate the retention of agriculture - with property owners (State legislation).

By phased uses (petroleum/residential, etc.).

By aggressive action to capitalize on airport, harbor and freeway links with other urban areas.

By conservation and rehabilitation programs in appropriate residential areas.

POLICY 5 <u>The City should seek opportunities to offer a better physical, social and economic environment:</u>

By implementing aggressive community design programs:
--Optimum shopping distribution.
--Diversified industrial/employment locations for minimum commuting, maximum street efficiency.
--Residential design for maximum privacy.

By encouraging the creation of the widest variety of employment opportunities in Oxnard.

By researching new environmental trends and demands so that the City is leading, rather than following or obstructing change.

By expanding recreational opportunities.

By eliminating visual blight and encouraging beautification.

By working with property owners on design/development of inefficient parcels.

THE LAND USE ELEMENT

A SUMMARY OF THE LAND USE DESIGNATIONS

RESIDENTIAL DEVELOPMENT

The recommended residential pattern envisions the neighborhood as the smallest politically responsive physical entity in the urban environment. Its size is partly dictated by physical features such as the arterial highway pattern and the expected service area boundary of the conventional elementary school. However, its total population might vary considerably, depending on the area's age and its proximity to key urban activity centers: the Central Area, beaches, parks, and major transportation corridors.

The Plan proposes significant amounts of higher density residential development to encourage greater land conservation and private renewal in marginal areas. Appropriate quality controls are specified to discourage traditional apartment developments. The Plan's implementation policies encourage occupant ownership, better neighborhood design, lower income accommodations, and more habitable/rentable dwellings.

The Plan proposes five categories of residential density:

Lower Low Density - (2.5 dwellings per acre) is a density category to provide for single-family dwellings on large lots and is intended for use exclusively in the northeast sector of the study area.

Upper Low Density - (7 dwellings per acre) is the typical residential density common to many of Oxnard's existing neighborhoods. This category provides for single family dwellings plus some multiples and it represents the greatest space consumer in the planning area.

Lower Medium Density - (13 dwellings per acre) represents a density equivalent to a more urban area where multiple dwellings, including some large apartments, predominate. This category is intended as a land conservation measure and also to induce some reinvestment in older areas.

Upper Medium Density - (20 dwellings per acre) is intended to provide for residential environment totally urban, where there might be development exclusively to multiple dwellings. This classification is to provide a concentration of population around existing activity centers and to provide for reinvestment in established areas.

High Density -(42 dwellings per acre) is the highest density category and is intended primarily for the central area where gradual replacement of existing housing is expected during the next 30 years.

About Density

The density categories are devices for determining average population density in any given area of the city, so that other community improvements can be systematically correlated to population distribution. However, the density categories should not be regarded as minimums to be attained or as absolute limitations for every parcel of land. The density categories should be averaged by planning unit. Density adjustments should be made where necessary in order to insure that total population projections are obtained, including child projections upon which all school needs are calculated.

COMMERCIAL DEVELOPMENT

The recommended commercial development pattern locates commercial growth where it can be of maximum service to the urban area. The categories of commercial distribution are directly related to their functions:

Regional Shopping Center - provides a complete range of retail facilities and also serves as an urban sub-center. This shopping center should be central in the community but accessible to the region from the freeway network.

Community Commercial - provides a limited range of comparison goods and accommodates special types of commercial services. This shopping center should be oriented to the major arterial system and should be central in the community served.

Neighborhood Shopping Center - should serve each defined neighborhood. This smallest category of shopping centers is purely for convenience of the neighborhood, and although located on a thoroughfare, relates to the neighborhood, including pedestrian linkages where appropriate. Because of their small size, and because their location could vary, neighborhood shopping centers are not shown on the Plan.

Other commercial areas include highway commercial facilities, special operations oriented to the airports, and district related facilities.

The Central Business District is indicated on the Plan under the Commercial category; however, its use is not intended to be restricted to those retail uses which are customarily regarded as the mainstay of "commercial" development.

Instead, suggested uses for the Oxnard Central Area include:

1. Major retail shopping facilities
2. Major office development
3. City/County Civic Center
4. Community recreation center
5. Community cultural center
6. General Aviation Airport
7. Hospital/medical center
8. Schools
9. City parks
10. High density residential
11. Medium density residential
12. Appropriate off-street parking facilities
13. Regional education facilities

AIRPORTS AND AIRPORT RELATED DEVELOPMENT

The General Plan proposes two airports plus related use categories for the on-base and airport support operations.

A general aviation airport is proposed at the Ventura County Airport and an area of related uses is shown to the north. This airport related category is to provide for airtels, airport restaurant and similar uses necessary for both business and recreational flying, plus including limited manufacturing which needs access to the airport.

A regional airport is proposed at Point Mugu and an airport related area abutting it is to provide for the support facilities such as motels, restaurants and similar commercial operations necessary for the efficient operation of a regional airport.

INDUSTRIAL DEVELOPMENT

The Plan proposes three general types of industrial classifications:

Limited Industry - will provide industrial parks with high performance standards and attractive appearance to assure environmental quality and permit locations of these uses abutting a variety of non-industrial land uses.

Light Industry - will include a wide range of industrial types and a variety of development standards which will not produce any obnoxious effects.

Heavy Industry - will be for those types of industry requiring a protected environment and locations to alleviate possible undesirable impact on abutting land uses. This industrial area is expected to feature low employee densities of highly automated industrial processes with heavy orientation to rail and with the possibility of connection by pipeline to the Port Hueneme Harbor.

An interim industrial designation is shown on the Santa Clara River for sand and gravel related activities to be replaced eventually by recreational uses.

PARKS AND OPEN SPACE

Public land for major parks and open space is defined on the General Plan, and detailed text explanations of their specific functions are included in the technical report. Shown on the Plan are:

1. Santa Clara Bay, a suggested water-oriented recreational/residential area in the northwest part of the study area.
2. Santa Clara River Park.
3. Petit Park.
4. Beardsley Park.
5. Airport Park.
6. Seashore recreation areas.

In addition, the Parks and Recreation element of the Plan outlines a "linear" system of pedestrian-oriented open space which can be built in small increments, connecting various activity areas and providing more open space in residential neighborhoods.

The dashed line paralleling the Coast indicates a possible expansion corridor for the inland waterway.

FREEWAYS

Most of the freeways shown on the General Plan are set forth generally on the California freeway master plan. However, the Plan makes two significant proposals:

1. The alignment of the proposed West Bypass Freeway is shown just south of and parallel to Wooley Road. This location would provide maximum service and exposure to the Central Area and the airport. Other alignment options under study by the State, however, are more remote from the urban activity areas and, in some cases, would seriously damage existing residential neighborhoods.

2. Hueneme Road should be extended westerly from Wood Road area as a high caliber expressway. This will be the most important route from the deep-water harbor to major metropolitan and Southern California markets and shipping points. An early improvement of the north-south arterials on the General Plan will connect the Port and the Naval Reservation to the Freeway System.

IMPLEMENTING THE PLAN

A variety of implementation tools are available to the City of Oxnard, including zoning, subdivision requirements, and development controls. The effectuation section will summarize the extent to which the City should use these methods to accomplish the goal and policies of the Plan.

An equally significant, but somewhat more obscure, implementation factor is the element of political jurisdiction. Oxnard has not incorporated the entire study area. The City of Port Hueneme occupies a portion of the area and there are several urbanized but unincorporated pockets which are now the political responsibility of Ventura County.

The Plan does not propose that Oxnard annex the unincorporated study area - nor does it advise against it. The Plan is drawn so that all concerned will understand the depth of responsibility that must be assumed to assure adequate services in a good environment. The Plan is also drawn so that the City of Oxnard can measure the implications if it does choose a course of study area annexation.

The important point is that responsibilities should be clearly identified so that action is taken in an anticipatory manner. Existing corporate entities should combine forces if the scope of a particular responsibility goes beyond the boundaries of any one of them. Admirable communication exists between Ventura County and its cities, but cooperative action is needed immediately to capitalize on opportunities inherent in projects such as the deep-water harbor, the County airport, resource conservation, agricultural preservation, regional recreation, regional sewerage and storm drainage, and development policies.

The task of the Plan is to identify the responsibilities. The task of the City of Oxnard is to select those areas in which it can take effective action to assume its role as the major Ventura County urban center.

LAND USE ELEMENT

The Land Use Element proposes land uses for housing, business, industry, recreation, education, and public buildings and grounds. These uses are distributed throughout the Oxnard area to reflect the planning goals which evolved from physical, economic, social and political research compiled during the analysis phase of the planning study.

COMMUNITY ORGANIZATION

Urban areas have traditionally developed with separate locational criteria for the various community facilities, both public and private. That is, locational criteria has established a pattern of shopping center locations, a pattern of secondary school locations, and a pattern of community park locations which may be totally unrelated. The General Plan proposes establishing focus and identity for identifiable community areas by clustering secondary schools, park areas and other public facilities, along with community shopping centers at prominent intersections near the center of designated communities. While the community areas shade and blend one to the other, a prominent nucleus of community activities occur in selected locations. The pedestrian circulation system, whether it be the sidewalks along major thoroughfares or, more importantly, the pedestrian connectors established through the linear park system, can safely, conveniently and pleasantly bring people to a variety of community functions which may otherwise not be closely related. Concentration of such activities also makes public transit more efficient and easier to route.

NEIGHBORHOOD ORGANIZATION

Neighborhoods, as proposed in the General Plan, are created or defined by the major barriers to vehicle and pedestrian circulation, such as major or minor arterial streets, freeways, and railroads, but also by natural barriers such as the ocean, the

river, and other major drainage courses. In Oxnard the spacing of arterial streets creates a neighborhood unit approximately 3/4 of a mile square. An elementary school is proposed as a nucleus for each neighborhood unit. A pattern of interior collector streets provides direct access from the arterials into a neighborhood unit. The collectors become discontinuous at the elementary school near the center of the neighborhood, thus encouraging through traffic to travel on the exterior arterial system.

In addition to providing ingress and egress to the minor street pattern of loops and culs-de-sac, the collectors serve the additional purpose of providing direct pedestrian movement to the elementary school.

The delineation of the neighborhood unit provides reference points for other land use allocations. The proposed system of linear parks in addition to the collector system also provides for neighborhood pedestrian movements, including access to commercial and institutional uses located at the perimeter of the neighborhood unit along the arterials.

RESIDENTIAL AREAS

The planning of residential neighborhoods demands particular community responsibility and concern, since they, more than any other element in the City, must reflect a wide variety of individual tastes. If well designed, neighborhoods not only will strengthen an individual's personal identity, but also will increase his awareness of the people and activities beyond the walls of his own home - or, in other words, will encourage his active participation in the affairs of his entire community.

Consequently, the Plan designates a variety of living accommodations throughout the City to offer citizens a wide choice of housing types and price ranges, including high-rise apartments, garden apartments, townhouses, patio houses, marina-oriented housing, single-family detached houses, and estate sized ranches. Too, the various neighborhoods are located to promote a pleasant relationship between neighborhood and community.

The specific housing densities described in the following text should be interpreted to mean an average density permitting a variety of housing types rather than a monotonous massing of one kind of development within a neighborhood. The Land Use Element (Figure 1) graphically represents the recommended dwelling unit densities within the Oxnard planning area.

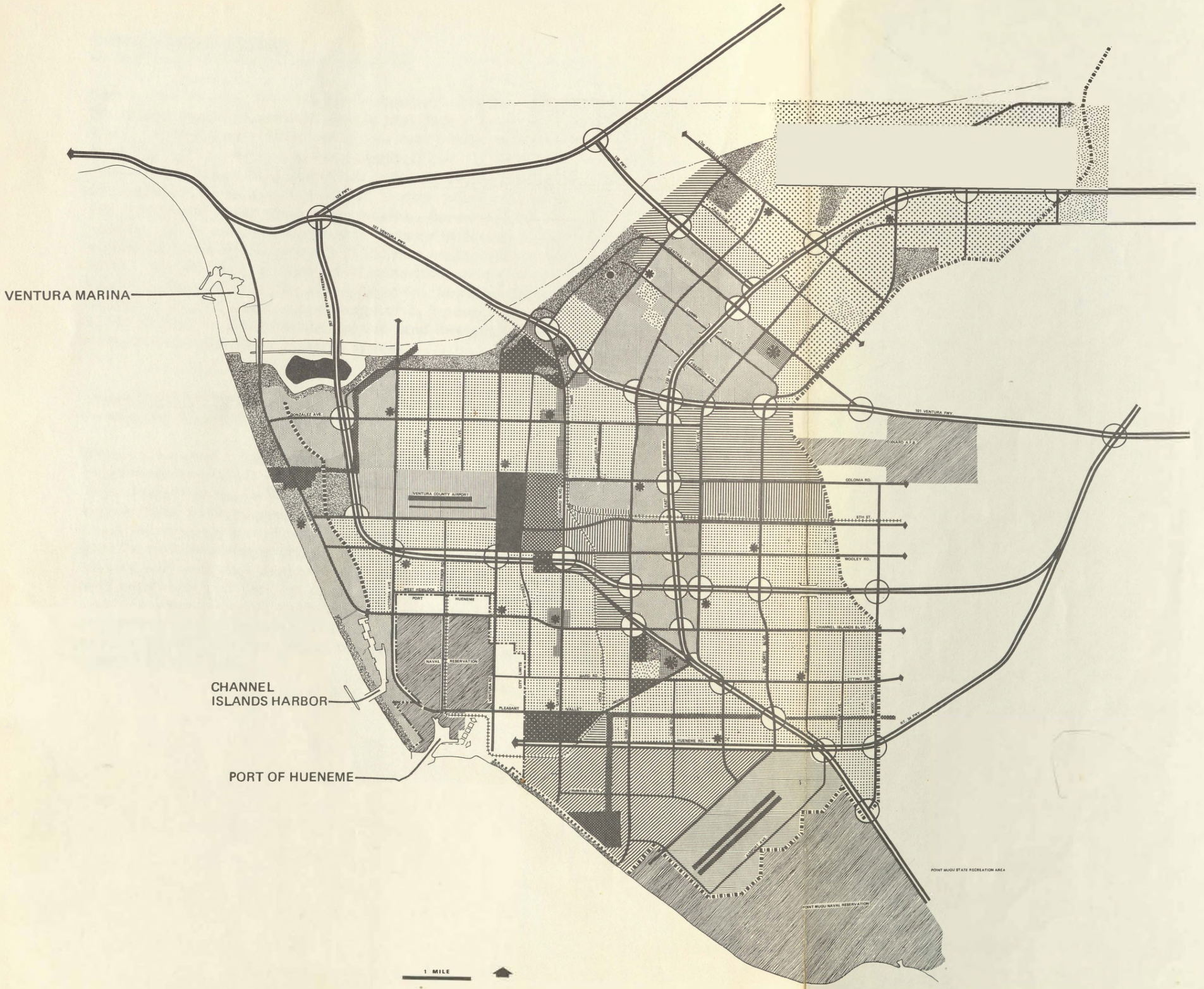
RECOMMENDED POPULATION/DWELLING UNIT DISTRIBUTION

Lower Low Density Residential
(averaging 2.5 units per acre)

This category includes single-family detached housing in a semi rural atmosphere of small ranches and equestrian estates. The designation is limited to the northerly portion of the Del Norte area in the vicinity of South Mountain. Although this type of residential density presently does not exist within the city limits, projections to the year 2000 indicate that about 51,750 people will live in approximately 15,220 such homes -- an average of 3.4 people per dwelling unit. As a result, the plan devotes about 6,089 acres for this use -- some 26.5 percent of the land allocated for residential use in the planning area.

Upper Low Density Residential
(averaging 7 units per acre)

This land use includes single family detached homes typical of those now existing in Oxnard. This density category does provide for some multiple type dwellings and/or cluster subdivisions or townhouses within each neighborhood unit. Single family dwellings will predominate, however, and are expected to compose about 3/4 of the dwelling units in each neighborhood. In June 1967, 52,000 people lived in 13,000 such dwelling units located on 2,100 acres -- an average of 6.5 dwelling units per acre with approximately 3.7 people per dwelling unit. It is projected that by the year 2000 about 253,000 people will live in 74,410 dwelling units in this category, averaging 7 dwelling units per acre, with approximately 3.4 people per dwelling unit. This category will be the largest single land use, covering some 10,630 acres, or 46 percent of the land allocated for residential use.



LAND USE PLAN

RESIDENTIAL

	LOWER LOW DENSITY	2.5 D.U./AC.
	UPPER LOW DENSITY	7 D.U./AC.
	LOWER MED. DENSITY	13 D.U./AC.
	UPPER MED. DENSITY	20 D.U./AC.
	HIGH DENSITY	42 D.U./AC.

COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- REGIONAL SHOPPING CENTER
- COMMUNITY COMMERCIAL
- HIGHWAY COMMERCIAL
- SPECIAL
- AIRPORT RELATED

INDUSTRIAL
- LIMITED INDUSTRIAL
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC UTILITY
- INTERIM INDUSTRIAL

PUBLIC–SEMI PUBLIC
- PUBLIC
- PARKS & OPEN SPACE
- MILITARY

- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 1

Lower Medium Density
(averaging 13 dwelling units per acre)

The area allocated for this lower medium density use provides for mixed neighborhoods of single family and multiple dwellings, where multiple units may constitute more than half of the total dwelling units in a given neighborhood. The more institutional apartment houses of from 20 to 30 units each are expected to be accommodated in this density range in addition to the lower density multiples, duplexes and town-houses. It is estimated that this density of housing may constitute as much as 85 percent of all new units built by the year 2000. By then this category will constitute 37 percent of the total dwelling units in the planning area, housing about 174,930 people in 69,970 units, an average of 2.5 people per unit. About 5,382 acres, or 23.3 percent of the land designated for residential uses, will contain these housing types.

Upper Medium Densities
(averaging 20 units per acre)

Areas allocated for the upper medium density use provide for neighborhoods which are predominately multiple family dwellings. This density range is particularly suited for redevelopment of substandard housing areas, since its higher densities produce financial returns attractive to potential investors. This category is also suitable abutting other major activity centers, such as regional shopping centers. By the year 2000 this category will constitute 2.5 percent of the total dwelling units in the planning area, housing about 26,000 people in 13,000 units - an average of 2.0 people per unit. About 565 acres or 2.4 percent of the land designated for residential use will contain these housing types.

High Density Residential
(averaging 42 units per acre)

This category includes high-rise apartments, averaging three and one-half to four stories, located to take advantage of prime areas, such as the central business district and the proposed Santa Clara Bay complex. The General Plan proposes that approximately 395 acres be devoted to this land use by the year 2000. At that time 15,760 dwelling units of this type will house around 31,520 people -- an average of two people per dwelling unit.

Densities and Population

The following chart summarizes the population, land and total dwelling units anticipated for each housing density category:

Table 1

Density	Acres	% of Land	D.U.'s	% of D.U.'s	Pop.	% of Pop.
Lower Low 2/5 DU/Ac.	6,089	26.5	15,220	8.0	51,750	9.6
Upper Low 7 DU/Ac.	10,630	46.0	74,410	39.5	253,000	47.0
Lower Med. 13 DU/Ac.	5,382	23.3	69,970	37.1	174,930	32.7
Upper Med. 20 DU/Ac.	565	2.5	13,000	7.0	26,000	4.8
High 42 DU/Ac.	395	1.7	15,760	8.4	31,520	5.9
	23,061	100.0	188,360	100.0	537,200	100.0

COMMERCIAL AREAS

To maintain a balance of commercial uses to residential uses, a commercial acreage based on population is specified. Total commercial allocations should approximate five percent of the planning area.

Commercial uses should be grouped into functional units based on shopper linkages and the complimentary relationship of one commercial use to the other. Insofar as possible, these commercial uses should share parking, points of ingress and egress, and pedestrian areas to insure maximum safety and convenience to the user. Commercial activities have been divided into six categories which are discussed below. Definitions, standards and locational criteria for the four categories of shopping centers are also specified on Table 2.

The Regional Center - provides a complete range of retail facilities and is usually developed around one or more major department stores. The average square feet of gross floor area exceeds 400,000 with about one-third of it occupied by the major tenant. It generally serves a minimum population of 100,000 and occupies a site in excess of forty acres. Sites that occupy more than eighty acres become too large for efficient pedestrian travel. On such sites other land uses may be incorporated into the center. This type of shopping center should be located on thoroughfares large enough to carry a high volume of traffic. It should be located at the intersection of two major arterial streets.

The Community Center - provides a wide range of goods and often has a junior department store as its major tenant. The gross floor area ranges between 100,000 and 250,000 square feet, and is usually located on a site of 10-20 acres. This type of center can serve a population of 20,000. It is often too large to live off its immediate neighborhood trade and too weak to make a strong impact on the community. In communities of

50,000-100,000 persons, the center may take on the aspect of a regional center. The community center should be located at the intersection of two major arterial streets.

The District Center - is the local source of convenience goods and personal services for a population of 7,500 or more persons. The supermarket is usually its major tenant. The site occupies two to six acres with a gross floor area of 20,000-70,000 square feet. They are usually located at the intersection of two major arterial streets or at the intersection of a major and a minor arterial.

The Neighborhood Center - is located in a neighborhood to support a population of approximately 2,500 persons. They are located on a site of one-half to 2 acres and must be convenient for the pedestrian shopper. A small convenience market is its major tenant. This type of center is located either in the center of or on the outside of the neighborhood at the intersection of two arterial streets or at the intersection of an arterial and a collector street. This category is not shown on the General Plan.

Other Commercial - includes all other commercial uses not found in the various categories of shopping centers or in the Central Business District. Principal uses are automotive sales and service, wholesale activities and other heavy commercial uses including those requiring a degree of fabrication such as lumber yards, transient accommodations, commercial recreation, and specialty retail such as marina-oriented commercial activities. Listed on Table 3, a Planning Commission recommendation, is a tabulation of such commercial uses which are listed for reference purposes.

Central Business District - should be developed into a regional shopping center during the planning period, and should be developed with proper relationships to the Civic Center, the Community Center, and to office districts, hospitals and other non-commercial uses in the central area. The central area is treated in detail in the following section.

Table 2

DEFINITIONS AND STANDARDS FOR
SHOPPING CENTERS

Center	Acres	Major Tenant	Sales Area (1000 Sq. Ft.)	No. of Stores	Population Support (1000's)	Recommended Location
Regional	40 up	Major Dept. Store	--	50 to 100	100 min.	Intersection of major arterials near freeway
Community	10 to 20	Jr. Dept. Store or Variety Store	100 to 250	20 to 40	20 min.	Intersection of major arterials
District	2 to 6	Super-market	20 to 70	up to 15	7.5 min.	Intersection of major arterials or a major and a minor arterial
Neighborhood	.5 to 2	Conven-ience Market	Under 10	Under 10	2.5 min.	On major or minor arterial street

TABLE 3

PERCENTAGE DISTRIBUTION OF GROSS COMMERCIAL LAND ACREAGE

(Including Streets and Public Ways)

Commercial Category	Standard Requirement Factor (In Acres/100 Pop.)	Allocation to C.B.D. Location	Allocation to Shopping Centers	Allocation to Other Locations
OTHER COMMERCIAL				
Automotive	.122 ac./100	20%	20%	60%
Offices	.037 ac./100	40%	30%	30%
Wholesale	.050 ac./100	30%	20%	50%
Commercial Amusement (except golf courses)	.050 ac./100	20%	40%	40%
Transient Lodging	.037 ac./100	30%	10%	60%

INDUSTRIAL AREA

Industrial development in the Oxnard area is expanding as a result of large population growth and excellent amenities such as abundant land, convenient transportation facilities and ample utilities. The Economics Analysis section of this report estimates that manufacturing employment could be from 24 percent to 30 percent of the total employment by the year 2000. This would be the largest single employment activity, causing pressures on all sides for industrial development. Control of this industrial expansion is mandatory to minimize inefficiency of services to industrial sites by encouraging contiguous patterns of growth. To permit the greatest flexibility for potential industrial development, the industrial land use has been divided into three distinct categories.

Industrial acreage tabulated does not include industry to be permitted in the two airport related designations, nor is any acreage indicated for interim industrial uses. Also, Southern California Edison generating plants are tabulated as public utility.

Limited Industrial

The General Plan designates approximately 2,100 acres of land devoted to industrial park use, excluding the airport related industry at the Ventura County Airport. Industrial activities in this category would be of the research and development and limited manufacturing type with development standards and performance standards to insure a "clean and green" industrial district. Industry in this category should be suitable for location in close proximity to non-industrial uses.

Limited industry is shown at three principal locations: near the Oxnard Air Force Base, southeast of the Central Industrial Area, and west of Vineyard Avenue in the Del Norte Area.

Light Industrial

The General Plan designates approximately 1,100 acres of land devoted to this medium industrial activity. This industrial category should provide for industry with a wide range of development and performance standards, but should not allow for industry with objectionable characteristics. This land use category is proposed to encourage new investment

in certain existing marginal industrial uses in the Central Industrial Area, as well as to provide for a wide spectrum of industrial types in a new industrial area north of East Fifth Street in the vicinity of Oxnard Air Force Base. Access to rail facilities is advantageous to this type of industry.

Heavy Industrial

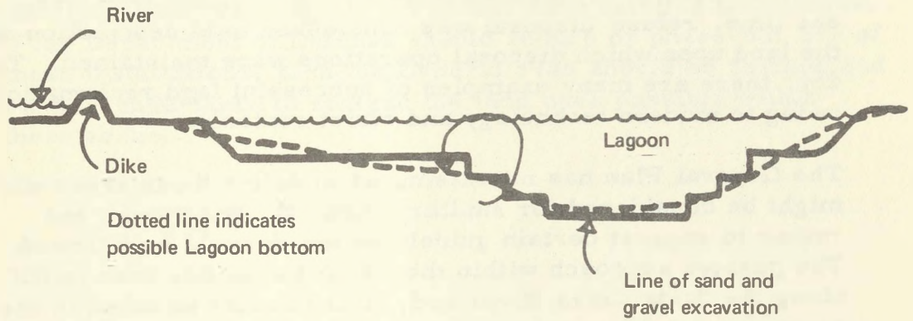
The General Plan proposes heavy industrial development to be concentrated south of Hueneme Road on approximately 2,200 acres of land excluding the airport related uses at the proposed regional airport at Point Mugu. There is considerable industrial activity presently in this area, including the 750,000 KW Southern California Edison Company steam generating plant. This industrial category will also have a heavy dependence on rail and should benefit from the close proximity to the Port of Hueneme. In addition, the proximity to the ocean outfall sewer and a relatively remote location from non-industrial areas serve to enhance potential for this area as a heavy industrial district.

Interim Industrial Use

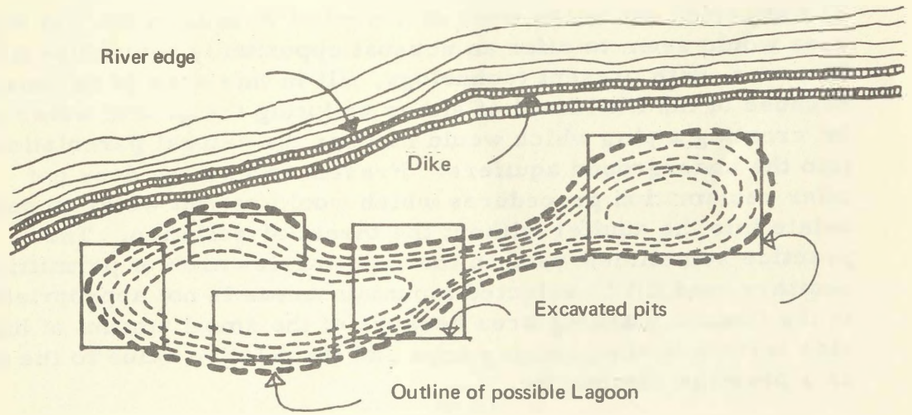
This use refers to the existing sand and gravel mining in the vicinity of the Santa Clara River northwest of the 101 Freeway and the oil extraction which prevails throughout the study area. The City has adopted a policy to limit the quarrying operation in the river bed in the Del Norte area. The quarrying operation should be encouraged to relocate as the Del Norte community urbanizes. The General Plan proposes that the areas now quarried be reclaimed through contour grading and filling with river material. Some of the deep pits could be rounded and converted to lagoons and the previous quarried areas would then become public open space devoted to parks and recreation, with perhaps some commercial recreation (see Figure 1).

The section on development phasing takes into account the location of oil wells and related uses in the planning area. Lands unencumbered by oil wells and pipelines are expected to develop before those areas most intensively used for oilfield operations. Where necessary,

residential development can occur around operating wells. Long Beach and Huntington Beach are examples of communities where oil wells are subordinated as residential construction occurs around them. Typical treatments include landscaping, screening and in some cases, reconstruction of the oil well equipment underground.



SECTION THROUGH POSSIBLE LAGOON



PLAN SHOWING POSSIBLE LAGOON

FIGURE 2 POSSIBLE QUARRY CONVERSION

MISCELLANEOUS LAND USE

Sanitary Land Fill

Refuse disposal has been described as a necessary evil, but by its very nature, it can also be termed an interim land use. At one time, refuse disposal was considered total destruction of the land upon which disposal operations were maintained. Today, there are many examples of successful land reclamation owing to modern technology and strict controls.

The General Plan has not attempted to define those areas which might be considered for sanitary land fill operations, but rather to suggest certain guidelines which could be followed. The present approach within the Oxnard area has been to fill along the Santa Clara River bed. Care should be taken in the sanitary land fill and reclamation along the Santa Clara River to avoid possible periodic inundation. The policy of raising prevailing grade such as was accomplished in the building of the first nine holes of the City's golf course should be continued.

The quarried out areas west of Vineyard Avenue in the Del Norte area would seem to offer an unusual opportunity for refuse fill. However, with present technology, fill in this area is not possible because of the likelihood of either polluting the ground water or by creating a plug which would hamper the natural percolation into the underground aquifers. Present technology does not offer reclamation procedures which would permit water to percolate into the aquifer without the threat of pollution. The practice sometimes used in the Los Angeles area of permitting sanitary land fill in selected mountain areas is not appropriate in the Oxnard planning area because of the small amount of hillside terrain in the planning area and its relative value to the City as a prestige community.

Military Installations

The General Plan assumes that the three military installations (the Oxnard Air Force Base, the U.S. Navy Construction Battalion Base, and the Point Mugu Naval Reservation) will remain throughout the planning period within their existing boundaries. If the Department of Defense should reduce or phase-out any of these installations, then the General Plan should be revised and studies undertaken to analyze the land uses possible within these areas.

NEIGHBORHOOD ANALYSIS AND RECOMMENDATIONS

The Oxnard Planning Area encompasses approximately seventy-nine square miles, seventy-seven of which have the potential of being urbanized. To simplify the analysis, the area was divided into six communities which, in turn, were divided into neighborhoods (see Figure 3). The six communities are:

Del Norte--covers the area north of 101 Freeway, east of the Santa Clara River, west of the Honda Barranca and north to the ridgeline of South Mountain.

Central--covers the area south of 101 Freeway, east of Ventura Road, north of Fifth Street and west of Revolon Slough.

South--covers the area south of Fifth Street, east of Ventura Road and the Port Hueneme city limits, west of Rice Road, extending south to the Pacific Ocean and to the Naval Air Station at Point Mugu.

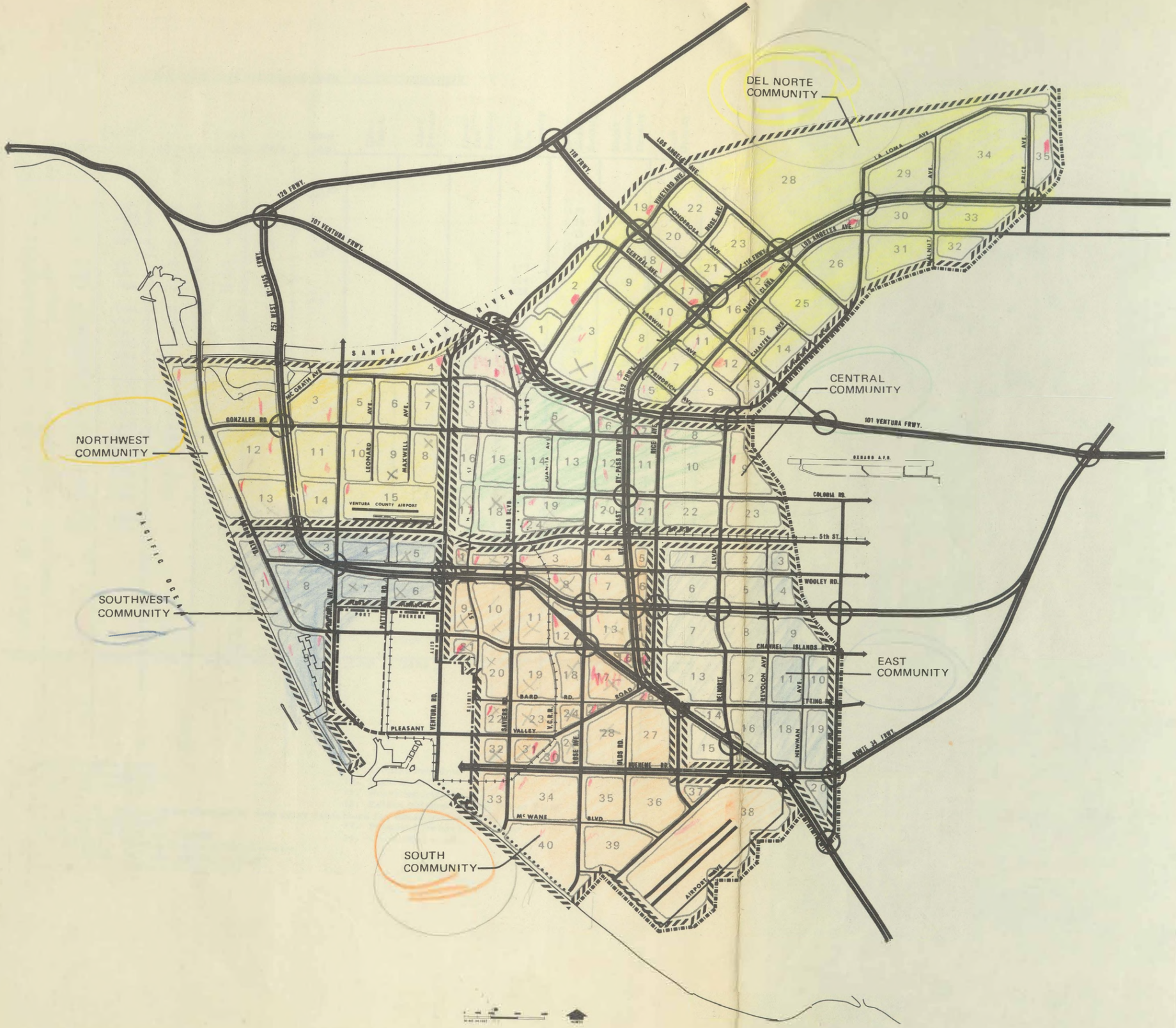
East--covers the area east of Rice Road, south of Fifth Street, west of the Revolon Slough and Wood Road, and extending southerly to Hueneme Road.

Southwest--covers the area south of Fifth Street, west of Ventura Road, extending southerly to the Port Hueneme city limit and the Pacific Ocean.

Northwest--covers the area north of Fifth Street, west of Ventura Road, south of the Santa Clara River, westerly to the Pacific Ocean.

SUMMARY OF PROPOSED LAND USES

The tables following Figure 3 are a summary of land use by neighborhoods within the planning area as proposed by the General Plan. The projected capacity of the neighborhoods in terms of dwelling units and population is also shown in this summary, as are the gross area calculations within each neighborhood. The gross acreage calculations exclude the arterial roads and freeways.



COMMUNITIES & NEIGHBORHOODS

- NEIGHBORHOOD
- COMMUNITY BOUNDARY
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 3

TABLE 4a

SUMMARY OF PROPOSED LAND USES - SOUTH COMMUNITY

Neighborhood Number	Total Acres	D.U.'s	Population	School Acres	Commercial	Park	Industrial	Other Public	Other Private	Lower Low Density	Upper Low Density	Lower Medium Density	Upper Medium Density	High Density
1.	105	3990	7980	10										95
2.	175				155			20[14]						
3.	255						255[10]							
4.	150	1677	4193	10	5	6						129		
5.	95	1027	2568	10		6						79		
6.	75	975	2438									75		
7.	165	1859	4648	11	5	6						143		
8.	135						135[10]							
9.	235	1239	4213	37	15[2]	6					177			
10.	305	2168	6531	15	30[1]	6					224		30	
11.	260	1596	5426	14	12[1]	6					228			
12.	175						175[9]							
13.	220	2236	5590	37	5	6						172		
14.	75	845	2113	10								65		
15.	45	585	1463									45		
16.	40	520	1300									40		
17.	240	500	1000		60	50[3]		105[13]					25	
18.	170	798	2713	50		6					114			
19.	285	1526	5188	41	20	6					218			
20.	230	1274	4332	37	5	6					182[7]			
21.	200	1375	4641		5						195[7]			
22.	160	721	2451	51		6					103			
23.	195	1176	3998	16	5	6					168			
24.	100	630	2142	10							90			
25.	45	900	1800										45	
26.	45	315	1071								45			
27.	420	2380	8092	44	5	6			25[5]		340			
28.	330	1946	6616	16	5	6			25[5]		278			
29.	120	588	1999	13	5	6			12[5]		84			
30.	40						40[9]							
31.	115	2530	5060		5								110	
32.	140	2737	5474	10	5	6[8]							119	
33.	240					80[4]	160[11]							
34.	450						420[11]		30[5]					
35.	295						295[11]							
36.	405						405[11]							
37.	105						105[11]							
38.	1930						1930[11]							
39.	465						465[11]							
40.	415					80[4]	130[11]		205[12]					
	9650@	38,213	105,259	442@	347@	306@	4515@ 215@[9] 390@[10] 3910@[11]	125@	297@		2446	748@	329@	95@

1. Regional Shopping Center
2. Community Shopping Center
3. "Petit" Community Park
4. Beach Park
5. Edison R.O.W. (used in Parks Element as open space connectors for linear park concept)
6. Oxnard Community Center
7. Does not include credit for "Sunkist" Elementary School & Park located in Port Hueneme
8. Does not include credit for "Bubbling Springs" Community Park located in Port Hueneme
9. Limited Industrial
10. Light Industrial
11. Heavy Industrial
12. Edison (Ormond Beach) Power Plant
13. Proposed Junior College Site
14. Community Center

TABLE 4b

SUMMARY OF PROPOSED LAND USES - DEL NORTE COMMUNITY

Neighborhood Number	Total Acres	D.U.'s	Population	School	Commercial	Park	Industrial	Other Public	Other Private	Lower Low Density	Upper Low Density	Lower Medium Density	Upper Medium Density	High Density
				Acres										
1.	300	673	5688	15	5	60[6]					214			
2.	680					520[6]	160[9]							
3.	760	8281	20703	65	5	18		35[1]				637		
4.	170	1677	4193	36	5							129		
5.	140	1534	3835	11	5	6						118		
6.	265	3042	7605	20	5	6						234		
7.	200	2288	5720	13	5	6						176		
8.	190	2158	5395	13	5	6						166		
9.	230	1911	4778	12	15[2]	6		50[1]				147		
10.	195	2223	5558	13	5	6						171		
11.	165	1859	4648	11	5	6						143		
12.	150	520	300		110							40		
13.	140	826	2808	11	5	6					118			
14.	235	548	1862	10		6				219				
15.	225	952	3237	52	5	32					136			
16.	235	1477	5022	13	5	6					211			
17.	115	1352	3380		5	6						104		
18.	150	871	2178	51		32						67		
19.	280					60[6]	220[9]							
20.	190	1169	3975	12	5	6					167			
21.	165	1001	3403	11	5	6					143			
22.	315	475	1615	10		125[6]				174				
						6								
23.	300	610	2074	35	15[2]	6				244				
24.	140	323	1096		5	6				129				
25.	450	743	2525	37		6		110[4]		297				
26.	395	878	2983	38		6				351				
27.	130	288	978		15[2]					115				
28.	2765	5268	17910	80		85[6]		230[1]	235[8]	2107				
						28								
29.	400	953	3239	13		6				381				
30.	270	635	2159	10		6				254				
31.	435	855	2907	12		6				342				
						75				229				
32.	245	573	1948	10		6				342				
33.	365	855	2907	12		6				905				
34.	985	2263	7695	53	5[2]	12								
35.	380				15[2]			380[5]						
	12755	50037	145179	679@	255@	1191@	380@	805@	235@	6089@	989@	2132@		

1. Spreading Ground
2. Community Shopping Center
3. Regional Shopping Center
4. State School For Girls
5. College Site
6. Santa Clara River Park
7. Sand & Gravel River Oriented Park
8. Saticoy Country Club
9. Limited Industrial

TABLE 4c

SUMMARY OF PROPOSED LAND USES - NORTHWEST COMMUNITY

Neighborhood Number	Total Acres	D.U.'s	Population	School	Commercial	Park	Industrial	Other Public	Other Private	Lower Low Density	Upper Low Density	Lower Medium Density	Upper Medium Density	High Density
				Acres										
1.	570					75[9]			75[8]					
						420[3]								
2.	685	8037	17693	24	5	12		175[2]				249		120
						100[1]								
3.	430	3366	7915	13	15	91[1]		69[2]	35[4]			182		25
4.	230					230[6]								
5.	200	1008	3427	11	5	40					144			
6.	205	1267	4307	13	5	6					181			
7.	215	1330	4522	14	5	6					190			
8.	230	1442	4903	13	5	6					206			
9.	220	1372	4665	13	5	6					196			
10.	215	1169	3975	37	5	6					167			
11.	300	2795	6988	54	5	6			20[4]			215		
12.	420	4602	11505	49	5	12[5]						354		
						270[5]			50[8]					
13.	320						260[7]							
14.	260						735[7]							
15.	735													
	5235@	26388	69899	241@	60@	1286@	995@	244@	180@		1084@	1000@		145@

1. Santa Clara Bay Park
2. Santa Clara Bay
3. McGrath State Beach Park
4. Edison R.O.W.
5. Airport Park
6. City Golf Course & River Park
7. Limited Ind. and Airport Related
8. Edison (Mandalay) Power Plant
9. Beach Park

TABLE 4d

SUMMARY OF PROPOSED LAND USES - CENTRAL COMMUNITY

Neighborhood Number	Total Acres	D.U.'s	Population	School	Commercial	Park	Industrial	Other Public	Other Private	Lower Low Density	Upper Low Density	Lower Medium Density	Upper Medium Density	High Density
				Acres										
1.	325	5428	10856	13	55[1]	6			15[4]				236	
2.	88				80[1]									
3.	200	1239	4213	12	5	6					177			
4.	175	728	2475	10	55[2]	6					104			
5.	390	2130	7854	19	35	6					330			
6.	100						100[7]							
7.	80						80[7]							
8.	135						135[7]							
9.	395						395[7]							
10.	450						450[7]							
11.	210						210[7]							
12.	225	2613	6533	13	5	6						201		
13.	250	1078	3665	51	5	40					154			
14.	220	1372	4665	13	5	6					196			
15.	215	1050	3570	11	45[2]	6		3[6]			150			
16.	215	1204	4094	25	12[2]	6					172			
17.	175	6160	12320	10	5	6								154
18.	320			18	296[3]	6								
19.	285	2795	6987	39	5	6		20[5]				215		
20.	190	2041	5103	12	15[2]	6						157		
21.	135						135[7]							
22.	310						310[8]							
23.	355						355[8]							
24.	185						185[8]							
	5620@	28068	73334	246@	623@	112@	2355@	23@	15@		1283@	573@	236@	154@
							1505@[7]							
							850@[8]							

1. Regional Shopping Center
2. Community Shopping Center
3. Central Business District
4. Cemetery
5. Community Center
6. Civic Center
7. Limited Ind.
8. Light Ind.

TABLE 4e

SUMMARY OF PROPOSED LAND USES - EAST COMMUNITY

Neighborhood Number	Total Acres	D.U.'s	Population	School	Commercial	Park	Industrial	Other Public	Other Private	Lower Low Density	Upper Low Density	Lower Medium Density	Upper Medium Density	High Density
				Acres										
1.	240	1442	4903	13	15[1]	6					206			
2.	185	1099	3737	17	5	6					157			
3.	115	700	2380	10	5						100			
4.	145	868	2951	10	5	6					124			
5.	195	1036	3522	36	5	6					148			
6.	245	1267	4308	53	5	6					181			
7.	320	1750	5950	15	15[1]	40[3]					250			
8.	235	1470	4998	14	5	6					210			
9.	270	1708	5807	15	5	6					244			
10.	220	1372	4665	13	5	6					196			
11.	235	1470	4998	14	5	6					210			
12.	275	1505	5117	39	15[1]	6					215			
13.	430	2331	7925	60	5	32[3]					333			
14.	80	525	1785		5						75			
15.	270	1540	5236	14	5	6			25[2]		220			
16.	215	1239	4213	12	5	6			15[2]		177			
17.	50	315	1071		5						45			
18.	285	1708	5807	15	5	6			15[2]		244			
19.	275	1477	5021	38	5	6			15[2]		211			
20.	210	1302	4427	13	5	6					186			
	4495	26164	88958	401	130@	162@			70@		3732			

1. Community Shopping Center
2. Edison R.O.W. (used in Parks Element as open space to be used as connectors in linear park concept)
3. Community Park

TABLE 4f

SUMMARY OF PROPOSED LAND USES - SOUTHWEST COMMUNITY

Neighborhood Number	Total Acres	D.U.'s	Population	School	Commercial	Park	Industrial	Other Public	Other Private	Lower Low Density	Upper Low Density	Lower Medium Density	Upper Medium Density	High Density
				Acres										
1.	355	3497	8743	20	15[1]	50[4]						264		
2.	160	1807	4518	10	5	6						139		
3.	95	169	423	40		6[5]			10			13		
4.	220	1372	4664	13	5	6					196			
5.	220	1372	4664	13	5	6					196			
6.	210	1302	4427	13	5	6					186			
7.	295	1645	5593	39	15[1]	6					235			
8.	465	3496	10365	25	5	12		35[3]			258	130		
9.	625	4979	12448	25	5	95[4]		105[2]				383		
10.						12								
	2645@	19584	55683	198@	60@	237@		140@	10@		1071@	929		
TOTALS[6]	40,400	190,254	541,392	2,207 Acres	1,475 Acres	3,294 Acres	8,245 Acres	1,337 Acres	807 Acres	6,089 Acres	10,605 Acres	5,382 Acres	565 Acres	394 Acres
							3,095[7]							
							1,240[8]							
							3,910[9]							

1. Community Shopping Center
2. Channel Islands Harbor
3. Edison R.O.W. (Canal)--(used in Parks Element as open space and connectors for linear park concept)
4. Beach
5. Community Park
6. Doesn't include credit for Bubbling Springs Community Park and 6@ neighborhood park located in Port Hueneme.
7. Limited Industrial
8. Light Industrial
9. Heavy Industrial

BUILDING CONDITION SURVEY

In 1967, a building condition survey was undertaken by the Planning Department staff of the City of Oxnard to determine what general areas may require remedial action to eliminate or prevent blight.

The criteria used in conducting this survey is shown below. The survey was generalized to prepare an overall picture of deterioration conditions, which would provide a basis for the extent of future detailed revitalization studies.

Criteria for Evaluating Structures

Above Average

1. Structurally sound buildings of modern design with some custom features.
2. Usually newer construction with no maintenance deficiencies.
3. Landscaping in good condition.
4. Above average price.
5. No environmental deficiencies.

Average

1. Structures of conventional design which meet code requirements.
2. Usually older structure with some maintenance deficiencies.

3. Landscaping in need of attention.

4. Average price.

5. Few or no environmental deficiencies.

Below Average

1. Structures of conventional design originally meeting Code but with some conversions or additions not to Code.

2. Mostly older structures needing maintenance.

3. Landscaping lacking or not maintained.

4. Usually below average price.

5. Environmental deficiencies may be present in some areas.

Deficient

1. Structures requiring major repair to bring up to Code.

2. Structures usually very old and with major maintenance needed.

3. Little or no landscaping.

4. Low price.

5. Environmental deficiencies.

The following Table is a summary of the condition of the existing structures within the planning area by community. The first column lists the neighborhood; the balance of the chart is divided into six sections, one for each community. The columns under each community list the total acres within the neighborhood first, then the percentage of the area that is presently developed. The next four columns (A, B, C, D) list the percentage of existing structures in each given condition.

TABLE 5a

BUILDING CONDITION SUMMARY

DEL NORTE

Neighborhood	Total Acres	% Developed	Condition of Devel. (%) A	B	C	D
1.	300	5	10		50	40
2.	450	0				
3.	760	65	10	60	5	25
4.	170	18		100		
5.	140	15		100		
6.	265	50	25	75		
7.	200					
8.	190					
9.	230					
10.	195					
11.	165					
12.	150					
13.	140	10	100			
14.	235					
15.	225					
16.	235					
17.	115					
18.	150	65		100		
19.	525					
20.	190					
21.	165					
22.	315					
23.	300					
23.	140					
25.	450					
26.	395					
27.	130					
28.	2765	10	100			
29.	400					
30.	270					
31.	435					
32.	245					
33.	365					
34.	985					
35.	380					

Building Condition:

A - Above Average
B - Average
C - Below Average
D - Deficient

TABLE 5b

BUILDING CONDITION SUMMARY

OXNARD CENTRAL

Neighborhood	Total Acres	% Developed	Condition of Devel. (%) A	B	C	D
1.	325	20	100			
2.	80	90	10	65	25	
3.	200	15	100			
4.	175	15	100			
5.	390	30	10	90		
6.	100	20	100			
7.	80	0				
8.	135	0				
9.	395	0				
10.	450	0				
11.	210	5	100			
12.	225	0				
13.	250	0				
14.	220	0				
15.	215	75	80	20		
16.	215	75	80	20		
17.	175	50	100			
18.	320	95		10	40	50
19.	285	90		30	40	30
20.	190	50			100	
21.	135	0				
22.	310	5				100
23.	355	5		50	50	
24.	185	70		30	40	30

Building Condition:

A - Above Average
B - Average
C - Below Average
D - Deficient

TABLE 5c

BUILDING CONDITION SUMMARY

OXNARD SOUTH

Neighborhood	Total Acres	% Developed	Condition of Devel. (%) A	B	C	D
1.	105					
2.	175	95	7	65	28	
3.	255	75	10	35	55	
4.	150					
5.	95					
6.	75					
7.	165					
8.	135	75	45	15	40	
9.	235	90	10	80	10	
10.	305	95	15	70	15	
11.	260	98	5	90	5	
12.	175	20	10	70	20	
13.	220	10		100		
14.	75					
15.	45					
16.	40	50		100		
17.	240	15		60	40	
18.	170					
19.	285	85	10	50	40	
20.	230	95	20	80		
21.	200	95		100		
22.	160	90	5	95		
23.	195	30	20	20	60	
24.	100	25	100			
25.	45					
26.	45	30	100			
27.	420					
28.	330	20	100			
29.	120					
30.	40					
31.	115	65		20	80	
32.	140	50	40	50	10	
33.	240	15	40		45	15
34.	450	10	100			
35.	295					
36.	405					
37.	105					
38.	1930					
39.	465					
40.	415					

Building Condition:
A - Above Average
B - Average
C - Below Average
D - Deficient

TABLE 5d

BUILDING CONDITION SUMMARY

OXNARD EAST

Neighborhood	Total Acres	% Developed	Condition of Devel. (%) A	B	C	D
1.	240	5				100
2.	185	0				
3.	115	0				
4.	145	0				
5.	195	0				
6.	245	5				100
7.	320	0				
8.	235	0				
9.	270	0				
10.	220	0				
11.	235	0				
12.	275	0				
13.	430	2			100	
14.	80	0				
15.	270	1			100	
16.	215	0				
17.	50	0				
18.	285	0				
19.	275	0				
20.	210	0				

Building Condition:
A - Above Average
B - Average
C - Below Average
D - Deficient

TABLE 5e

BUILDING CONDITION SUMMARY

SOUTHWEST

Neighborhood	Total Acres	% Developed	Condition of Devel. (%) A	B	C	D
1.	355	40	100			
2.	160	1	100			
3.	95	0				
4.	220	0				
5.	220	15		70	30	
6.	210	55	25	75		
7.	295	1	100			
8.	465	0				
9.	625	50	15	70	15	

Building Condition:
A - Above Average
B - Average
C - Below Average
D - Deficient

TABLE 5f

BUILDING CONDITION SUMMARY

OXNARD NORTHWEST

Neighborhood	Total Acres	% Developed	Condition of Devel. (%) A	B	C	D
1.	570	*0				
2.	685	0				
3.	430	0				
4.	230	0				
5.	200	0				
6.	205	0				
7.	215	7	100			
8.	230	20	100			
9.	220	0				
10.	215	0				
11.	300	2		100		
12.	420	0				
13.	335	0				
14.	260	0				
15.	735	15	75	10	10	5

*Institutional or Public

Building Condition:
A - Above Average
B - Average
C - Below Average
D - Deficient

TRANSPORTATION ELEMENT

MOBILITY AND METROPOLITAN GROWTH

The entire spectrum of mobility, that is, the process of moving people and goods, is a system within which the Plan attempts to seek the best solution to the problems of how best to serve the Planning Area. The best solution may be based on time, or cost, or convenience, or a combination of these factors. Present and past trends in transportation, advances in technology, areas of destination, geographical configurations, public attitudes, and a multitude of factors must be carefully analyzed before any solution is truly comprehensive. Too often the solution to optimum movement has been to "put out the fire", or not to solve potential movement problems until movement is literally bogged down.

The General Plan for Oxnard does not propose a solution to the entire range of mobility, but rather it suggests those commitments necessary to best serve Oxnard and its citizens within the scope of existing known elements dealing primarily with vehicular (automotive and aircraft) modes, and secondarily (in detail) with the pedestrian in the Central Area.

Oxnard will have excellent nuclei of land, air and sea transportation with the West Bypass Freeway as the southerly boundary of the Central Area; Port Hueneme Harbor is only three miles away; the Ventura County Airport is only one mile from the center of the Central Area, and the Southern Pacific Railroad's mainline coast route lies on the easterly boundary of the Central Area.

Relating these methods of transportation to one another by direct connections can create a system of mobility impossible to duplicate elsewhere in Ventura County, and difficult to find anywhere. These transit amenities should be protected by the City by commitments to those actions which are necessary to insure adequate locations, expansion flexibility and minimum disruption by other activities.

The last thirty years have seen vast changes in transportation, and there is every indication that the next thirty years will see as many, if not more, changes. Such a transformation may include high-speed units in tubes underground which carry people and goods 400 or 500 miles per hour. There may be super-swift hydrofoil boats or submarine passenger-and-cargo liners, perhaps high-speed vehicles in tubes deep in the ocean. The advent of supersonic transport and the air bus in the 1970's will have a significant impact upon air transportation and, of course, will generate significant impact on Oxnard. Oxnard should make every effort to establish a regional airport at the south edge of the study area near Point Mugu Naval Air Station.

Figure 10 shows the relationship of the Central Area to nearby transportation facilities, and the interconnecting freeway network is also illustrated.

AIRPORTS

The primary concept upon which is based the General Plan updating program for the City of Oxnard is that the City of Oxnard will be the dynamic urban center for Western Ventura County. Under this concept, it is mandatory that the City capture the opportunity for the development of the major commercial airport in the vicinity of Oxnard.

An entirely new system of communication and an entirely different time context relating to centers of urban activity have evolved during the past decade. This new level of communication has its focus upon the airport system. This is not to imply that air transportation was unimportant prior to the 1960's, only that the important factors of scale and frequency were missing prior to the introduction of the jet airliner.

During the 1960's, a fairly elaborate system of air transportation corridors began to focus on the metropolitan areas. This system of transportation corridors has created almost daily commuting patterns. Commuting 500 miles in one direction in one day is commonplace, and the result is the system of commuter airlines (P.S.A., Air California, and on a smaller scale, Golden West, Cable, etc.). Until recently Oxnard was relatively isolated from this communications network.

One of the most interesting examples of urban activity center growth has been the development near Orange County Airport. The stimulation provided by Orange County Airport, large land holdings, and major investments which have occurred on the periphery of the airport have been primary growth factors which have attracted considerable additional investment.

Oxnard, today, represents an urban activity area of something less than 100,000 people. However, projections have shown that Oxnard can reasonably expect to grow to over one-half million prior to the year 2000. Thus, a metropolitan perspective and a metropolitan scale of problems and opportunities should form the basis from which city-airport decisions can be reached.

There is every reason to believe that past experience on the United States East Coast will repeat itself in the West Coast area. (That is, one major intercontinental airport will be the focal point of a regional airport system, supplemented by a satellite system of airports capable of receiving cross-continent flights and landing international traffic on an as-necessary basis.) The East Coast example, of course, is the John F. Kennedy Airport in New York City, surrounded by its satellite continental airports composed of La Guardia and Newark. A third hierarchy of general aviation airports supplements the system.

Recently the City of Los Angeles and the City of Ontario reached agreement for Los Angeles to assume operation of the Ontario International Airport. Though Ontario Airport has served as a standby/emergency facility for some time, its status is now official, and significant public capital investment is committed to upgrading and expanding the facility. It has been publicly announced that a second satellite airport may be located in the Antelope Valley, probably in Palmdale, and that a third satellite airport will be sought in the Western Ventura County area.

With this type of system, there is every reason to believe that passengers on the East Coast will make reservations for direct flights into the Western Ventura County area, much as the West Coast traveler has the option today of ticketing to La Guardia or Newark instead of the John F. Kennedy Airport.

Under these circumstances, the opportunity to build a strong web of communication between cities on the West Coast and across the continent lies directly with the decisions to be made by the City of Oxnard and the Ventura County Board of Supervisors. This report strongly recommends that the City accept this challenge, capture the opportunity, and add its influence to those actions necessary to develop a regional airport in the Oxnard Planning Area.

Alternative Sites for the Regional Airport

A number of alternative sites were investigated to determine their potential to accommodate the major airport in western Ventura County. Four alternative locations were studied as follows: (1) Expansion of the Ventura County Airport at Oxnard; (2) Joint use of the Oxnard Air Force Base; (3) Construction of an airport abutting Point Mugu Naval Air Station; (4) Construction of a new airport near the vicinity of the Santa Clara River on Las Posas Valley. Alternative 4 was abandoned early in the study because the high cost of site preparation and obstructions near the Santa Clara River and because a major airport in the Las Posas Valley would conflict with the proposed four-year state college site. Furthermore, investigations with the Federal Aviation Agency led to the conclusion that there was not room in the Oxnard Planning Area for an additional airport location other than the three existing airports.

Figure 4 shows the noise generation characteristic measured in decibels of a four-engine turboject aircraft. The illustration was derived from a December 1965 FAA study and shows the comparison of the areas which might be subjected to noise levels above 100 decibels intensity from four-engine jet aircraft departing from the proposed runway configurations for the commercial airport of the three alternative site locations. The comparison shows that over 6,400 acres of land might be subject to high intensity (over 100 decibels) noise by aircraft departing from Oxnard Air Force Base while under 1,000 acres of privately owned land would be subjected to the over-100 decibel noise level by such aircraft departing from either the Ventura County Airport at Oxnard or a new airport configuration abutting Point Mugu.

Because of widespread citizen opposition to the approach and departure over the Oxnard Central Area if the Ventura County Airport at Oxnard were expanded to a regional airport, the City Council adopted a policy to encourage the major regional airport to develop on property north of the Naval Air Station at Point Mugu. A system of 10,000 foot parallel runways has

been illustrated approximately 5,000 feet northwest of and parallel to the main runway within the Naval Air Station. Although somewhat removed from the existing intense urban activity area, the proposed regional airport is closely related to existing Route 1 Freeway and is within easy driving time of the Central Area and the major industrial centers shown on the General Plan.

The Future of Ventura County Airport at Oxnard

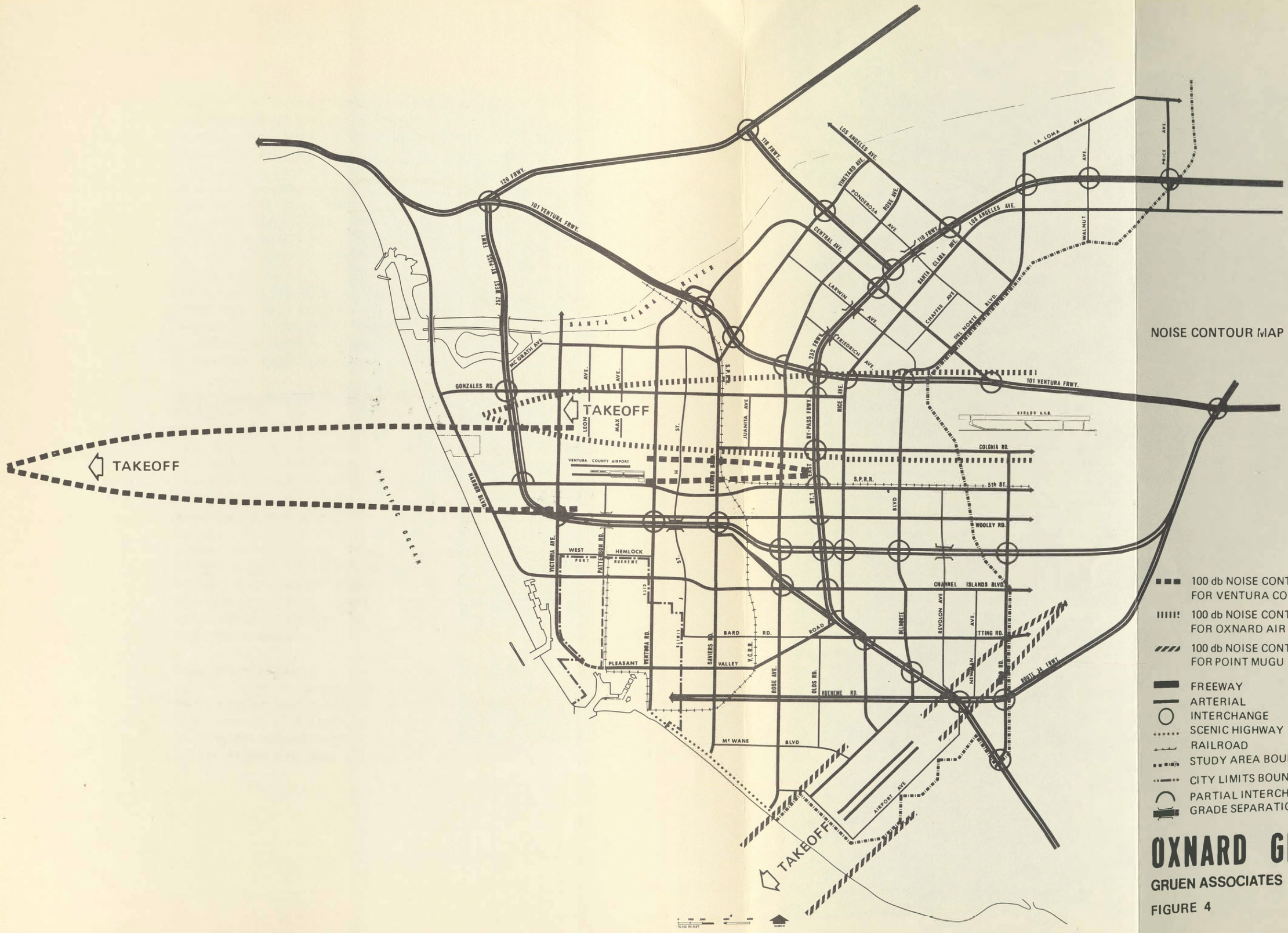
If the existing Ventura County Airport at Oxnard is not to be upgraded to regional status, there are two alternatives for the future of this airport: (1) Sale of the Ventura County Airport with concurrent purchase of another site in another area; (2) Retain the Ventura County Airport for general aviation use.

It is recommended that the Ventura County Airport be retained for general aviation use inasmuch as there is a trend to separate lighter and slower aircraft from heavier high speed traffic typified by airlines. For that reason the present airport is proposed to be retained but restricted in its growth to limit its use to general aviation without expansion to permit jet aircraft to be accommodated. The City should support a realistic development timetable to crystalize Ventura County Airport as a general aviation field relocating the air carrier functions to a new regional airport at Point Mugu.

Airport Related Uses

There are two categories of airport related land uses shown on the General Plan. There is a general airport related use designated at the Ventura County Airport at Oxnard and a regional airport related use designated at the proposed regional airport at Point Mugu.

General Airport Related Uses - this category at the Ventura County Airport is to provide for those uses



NOISE CONTOUR MAP FOR WEST–BOUND APPROACHES & DEPARTURES

- 100 db NOISE CONTOUR FOR VENTURA COUNTY AIRPORT
- 100 db NOISE CONTOUR FOR OXNARD AIR FORCE BASE
- 100 db NOISE CONTOUR FOR POINT MUGU NAVAL AIR STATION
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

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FIGURE 4

which compliment a general aviation airport, including the on-base and airport support operations. There are approximately 1,000 acres of general airport and airport related designation on the map. Of this, 200 acres are needed for the airport and approximately 40 acres has been assumed to be acquired for clear zone, leaving about 750 acres for airport related uses. Airport related uses in this category include airtels, airport restaurants, offices of air-related uses, retail and support facilities for recreational flying, residential use with runway access and limited manufacturing of the industrial park type which possibly needs access to the airport. While the airport will provide for commercial and business flying the development of a specific plan for the airport should be such as to encourage the expansion of recreational flying.

Regional Airport Related Uses - this category at the proposed regional airport at Point Mugu is intended to provide for those on-base and support facilities necessary for a regional airport. Approximately 1,900 acres are shown as airport and airport related for the regional airport at the Point Mugu site. FAA standards recommend 1,800 acres minimum be reserved for regional airport and protected areas. Because of its location in an industrial area, the 1,900 acres provides sufficient land to develop the runways, passenger areas, freight areas, aircraft storage and overhaul facilities typical of a regional airport plus some property to be devoted to motels, restaurants and other commercial operations necessary for the efficient operation of the regional airport.

It is doubtful that there will be industry of the processing or manufacturing type enjoying access to the runway because of the necessity to maintain limitations of such access to insure preference for scheduled carriers. If aircraft manufacture or similar industry wishes to locate at the regional airport it could occupy the heavy

industrial category and adjustments could be made in the street pattern to provide direct access to the airport. General aviation activities not related to air carrier operations are expected to be discouraged from using regional airports and will be directed to the Ventura County Airport at Oxnard.

PORT OF HUENEME

The Port of Hueneme is the only major deep water commercial harbor between Los Angeles and San Francisco. It is approximately three miles southwest from the City of Oxnard and approximately one mile west of the Ormond Beach industrial area. The Harbor is served by rail through facilities of the Ventura County Railroad, with connections to the Southern Pacific main coastline railway. In addition, the Harbor maintains a close proximity to the Ventura County Airport. Care must also be given to the ingress and egress network in support of the Harbor, both from the northern and southern perimeter of Ventura County. Although the physical plant of the Port of Hueneme is wholly within the City of Port Hueneme, the impact of the Harbor's future development upon the City of Oxnard will be enormous. Today, the Harbor is primarily engaged in the movement of bulk cargoes, such as minerals, lumber, fishmeal, fertilizers, cattle, fish, and chemicals. Material in support of offshore oil activity has begun to move through the Port to production sites in the Santa Barbara Channel. However, as manufacturing increases in the Oxnard area, manufactured goods are expected to become an increasingly significant part of the port's total cargo movement.

At present, the harbor has two deep water berths. Plans are being developed for Harbor expansion and improvement within the next two to three years. Funds are in hand for financing this program. This expansion will take place on lands acquired from the Port Hueneme Redevelopment Agency in 1967. In addition to the deepening of the Entrance Channel, Turning Basin, and Slip A, Slip A is to be widened. The Port will ultimately accommodate berthing for a total of five large ocean-going, deep-draft vessels and sport fishing facilities.

Figure 5 is a conceptual drawing of this expansion and improvement program. In addition, a new medium-draft utility wharf is being built on the margin of the entrance channel to accommodate off-shore oil supply boats and fishing craft. The General

Plan expects the expansion of industrial activity as well as the requirements of increased population to cause this Harbor to expand beyond its projected limits within the present redevelopment area. Expansion may occur either to the northwest of the improved Slip A, or to the southeasterly of this Slip; or to both at different times. Figure 5 on Page II-65 suggests concepts for these two possible Harbor expansions. Close cooperation by the various public agencies involved is mandatory to fully capitalize on the potential that can be realized from growth of the Harbor.

Care must be exercised so that today's decisions do not hamper tomorrow's increase in magnitude of this Harbor. The City of Oxnard must continue to promote this Harbor as a necessary adjunct to its industrial development program, since a deep-draft commercial is the one resource that other communities in an analogous stage of development can not claim as an asset.

Railroads

The City of Oxnard is served by the Southern Pacific Main Line Railroad. The present 12 scheduled trains per day are expected to remain constant or decline in number. However, the average of 3 unscheduled trains per day, hauling almost entirely freight, is expected to continue; in addition to purely local movement. The SPRR is both an asset and a liability to the City. While it does provide for service to proposed industrial areas, it also divides the community and exposes 7.4 miles of perimeter which is subjected to noise, grime and dust, and visual pollution. The SPRR is paralleled and abutted on virtually one side as it crosses the study area by a major street right-of-way. Although unsightliness and other distractions are offered, the street rights-of-way of Oxnard Boulevard and East Fifth Street offer some separation from land uses on one side. The other side of the railroad must be abutted by industrial, commercial and residential uses. An easy solution to building against a main line railroad is a linear industrial strip. However, the City of Oxnard contains too much rail exposure for this to be practical.

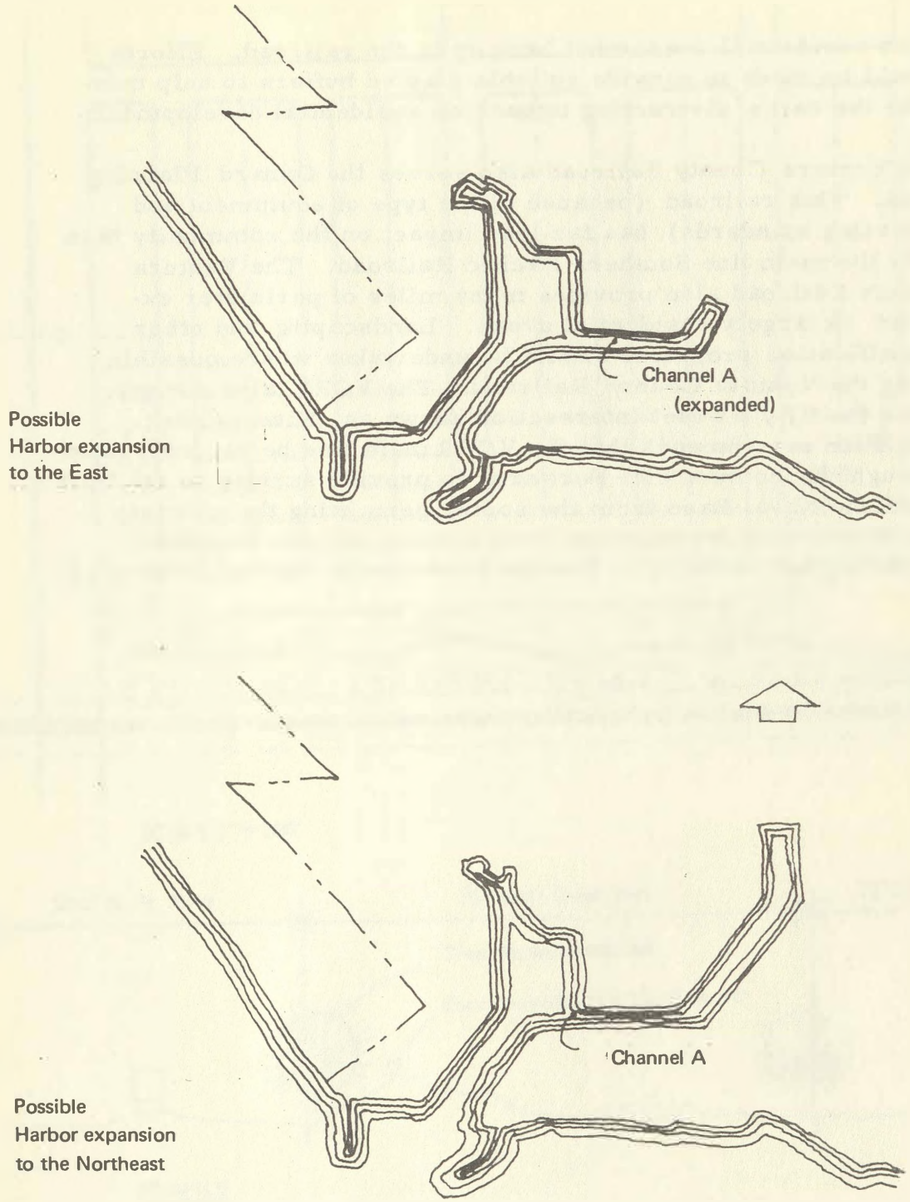
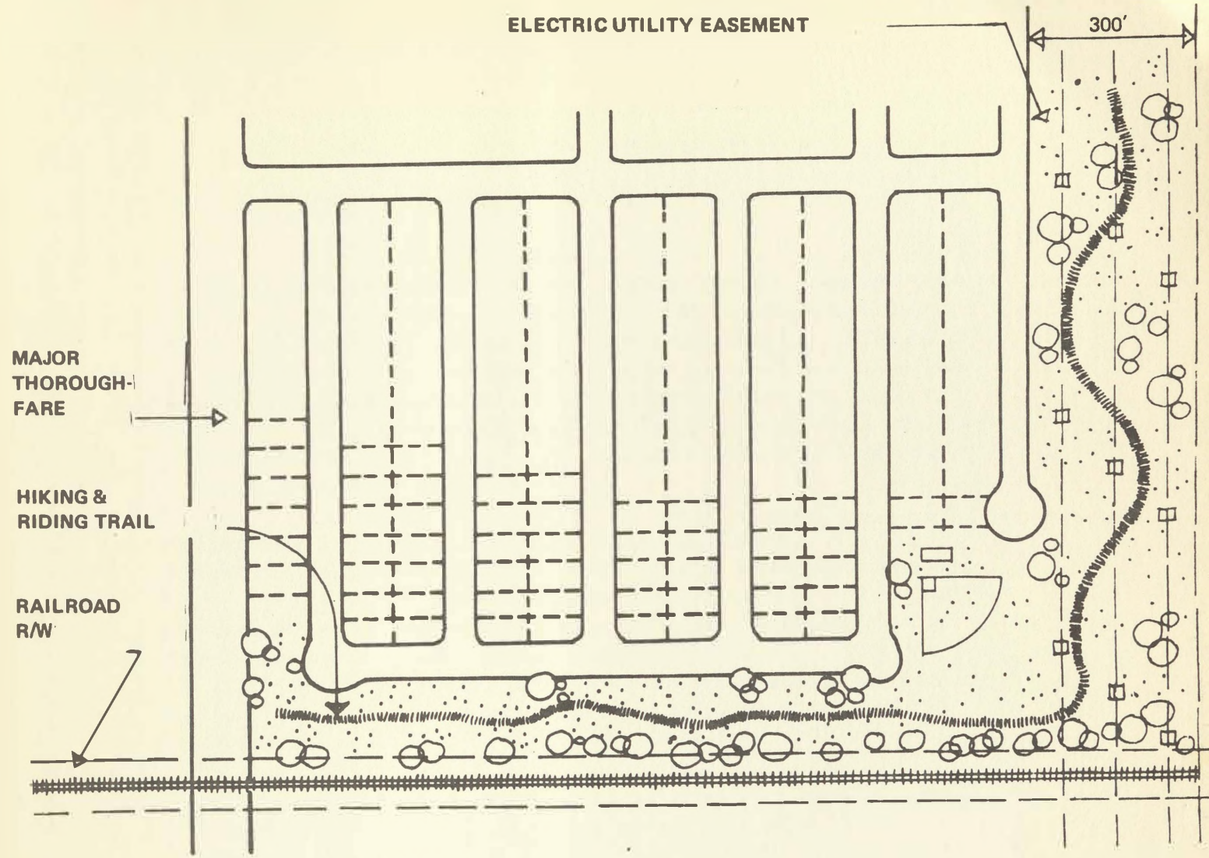


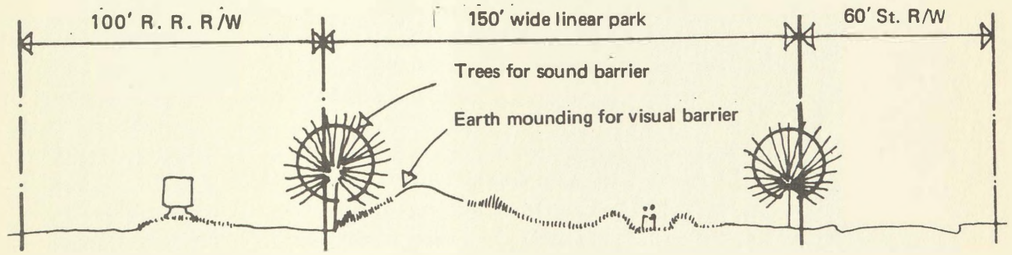
FIGURE 5 HARBOR EXPANSION

Some residential uses must back up to the railroad. Efforts should be made to provide suitable planted buffers to help minimize the rail's distracting impact on residential development.

The Ventura County Railroad also serves the Oxnard Planning Area. This railroad (because of the type of equipment and operating standards) has far less impact on the community than does the main line Southern Pacific Railroad. The Ventura County Railroad also provides many miles of perimeter exposed to largely residential areas. Landscaping and other beautification programs should be undertaken where possible along the Ventura County Railroad. The VCRR also complicates the City's worst intersection known as "Five-points". The Plan recommends that the VCRR main line be reconstructed through the commercial Port area to provide service to the Port Hueneme Naval Base from the south, permitting the ultimate abandonment of the railroad from Channel Islands Boulevard, northerly and easterly to Wooley Road east of Oxnard Boulevard.



SCALE 1" = 300'



PROFILE

Scale 1" = 50'

FIGURE 6 LINEAR PARKS AT RAILROADS IN RESIDENTIAL AREAS

CIRCULATION ELEMENT

An adequate vehicular circulation system for the City depends upon many components. These vary from a freeway network to adequate parking, adequately located in relation to the origin or destination. The purpose of the Circulation Element is to designate those portions of the overall transportation system which are designed to move traffic; that is, that have a continuous function throughout the City, and link the City to the region which surrounds it.

Not normally indicated on the Circulation Element are the access and storage elements, which consist of the location of parking throughout the City, and those streets which are used to connect traffic and which have a primary responsibility of providing access to adjacent property. These are a vital part of the circulation system, but since they are flexible in location and may vary considerably, depending upon the nature of the land use, they need not be precisely located.

The transportation objectives which are the basis of the circulation plan are designed to assist in the achievement of the overall community economic, physical and social goals. Thus, they are fully coordinated and related to the overall community aims. Mobility is not an end product with value in itself. The transportation goals must be achieved within the broad framework of high aims so that the overall community efficiency, safety and service will be created - rather than the narrow view of efficiency of transportation alone.

Transportation is, however, one of the major structural elements of the community. A good system is a backbone for growth, development and vitality, and is essential in an automobile-oriented community such as Oxnard. Development of new streets, or the substantial improvement of existing streets, can result in more intensive use of the adjacent land, which in turn generates the traffic on the street. These inter-dependent factors between the type of land use, the intensity of that use and

the traffic facilities which serve the land, are all factors which must be considered together in planning for the future physical development of Oxnard.

OBJECTIVES AND PRINCIPLES

The circulation plan has been designed and formulated with several specific objectives in mind. These objectives are the goals of the circulation plan and the success of the plan is measured by the degree to which they are achieved:

1. Develop a circulation network which will enhance the goals and objectives of the City;

2. Provide an efficient street system, which at the same time allows maximum mobility, safety and economy;

3. To minimize through-traffic and congestion in residential neighborhoods;

4. To increase access and circulation around the Central Area of the City;

5. To alleviate existing and potential traffic problems;

6. To provide the necessary linkage between various neighborhoods and elements of the City with each other, and with other activity centers in the region.

Circulation objectives are achieved through principles which act as guidelines and translate what is desired into rules which can be used to achieve the desired aims. The following criteria were developed for the circulation plan:

1. The streets and highways within the City are classified into separate and distinct systems, in accordance with their intended primary circulation purpose. Each system shall be designed to serve the movement of traffic and the access to property to a different degree or magnitude.

CIRCULATION PL N

- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA OUNDARY
- CITY LIMITS OUNDARY
- PARTIAL INT RCHANGE
- GRADE SEPA ATION

* PLEASANT VAL EY ROAD WILL REMAIN AN ARTERIAL BETWEEN THE ASTERISKS UNTIL THE NET ORK OF NORTH-SOUTH/EAST WEST STREETS HAS BEEN COMPLET

OXNARD AT GENERAL PLAN

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FIGURE 7

2. The street classification shall govern its design standards and construction and improvements priorities.

3. The City's circulation system shall be coordinated with the networks of the State, County and adjacent communities.

4. Master plan highways should have continuity, logical termini and adequate capacity which will allow and provide a high quality of flow. These factors are some of the principal considerations which denote master plan highways and are the physical expression of the transportation objectives.

THE CIRCULATION PLAN

Functional Classification

The functional classification system which is recommended for Oxnard places each of the streets within the City into one of several classifications which are distinguished by their primary function. This hierarchical system sits in the organization of the transportation network so that it will be adequate for future growth and become the basis for establishing the standards, designing the streets, selecting the necessary traffic control measures, establishing the priority of development, and establishing the measures by which the quality of movement can be gauged and determined.

A classification system based on functional categories is not new to Ventura County or the City. The County has a well defined general plan of highways which includes those within the City of Oxnard. In the past, the City has contributed to the designation of the street system within its boundaries and many of these recommendations are incorporated in the County-wide plan. The County-wide plan has a great deal of merit in that traffic does not necessarily recognize political boundaries, and the transportation system for the County is not independent of the political subdivisions.

It is most important that the circulation system within the City link and be continuous with the system of the adjacent cities and the county which surrounds it. It should be the City's objective to strengthen the classification system; to evaluate the needs within its boundaries, keeping in mind the regional aspects; and to develop a system which is both feasible, implementible and in accordance with the growth pattern which best expresses the so-called planning objectives. Building upon the planning concept and current commitments by the City and County, the Circulation Element was developed for the study area.

FREEWAYS

Freeways are the major regional transportation facility within Ventura County and they link the County with the remainder of the Los Angeles metropolitan area. They were originally planned to provide for movement between distant areas within the state or between states, but today they serve exceedingly well as inter-city facilities which tie together cities within a metropolitan region. Freeways do this in a number of ways; they provide accessibility to the communities from the region in which they are located; they al so absorb some of the longer local trips and relieve portions of the street system of this traffic burden. The scale of the freeways is such that they become an important framework for the organization of land and its uses within the city.

Oxnard is fortunate in that a rather extensive freeway system is planned by the State Division of Highways. This system may accommodate as many vehicle miles as all of the other streets within the City put together. The four major freeway routes in the Oxnard area will provide an unusual level of regional accessibility. In most metropolitan areas in California, freeways will eventually be developed at four-to-five mile spacings. Within Oxnard the spacing will be closer -- on a three and one-half to four and one-half mile spacing. These freeways, while

they may appear to cause problems to the City initially (in the relocation of portions of the community and the partial disruption of some of the existing land uses), will furnish opportunities to shape the kinds and intensities of development which are consistent with the long-range goals of the City.

The precise freeway locations and their points of access will have a great impact on the kind of community that Oxnard will become. Oxnard is also fortunate in that many important freeway decisions are yet to be made, and these decisions can be based upon logical planning decisions. Future freeways can be planned to enhance community objectives and to promote orderly growth of the type and in the direction which seems most desirable.

The utility of the future freeway system will depend on the extent that certain transportation goals are achieved. The freeways should provide adequate distribution to the arterial network, viewing all road classifications as part of a total system. The freeways do not provide maximum benefits unless proper linkage to the major street system is provided. The freeways must be also properly located to minimize City-wide travel time and to provide the maximum accessibility within the community. Freeways must create a minimum of disruption of neighborhoods; the unraveling of the City fabric and the parcelization of property into unusable shapes should be avoided.

Freeways often cause a reorientation of traffic, since movements to and from the freeway predominate (rather than movements in the direction of "as the crow flies"). These concentrations on streets which have freeway interchange increase their importance and, conversely, reduce the importance of those streets which are not provided with interconnections with the freeway system. Therefore, certain streets are emphasized and will eventually create pressures for development to a greater extent than other streets. These natural tendencies of freeways, to have a substantial effect upon the arterial system, must be incorporated into the planning of the community and form a major consideration in the determination of future interchange locations.

The efficient and safe operation of freeways limits interchanges to approximately one-mile intervals. In urban areas, this minimum also is the desirable standard, because travel distances in excess of one mile create unnecessary out-of-direction travel and inconvenience. Interchange areas also are opportunity areas; land near these locations is highly prized because of accessibility and visibility. If interchanges are too far apart the community does not have its share of these locations (which in many cases provide opportunities for non-residential service and focal points upon which the community may grow).

Ventura Freeway

The Ventura Freeway (State Route 101) is the most important existing freeway link that connects the City of Oxnard with the rest of Ventura County and the metropolitan area of Los Angeles. It lies approximately two and one-half miles north of the downtown, and although it is a north-south highway in the State freeway system, it is aligned in the east-west direction in the vicinity of the City. Through Oxnard, it is a fully developed four-lane freeway, with interchanges at important road connections. Additional construction is currently in process northwest of the City to convert Route 101 to a freeway from El Rio to near Route 126. Within a few years, this route will be completed to full freeway standards from Ventura to Los Angeles, and many of the existing interchanges will be reconstructed to more modern standards. The freeway interchange locations in the City are on Central Avenue, Del Norte Boulevard, Rice Road, Rose Avenue, Vineyard Avenue, and Oxnard Boulevard. At Rice Road and Rose Avenue, only partial interchanges are planned due to the proximity of the future Route 1 Freeway. These interchanges will not provide access or egress to Route 1 or to Route 232 Freeway.

State Route 1

State Route 1 will be reconstructed as a four-lane freeway across the planning area. A new alignment, called the East Bypass, will begin near Rice Road and Pleasant Valley Road and will run northerly between Rose Avenue and Rice Road to State Route 101. Construction of this freeway is expected to start in the early 1970's and will be completed about 1975.

The East Bypass continues northeast, past the Ventura Freeway as State Route 232, connecting to State Route 118 about two and one-half miles southeast of the town of Saticoy. State Route 118, sometimes referred to as the "Simi Valley Freeway", is an adopted freeway route from Saticoy through the Simi Valley, and Santa Susana Pass to the San Fernando Valley of Los Angeles.

State Routes 118 and 232 will probably be constructed as freeways after 1975 in the Oxnard area. They will provide an alternate route from Oxnard into the Los Angeles basin. They will also greatly increase the accessibility to the Oxnard coastal area for the residential communities developing in Moorpark, Simi and Santa Susana, and indeed, for the San Fernando Valley as well. At its western end, this route will tie the northern part of Oxnard more closely with the traditional center of the City via its connection to the East Bypass. It will also stimulate a shift in land uses from agriculture to more urbanized land development.

As previously indicated, the utility of the freeway is in proportion to a number of interchanges and/or locations which are provided. In Oxnard, the urban scale and character of the community, both as it currently exists and, more importantly, as it will grow and develop, require that the freeway connect to all of the principal arterials which serve the community. On the other hand, the technical requirements of the freeway limit interchanges to approximately one-mile spacings. Interchanges at closer intervals normally result in costly, complex ramping systems. These sometimes conflicting requirements (those of the needs of the community on one hand, and the technical standards established by the freeway system on the other) lead to the following interchange recommendations for the East Bypass:

1, Gonzales Road: A half interchange for north-bound traffic can be designed at this location in spite of the proximity to the freeway-to-freeway interchange with Route 101. Without this one-half interchange, north-bound traffic from the eastern industrial area would have to travel through Central Avenue in order to get on the freeway. West-bound traffic can enter the Ventura Freeway at a half interchange at Rose Avenue and east-bound traffic can use a half interchange at Rice Avenue.

2. Colonia Road: A full interchange.

3. Fifth Street/Wooley Road: In accordance with the design objectives, both of these major streets require interchange with the freeway. However, spacing between these streets and their proximity to Colonia Road, as well as the proximity of the Southern Pacific Railroad near Fifth Street, pose practical considerations which will result in design of one interchange to serve both of these streets. The resultant design, while unusual, is not especially costly or complex, and it will permit Fifth Street and Wooley Road to continue to serve the Central Area. Part of the single interchange concept for these two streets will include parallel service roads connecting each with the other.

4. Channel Islands Boulevard/Pleasant Valley Road/Etting Road: This location is complex because several arterial streets are in close proximity and because traffic connections must be maintained to the present State Route 1 diagonal. Although the interchange configuration will be complicated, service to the arterials is of considerable importance. In addition, the East Bypass Freeway deviates from the existing State Route 1 diagonal stem freeway, which today extends towards the Central Area. Nevertheless, service to the arterials is of considerable importance. Channel Islands Boulevard, an east-west arterial of regional significance, must provide access to the northern part of Port Hueneme and to Harbor Boulevard. Pleasant Valley Road is a principal access facility for Port Hueneme and will continue to remain so for a considerable time in the future. Etting Road, which acts as an easterly extension of Pleasant Valley Road, provides access to a substantial section of the City. At this location, a complex interchange is both warranted and recommended. Connections to Pleasant Valley Road (because of its employment access function) are necessary, especially to and from the north. Interchanges with Etting Road and Channel Islands Boulevard can be partial interchanges in view of the technical and financial difficulties of providing full service.

However, special regard must be made for the triangle of land which is created by the East Bypass as the existing State Route 1 and future 257 Freeway. The triangular area enclosed by these freeways must be taken into account when the particular ramp designs are developed to assure that this hub of future freeways remains accessible in the midst of the many complex ramp connections.

5. Del Norte Boulevard: A full interchange.

6. Revolon Boulevard: A partial interchange is foreseen for this location due to the fact that Route 34 Freeway is recommended to interchange with the East Bypass at approximately this location.

7. Wood Road: A full interchange.

State Route 257

State Route 257, the West Bypass, will be located along the western portion and through the southern portion of the City of Oxnard. Construction will not take place until the late 1970's and planning of this freeway is at its very earliest stages. As it shifts from a north-south to an east-west alignment, the freeway will pass between the Ventura County Airport and the beach area, and between the airport and the U.S. Naval Construction Battalion Center near Port Hueneme. East of there, the freeway is scheduled to pass southerly of the Central Area of Oxnard and will eventually end at State Route 34, a freeway which is proposed to extend from Somis, through Camarillo, and join State Route 1 at approximately the present location of Hueneme Road. The West Bypass will extend to the north across the Santa Clara River and join the Route 126 Freeway at its junction with the Ventura Freeway.

A number of alignments have been studied for this West Bypass and have been evaluated in accordance with the overall objectives which have been established for the community. The recommended alignment is located so as to serve a broad band of the City, including the coastal and marina areas, the airport and the Central Area. The latter will be particularly enhanced through substantially increased accessibility and visibility, both of which are essential to its vitality.

Interchanges are recommended at the West Bypass on all of the major streets which intersect it. These include the westerly extension of Vineyard Avenue, Gonzales Road, Doris Avenue, and Fifth Street. It also includes Victoria Avenue, Ventura Road and Saviers Road, Rose Avenue, Rice Road, Del Norte Boulevard, and Wood Road. At Fifth Street and Victoria Avenue, and again at Rose Avenue and Rice Road, partial interchanges may be necessary due to the angle of freeway in the former case, and the proximity of a freeway-freeway interchange in the latter situation. In addition to these interchanges a grade separation is proposed for Patterson Road and Revolon Boulevard.

Development Sequencing:

In terms of compact growth and efficiency of land use, it would be much better for the Oxnard community if the West Bypass Freeway could be constructed before the East Bypass. However, because it appears that construction commitments are well advanced, the next best alternative is for the City to press for early construction of the West Bypass.

ARTERIAL STREETS

Arterial street networks supplement the freeway network in providing the principal facilities for traffic movement within the City of Oxnard and within the County of Ventura. The function of the arterial streets is to distribute and collect freeway-bound traffic and to accommodate intra-city trips and other medium-distance movements. In so doing, they provide the basic transportation links between the various land uses in the City. The principal role of these streets is to move traffic, and a secondary function is to separate dissimilar land uses; in addition, arterials provide a very limited degree of service to abutting land uses. The latter function should be reserved primarily for traffic generators of unusual magnitude.

Arterial networks almost always follow a grid pattern for maximum utility. The Oxnard area is no exception. In most Southern California areas, the grid occurs at half-mile intervals and is symmetrical in both directions. On the major road systems land access functions are secondary to the primary need to provide for safe, orderly, high-capacity traffic movement. Most of the arterial highways will be developed with median islands, traffic signals at intersections with other major roads, and with a limited number of other intersections. Street continuity is important to provide for travel efficiency, adequate capacity and safety.

The relatively flat topography of Oxnard imposes few natural obstacles to the development of a good system of major streets, sufficient to provide adequate access and circulation. In Oxnard arterials observe, for the most part, three-quarter mile spacing. However, in the northern part of the Oxnard area the Santa Clara River forms a formidable barrier for several miles between Harbor Boulevard and the Ventura Freeway. This limits the intensity of land use on both sides of the river and affects the timing and development of this area. The Ventura County Airport also interrupts north-south travel west of Ventura Road, and the potential development of a complete three-quarter mile grid arterial network.

Since traffic flows from City to County and into other cities, uniformity with adequate standards is totally essential. The County standards for arterials form an excellent basis upon which the City can develop its arterial system. The County standards are adequate for proper urban growth, as they follow the Division of Highways select system criteria. These criteria must be followed in most cases to receive a full measure of State Highway Funds, but they are also desirable criteria because they are based on modern, adequate transportation standards and, therefore, represent a substantial foundation upon which community growth and development can be based.

The County arterial classifications which have application in the City are the primary and secondary roads. The former require 110 feet of right-of-way, the latter 94 feet of right-of-way. The primary road is a controlled access facility with 40 feet of pavement (in each direction), separated by a 16-foot median. A primary road standard right-of-way of 110 feet is recommended. This is somewhat less than the current County standard of 118 feet, but is in conformance with much of the surrounding community (for example, the Del Norte General Plan area). It, therefore, will provide a uniform treatment to this class of arterial in much of this section of the County. Each of these standards will provide the same number and size of lanes, medians and parkways. They differ only in that the County standards provide an emergency shoulder area which is not required under urban conditions. These streets have the capability of providing for six moving lanes of traffic under relatively high speeds and good safety conditions. During off-peak hours, they can also provide four excellent moving lanes and parking at the curbside. Because of the unusual three-quarter mile spacing of some streets within the City of Oxnard, most of the major street system will be of the primary road standard.

The standards for secondary roads provide for two 32-foot roadways, separated by a 14-foot median. Access is partially controlled on these streets and parking is often restricted. Medians should be continuous between intersections.

The following primary arterials are recommended in the north-south direction:

Harbor Boulevard: This street follows the shoreline and terminates into Channel Islands Boulevard, providing accessibility to the beachfront area.

Victoria Avenue: This street is a central street in west Oxnard and will provide the crossing of the Santa Clara River for connection with the County civic center in eastern Ventura.

Ventura Road: This street will provide access to the west side of the Central Area. In the south of the City, the road connects to a scenic highway paralleling the coast to the vicinity of Point Mugu Naval Air Station at which point it ties into the industrial street pattern of the Ormond Beach industrial area. Ventura Road becomes a secondary road north of Vineyard Avenue and terminates at the "Wagon Wheel" area.

Oxnard Boulevard/Saviers Road: This street is one of the principal entrances to Oxnard, being the first interchange with the Ventura Freeway, south of the Santa Clara River. This street is also the principal north-south access to the Central Area, and continues southerly through "Five-points" intersection to the Ormond Beach Industrial Area. Although its tendency towards development as a commercial strip is a handicap, this location in the center of the City will assure its continuation as a major arterial in the future.

Vineyard Avenue: This street is also a principal entrance to central Oxnard for west-bound traffic on the Ventura Freeway. It provides access to the westerly portion of the Del Norte community.

Rose Avenue: This street is the first north-south primary east of the railroad. It serves the western portion of Del Norte, the residential community south of the Ventura Freeway and east of Oxnard Boulevard. It provides access to the residential community south of Fifth Street and east of the Ventura County Railroad, access to the central industrial area, and the principal north-south access from the Ormond Beach industrial area to the freeway network.

Rice Avenue/Santa Clara: This street, like Rose Avenue, also serves the Del Norte community. It provides access to the industrial area near the Oxnard Air Force Base, provides access to the southeast residential community, and it is a secondary north-south access to the Ormond Beach industrial area.

Del Norte Boulevard: This street provides access to the easterly portion of Del Norte and is a central street in the industrial area near Oxnard Air Force Base and to the southeast residential community.

Wood Road: This street begins at the Oxnard Air Force Base and terminates at Point Mugu Naval Air Station. It is the easterly most street in the Oxnard study area.

The following primary arterials are recommended in the east-west direction:

Vineyard Avenue: This street extends the existing diagonal Vineyard Avenue westerly, in order to serve the area just south of the Santa Clara River.

Gonzales Road: This arterial is planned to extend from Harbor Boulevard to Rice Road.

Colonia Road: This is the principal arterial serving the residential community easterly of Oxnard Boulevard and also the industrial area near Oxnard Air Force Base.

Fifth Street: This arterial is the principal east-west facility serving the Central Area of the City and the mid-City region on both the east and west sides of Oxnard. It has continuity beyond the boundaries of the community and, therefore, plays a substantial circulation role.

Wooley Road: Although this street closely parallels the proposed Bypass Freeway, it will for many years provide principal access to the residential community in the northwest portion of the planning area; to the Central Area; to the Central Industrial Area; and the northerly portion of the community in the southeast portion of the planning area.

Channel Islands Boulevard: This street provides the principal access to the small craft harbor and to the community in the southeast portion of the planning area.

Los Angeles Avenue: This street connects to eastern Ventura and provides access to the northern portion of the Del Norte community.

Central Avenue: This street will provide access to the center of the Del Norte community.

Pleasant Valley/Etting Road: This facility is the principal distributor of Port Hueneme traffic and will connect the Port with the east Bypass Freeway. Pleasant Valley Road east of Rice Road is now a diagonal street which complicates the planning of the area which it traverses. It is recommended that, as the area develops, Pleasant Valley Road be abandoned in favor of the north-south, east-west grid proposed by the General Plan. Until construction of the thoroughfare pattern and freeway network, Pleasant Valley Road will continue to be an important street. However, widening of this street east of Rice Avenue should be discouraged.

Hueneme Road (special primary): The Circulation Element recommends that the future State 34 Freeway join the East Bypass at approximately the location of Hueneme Road. Hueneme Road, therefore, could become, in a sense, an extension of the future freeway, and for this reason it requires special consideration. In addition to the unusual arterial function it will be called upon to provide, the road also separates industrial and residential areas of sizable proportions, and it will serve to distribute industrial and Port Hueneme traffic using the Route 34 Freeway to and from the east. It is for this reason that consideration should be given for an extra wide right-of-way, and that access to and from this arterial should be highly restrictive. Because of the nature of industrial traffic proposal from the Port, consideration should be given to insure substantial vertical clearance over this street.

In addition to the primary arterials listed, there are a series of secondary thoroughfares also proposed. These thoroughfares are essentially less continuous than the primaries. Both primary and secondary arterials are shown on Figure 7.

Application and adherence to the recommended standards which are based upon modern highway criteria will provide a uniform application of treatment throughout the County and assure that the circulation needs of the future will be adequately met.

COLLECTOR STREETS

Collector streets are designed to serve traffic and to provide access. They distribute and collect traffic which is generated in the areas circumscribed by major arterials. They also provide for movement within industrial, commercial and residential areas, or to connect adjacent land uses. Speeds on collector streets are generally low, due to the frequent access facilities and the pedestrian activity.

Collector streets generally intersect the arterials at approximately quarter-mile spacings. This spacing can be signalized on the arterials in a manner which does not interfere with the movement on them. It also is sufficiently frequent so that the traffic volume on the collectors is well below their capacity. The volumes on these collectors are sufficiently low so that the collectors themselves do not divide a neighborhood and present a formidable barrier to its cohesive identity.

Generally, continuity on collector streets is not necessary. Substantial continuity may introduce through-traffic in neighborhoods to the detriment of the environment. What is required, however, is that the cross section of the collector streets meets adequate and safe standards. Typically, a 40-foot pavement on a 60-foot right-of-way is sufficient in residential areas. This cross section will permit two moving lanes of traffic and on-street parking on each side. In industrial and commercial areas,

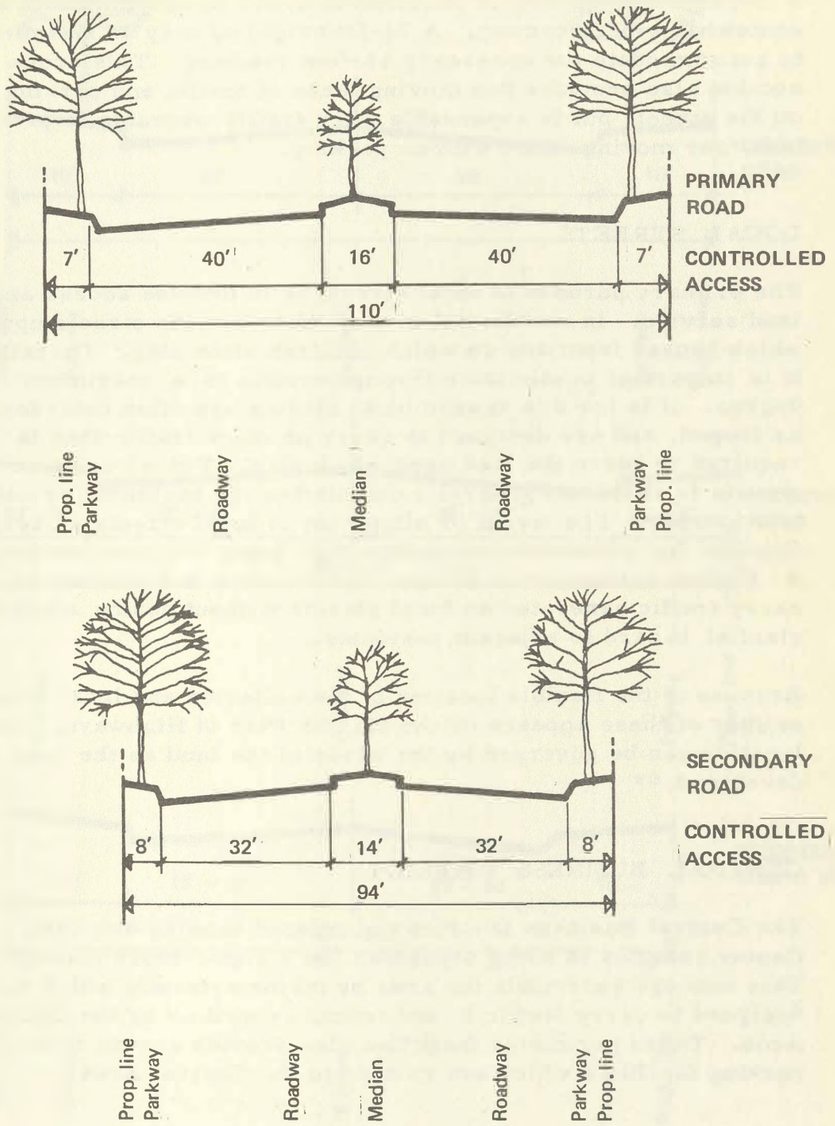


FIGURE 8 PRIMARY & SECONDARY ROAD CROSS SECTION

Spring 1973
Night

PROPERTY IIB
Final Exam

Mr. Gallagher

I

O was the owner of a large tract of land in a semi-rural area on the outskirts of a city. Desiring to subdivide the land he recorded a tract map showing all the lots in the proposed subdivision and a Declaration of Restrictions which provided that all the lots in the tract would be sold and conveyed "subject to the following terms and conditions which shall be covenants running with the land and shall burden each lot for the benefit of all the lots in the tract and which shall be binding upon and inure to the benefit of each purchaser of a lot in the subdivision, his heirs and assigns." Among the provisions contained in the recorded restrictions were the following:

covenant - benefit + burden in gross (not touch & concern land)

1. Each lot shall be used solely for residential purposes, and no commercial purposes whatsoever, and no structures shall be built on any lot other than one single family residence.

2. No structure on any lot in the tract shall ever be occupied except as a residence of the owner of the fee title thereto and members of his immediate family.

O then built houses on all the lots and sold them to various purchasers. His contract with each purchaser stipulated that each lot was subject to recorded deed restrictions, and he gave each purchaser a copy of the recorded restrictions.

notice

X-9
A-10
X-B
A

O sold all the lots in the tract, including Lot 9 which he sold to X, conveying by a deed which made no mention of the recorded restrictions, and Lot 10, which he sold to A, conveying by a deed which recited that title was subject to "deed restrictions of record." All the other deeds from O contained the same recital. X later sold Lot 9 to Y and A sold Lot 10 to B. Lots 9 and 10 front on a street which marks a boundary of the subdivision.

A few years after the subdivision was built and all the lots sold, the State built a State College on land adjacent to the tract. Thereafter, all the land near the college and within two blocks of the tract came to be used for apartment buildings, rooming houses and small shops. The entire tract, however, had remained single family residential until B leased the house on Lot 10 to C, D and E, students at the college, who are not members of the same family

C, D and E decided to host monthly parties at their house, extending an open invitation to all students at the college. Each guest was required to pay $2.00 admission, the proceeds being used to defray

An earthquake in February, 1973, caused minor structural damage to the building. B asked O to repair the damage, but O refused. B then had the damage repaired at a cost of $1,000.00 and has not paid the rent due on March 1 and April 1, 1973.

O has discovered that B has never grossed less than $10,000 per month since July 1, 1970.

O consults you regarding his rights, if any, against B and R Corporation and to find out if he must renew the lease for an additional 5 years. Advise him.

PLEASE SIGN YOUR NAME TO THESE QUESTIONS AND RETURN THEM WITH YOUR BLUE BOOK(S)

a larger right-of-way is required in order to accommodate a somewhat wider roadway. A 74-foot right-of-way is sufficient to accommodate the necessary 48-foot roadway. This cross section also provides two moving lanes of traffic and parking on the street, but is expandable when traffic warrants to provide four moving lanes with no parking.

LOCAL STREETS

The primary purpose of local streets is to provide access and land service. In residential areas, these are the streets upon which houses front and on which children often play. Therefore, it is important to eliminate through-traffic to a maximum degree. It is for this reason local streets are often culs-de-sac or looped, and are designed to carry no more traffic than is required to serve the land uses which abut. Travel on these streets is short and generally constitutes the beginning or end of a journey. The layout or alignment of local streets is very flexible, but geometric minimums still apply in cross section. A 32-foot roadway on a 52-foot right-of-way is sufficient to carry traffic generated on local streets without posing a substantial hazard to adjacent residents.

Because of the flexible location of the collector and local streets, neither of these appears on the Master Plan of Highways. Their location can be governed by the needs of the land as the area is developed.**

CENTRAL BUSINESS DISTRICT

The Central Business District and related housing and Civic Center complex is being organized on a super-block concept. This concept surrounds the area by major arterials which are designed to carry traffic to and from, as well as by the Central Area. These perimeter facilities also provide access to the parking facilities which are related to the Central Area.

** Study should be undertaken to investigate the possibility of reducing the current 40-foot street and 60-foot right-of-way where only local traffic is to be carried.

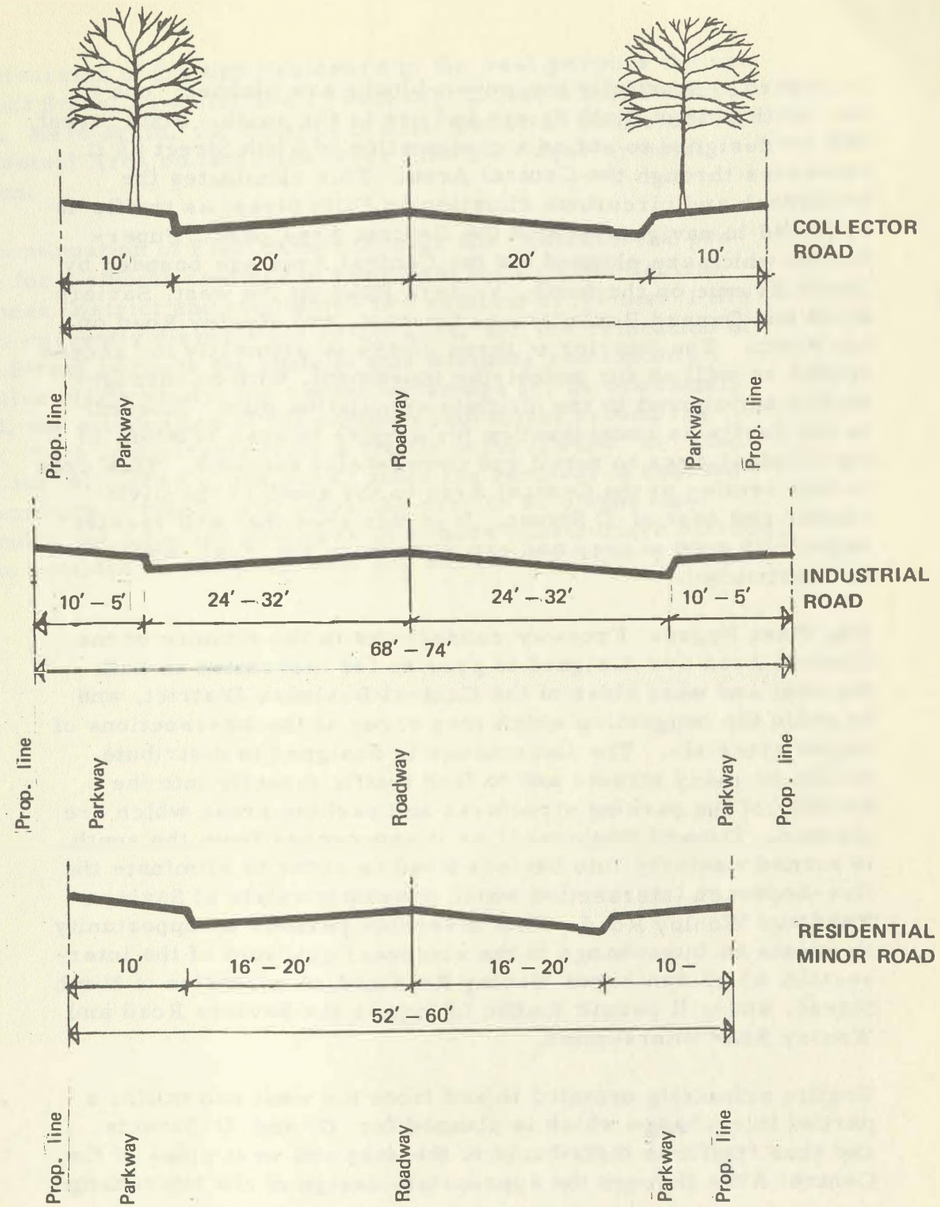


FIGURE 9 STREET CROSS SECTIONS

In Oxnard, essentially two super-blocks are planned: one to the north side of Sixth Street and one to the south. Sixth Street will be designed to act as a continuation of Fifth Street as it traverses through the Central Area. This eliminates the bottleneck and circuitous situation on Fifth Street as traffic is required to navigate around the Central Area park. Super-blocks which are planned for the Central Area are bounded by Doris Avenue on the north, Ventura Road on the west, Saviers Road and Oxnard Boulevard on the east, and Wooley Road on the south. The interior of these blocks is primarily for access traffic as well as for pedestrian movement, with no through-traffic anticipated in the ultimate circulation plan. Inherent in the design is consideration for a more intense relation of the Central Area to retail and commercial sections. This area is that section of the Central Area to the south of the Civic Center and east of D Street. It is this area that will receive especially good access and exposure when the West Bypass is constructed.

The West Bypass Freeway connections in the vicinity of the Central Area are designed to provide for movement on both the east and west sides of the Central Business District, and to avoid the congestion which may occur at the intersections of major arterials. The interchange is designed to distribute traffic to many streets and to feed traffic directly into the vicinity of the parking structures and parking areas which are planned. Oxnard Boulevard, as it approaches from the south, is turned westerly into Saviers Road in order to eliminate the five-approach intersection which presently exists at Saviers Road and Wooley Road. This diversion permits an opportunity to create an interchange in the southeast quadrant of the intersection which can serve Wooley Road and an extension of Ninth Street, and will permit traffic to bypass the Saviers Road and Wooley Road intersection.

Traffic primarily oriented to and from the west can utilize a partial interchange which is planned for C and D Streets, and thus traffic is distributed to the east and west sides of the Central Area through the appropriate design of the interchange.

The diversion of Oxnard Boulevard to the west permits the use of Wolff Street as a distributor between C Street and Saviers Road. Here again, the concept is distribution to both sides of the Central Area on facilities other than the major arterial system.

The continuation of Fifth Street through the Central Area provides for a smooth continuous alignment through the Central Business District and eliminates two existing problems: Fifth Street currently dissects the retail area, and the relocation of Fifth Street permits the unity of this business section into a cohesive viable entity; the second advantage is, as previously noted, the elimination of the complex movement around the park. This is desirable from a traffic point of view, but also from the utilization of the park, since the removal of substantial amounts of traffic will allow the park to be planned and related to the adjacent land uses in a more constructive manner. These complex traffic proposals are shown on Figure 7.

CENTRAL AREA STUDY

THE OXNARD CENTRAL AREA

The Central Area of Oxnard is intended as the focal point for the metropolitan urban environment. It should contain the widest variety of those land uses which are compatible with a high level of intensive shopping, employment, recreation, cultural, educational, and residential activities.

The key to the success of the Central Area concept lies in public action:

- to encourage private investment and reinvestment;
- to assemble lands when it is impossible for private enterprise to do so;
- to locate the west bypass freeway as close as possible to the Central Area;
- to foster higher density residential development of good quality; and
- to demonstrate commitment to the area as the logical focal point for future investment.

ORGANIZATION OF THE CENTRAL AREA

The concept for the Central Area implies a commitment from private enterprise and the Oxnard City Council to capitalize on the area by locating the widest variety of uses in the area. The basic organization of the Central Area suggests a conglomerate of functions with ample expansion corridors. If this approach is taken, functional expansion can be contiguous, incompatible land uses can be avoided and the highest degree of traffic service can be obtained.

The concept recommends expansion corridors as the means by which functional growth can occur. Naturally, land economies will play a major role in the process, and the corridor approach could be compatible with the economic response. The following diagrams (A and B) illustrate the point.

Diagram A shows various nuclei of urban activities which could expand in the Central Area. Though assumptions have been made as to the amount and type of growth which will take place in the area, development will continue after 2000, and underestimates of growth are certainly possible. Under the circumstances, Diagram B points out the planning approach which will allow the City maximum opportunity for locating the desired uses in the area without compromising expansion possibilities.

This approach implies a major requirement, however, that incompatible or inappropriate uses should not be allowed to locate in expansion corridors identified for other uses. This means, for example, that medium density residential development should not be allowed in the commercial expansion corridor because it will under use the land, and will possibly create an undesirable environment for the residential development. Conversely, high-rise residential development which is generally compatible with commercial activity could be considered an appropriate land use in the predominantly commercial area. The important point is that one use should never compromise the expansion possibilities for the primary use designated on the Central Area Plan.

Depth of the Plan

Because of the general nature of this updating program for the comprehensive plan, continuing planning necessary for ultimate Central Area development should be much more detailed. This detailed planning need not necessarily consist of an immediate major effort by the City of Oxnard. The long time span for implementation will require detailed planning by the City (for near-term improvements), by the Redevelopment Agency, and

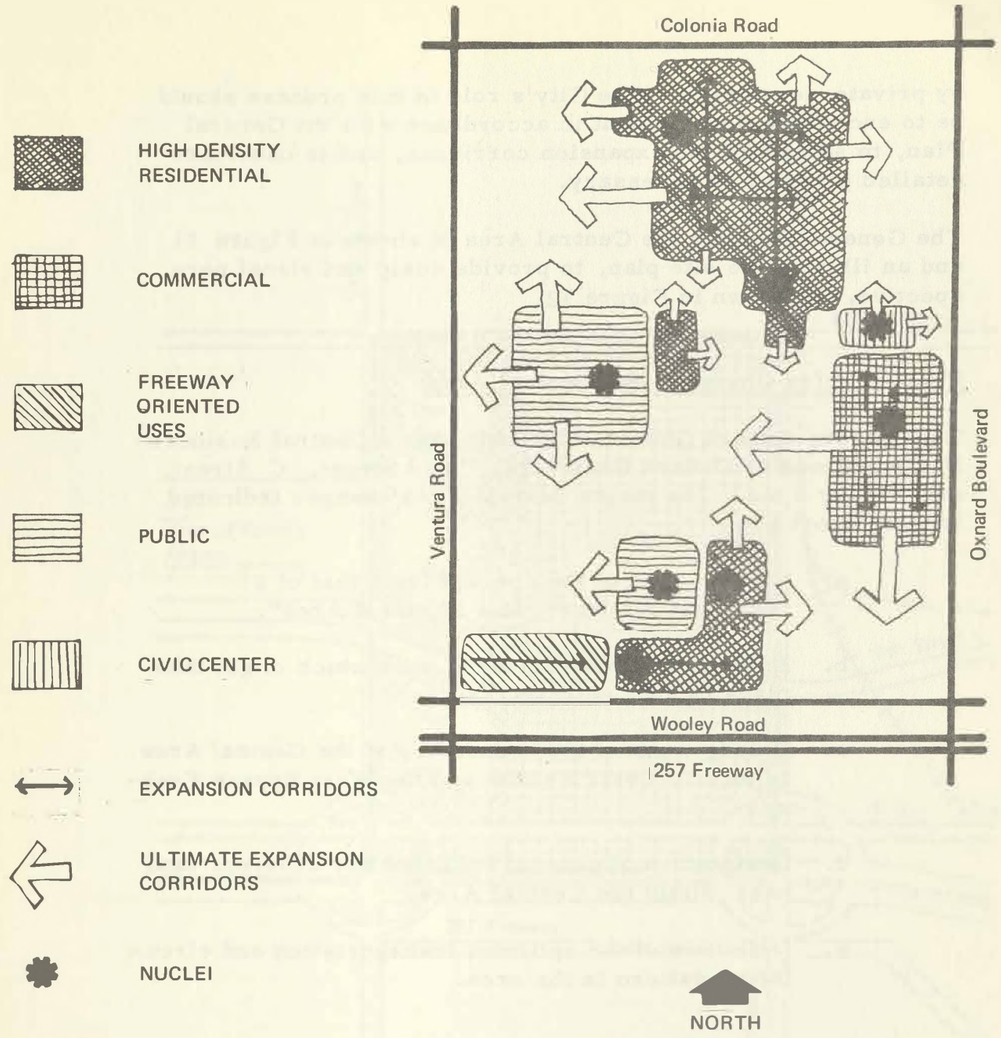


FIGURE 10 NUCLEI OF URBAN ACTIVITIES & EXPANSION CORRIDORS

by private developers. The City's role in this process should be to encourage development in accordance with the General Plan, to safeguard the expansion corridors, and to undertake detailed planning as necessary.

The General Plan for the Central Area is shown in Figure 11 and an illustrative site plan, to provide scale and visual perspective, is shown in Figure 12.

Proposals for Change in the Central Area

The current Oxnard General Plan indicates a Central Business District bound by Oxnard Boulevard, Third Street, C Street, and Wooley Road. The major Central Area changes indicated in this report are:

a. Enlargement of the concept from that of a "business district" to a "Central Area".

b. Expansion of the variety of uses which might take place in the Central Area.

c. Enlargement of the boundaries of the Central Area to include Doris Avenue and the West Bypass Freeway.

d. Designation of general locations for different land uses within the Central Area.

e. Definition of the optimum transportation and circulation pattern in the area.

Growth and Change in Commercial Activities

Downtown Oxnard, today, is a community shopping district flanked by local governmental, office, some light industrial, and commercial service activities. A series of conservative assumptions were made to set forth the amount of space which might be required for commercial activities in the Central Area by the year 2000.

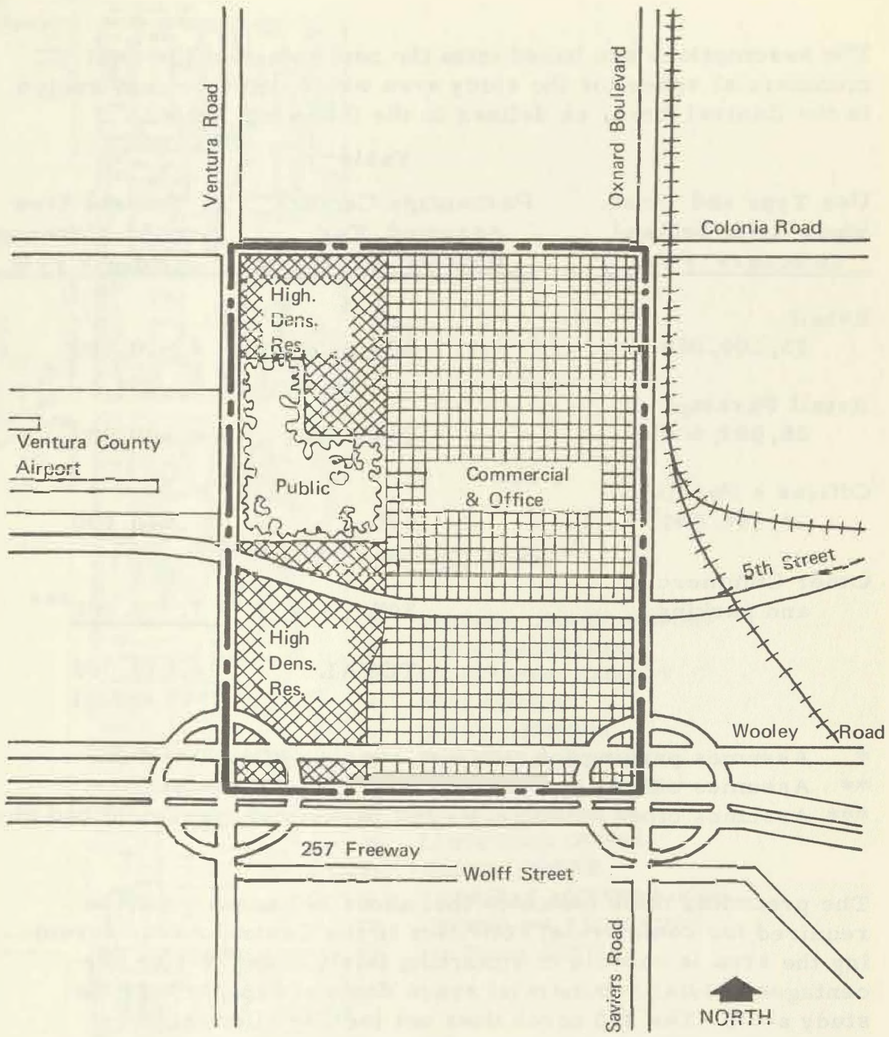


FIGURE 11 CENTRAL AREA GENERAL PLAN

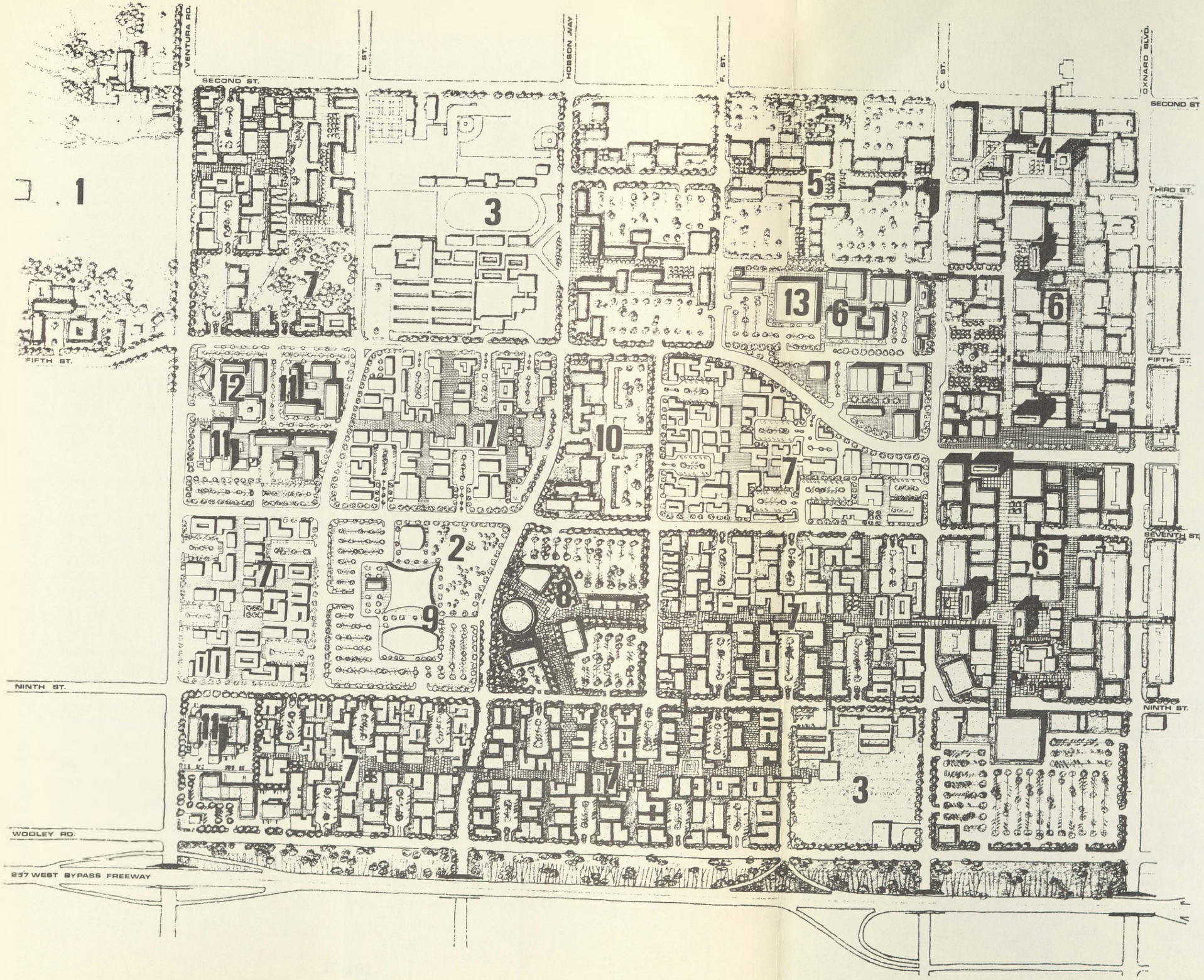
The assumptions are based upon the percentage of the total commercial space for the study area which could be constructed in the Central Area, as defined in the following Table.

Table 6

Use Type and Total Study Area Demand In Square Feet	Percentage Capture Assumed For Central Area	Central Area Ground Coverage In Square Feet
Retail: 13,000,000	20%	2,600,000
Retail Parking: 26,000,000	20%	2,600,000*
Offices + Parking: 3,850,000**	40%	1,540,000
Other Commercial and parking:	30%	7,900,000***
	TOTAL	14,640,000 (340 acres)

* Assumes parking for retail at average of two stories.
** Assumes offices and parking at average of two stories.
*** Assumes other commercial and parking at average of two stories.

The preceding table indicates that about 340 acres would be required for commercial activities in the Central Area, assuming the area is capable of attracting fairly conservative percentages of total commercial space demand expected for the study area. The 340 acres does not include allowances for street rights-of-way, non-commercial uses, landscaping, open space or vacancies.



CENTRAL AREA

1 VENTURA COUNTY AIRPORT
2 PUBLIC RECREATION
3 EDUCATIONAL FACILITY
4 CIVIC CENTER
5 OFFICE CORRIDOR
6 COMMERCIAL CORRIDOR
7 RESIDENTIAL CORRIDOR
8 COMMUNITY CENTER
9 CONVENTION CENTER
10 MEDICAL CENTER
11 TRANSIENT ACCOMODATIONS
12 COMMERCIAL RECREATION
13 CULTURAL CENTER

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 12

At least 20 percent of the typical Central Area will be in street right-of-way; if such an allowance were added to the 340 acres, total commercial space in the Oxnard Central Area would be about 425 acres. As a comparison, a study of some 57 United States cities indicated that about 6 percent of the urbanized area was comprised of commercial development and related uses such as parking, streets and service areas; applying this factor to the 75 square miles expected to be urbanized in the study area a 425-acre Oxnard central commercial area would represent less than 15 percent of a theoretically needed 2,900-acre commercial demand. It should be noted that the space requirements estimated in the Table above were predicated on realizing the mid-range of population growth; i.e., about mid-way in the expected 550,000 to 730,000 population range.

As a gross comparison, an area of about 50 acres is presently occupied by commercial uses and streets in the Oxnard downtown. Thus, without being overly optimistic, the tenfold population increase is expected to justify, at minimum, about nine times the central commercial area which exists today.

The composition of commercial functions should be expected to change; the Oxnard Central Area is the office center for the City, and the majority of its retail activities are probably confined to the nearest 15,000 to 20,000 persons. There is some regional appeal, especially in terms of automobile sales, but these uses will probably move to the periphery (or out of the Central Area) unless a concerted effort is made to retain them in the area. One method of retaining auto sales is the construction of an auto center which would contain sales, service and related facilities for multiple dealer operations. Such a center should have freeway exposure because of its regional appeal.

The Plan suggests that whenever possible, efforts be undertaken to attract regional retail facilities into the Central Area. Because of commitments made in connection with rezonings and annexations in the vicinity of the Ventura Freeway, it is unlikely that regional commercial development will be a near-term reality in the Central Area. However, these factors

should create central environment which will ultimately attract regional retail investment:

- A tenfold population increase
- Freeway exposure and access
- Possible parking authority activities
- Local traffic circulation improvements
- Local government posture toward the area

The Plan (Figure 11) defines a Central Area commercial sector of about 425 acres.

Growth and Change in Residential Uses

The downtown area and its immediate surroundings represent the "older" area of Oxnard. The residential uses, with some exceptions, are generally sound; but because of their age, relative inefficiency and the competition created by newer development, the older structures should gradually be replaced.

The Plan suggests the ultimate conversion of all Central Area residential structures to higher density residential uses west of H Street, as shown on the Illustrative Plan, Figure 12.

OTHER USES IN THE CENTRAL AREA

City/County Civic Center

The Plan (Figure 11) indicates expansion directions for the Civic Center area predicated on the space requirements set

forth in the Community Facilities section of this report. Many communities have had the option of relocating their local governmental offices to areas remote from the city center; the Plan recommends that this attitude be strongly resisted, except for such facilities as may serve the convenience needs of the citizens, such as branch libraries, The Civic Center is a very compatible and desirable Central Area use, and its complementary role - and its use as a revitalization catalyst - should not be underestimated.

Community Recreation Center

The auditorium has recently been completed as an element of the Community Center near Ninth Street and Hobson Way. The Plan suggests that in addition to its current role as a community center that this complex assume a convention center role. An exhibition hall and related support activities are proposed. In this regard, possible expansion quarters to the west should be considered appropriate and measures should be taken to protect the area in anticipation of such uses.

Community Cultural Center

The Oxnard area of the year 2000 should have a community cultural center. Such a center could contain art and historical museums, concert and theater facilities for the performing arts, and adequate off-street parking facilities.

Two areas appear generally appropriate for such a complex, which will require five to ten acres of space depending on details of design.

1. The area northwest of the Civic Center is shown on the Plan (Figure 11) as one location which may be appropriate; in this instance, the cultural center could form an integral part of the Civic Center, though there may be no functional reason for this proximity, except for sharing parking facilities.

Because this site would lie under the approach corridor for the airport, soundproofing requirements would probably place special demands on building design.

Secondary advantages of this location are the private redevelopment activities which might be generated and the replacement of land uses which might ultimately decline in productivity.

2. An area near the Community Recreation Center could be an appropriate location for the cultural center because of the functional relationship between the uses, possible maintenance and operation efficiencies and the proximity to the proposed West Bypass Freeway.

   The Plan suggests that the cultural center be given detailed study which would include cost estimates for land and buildings, and consideration of implementation techniques including urban renewal, as appropriate.

Educational Facilities in the Central Area

The Plan proposes the retention of educational facilities in the Central Area to serve the nearby residents; the Plan suggests that to the extent possible, regional educational facilities be attracted to the area. Particularly pertinent are such uses as a junior college, a branch of the state college or university system, private college, vocational high school, or educational park.

There are current commitments to some of these types of facilities; however, it should be recognized that a tenfold population increase is expected, and the need for such facilities can be expected to increase proportionately.

The illustrative plan (Figure 12) shows retention of existing educational facilities and definition of an expansion corridor near Fifth Street and Ventura Road for possible future educational developments. The Plan further suggests that the City

and local school officials examine each existing site (particularly the high school site) to determine whether such a site might be appropriate for conversion to vocational school, junior college, etc. In addition, the proximity of the Community Center and the proposed Cultural Center should be considered positive factors in the location of such educational facilities.

THE CENTRAL AREA CIRCULATION PATTERN

The single most important circulation route bearing on the development of the Central Area is the proposed West Bypass Freeway. This freeway is expected to be completed in late 1970's. At the present time, the California Division of Highways has under study various alternate alignments within a corridor between Hueneme and Wooley Roads. (See Figure 7)

The circulation element of this report details the reasoning on which the so-called "Wooley Road" alignment recommendation is based. Briefly, access and exposure for the Central Area are the primary factors which dictate the need for a freeway alignment as far to the north as is possible. The "Wooley" alignment shown in Figure 12 would provide excellent access and would be constructed on an existing boundary (compared with other alignments under study which would bisect existing neighborhoods or which would not provide direct service to any of the major urban traffic generators).

The arterial street pattern in the Central Area should rely on a well protected and defined system of continuous traffic carriers; concurrently, those streets which do not serve primary access or through-traffic movements should be minimized as much as possible. In some instances, these streets may be closed to through-traffic by restricting turning movements, by constructing culs-de-sac, or by vacation of the right-of-way and conversion to other uses such as parking areas, malls, public building sites, etc. The illustrative plan (Figure 12) shows how such measures might appear. This Plan is intended to illustrate a variety of ideas and techniques and should not be

regarded as a precise plan; rather, each of the ideas should be explored in detail for its applicability in specific locations as part of a total Central Area precise planning effort.

The key features of the Central Area collector/arterial pattern are:

1. Wooley Road is the major east-west arterial at the south boundary. This facility will parallel the West Bypass Freeway, but in no event should one be regarded as the replacement of the other.

2. Ninth Street should remain open as part of the interchange system and as a service route between the southerly part of the commercial area and the Community Center.

3. Sixth Street should become the major east-west midtown arterial, serving as a substitute for Fifth Street. Figure 12 indicates transitions from Fifth to Sixth west of "F" Street and east of Oxnard Boulevard. In the earlier stages of the Plan updating program, it was felt that Sixth and Seventh could operate as a one-way couplet through the Central Area. In this manner widening of these streets would probably be unnecessary.

   The consultants believed that should a single street be utilized (as opposed to the one-way couplet) for arterial purposes, Seventh should be so designated; however, the City Planning Commission and technical staff preferred the Sixth Street alignment for arterial purposes, as shown on the Illustrative Plan.

4. The major residential concentration proposed for the northerly part of the Central Area should be bound by an expanded east-west arterial. The consultant recommended that Doris Avenue be upgraded to thoroughfare status, including a new section of Doris Avenue which should be constructed between Oxnard Boulevard and "A" Street.

The Planning Commission approved this concept for Doris Avenue and further recommended that Doris Avenue should have a grade separation with the Southern Pacific Railroad, with appropriate interchange connections to Oxnard Boulevard. The City Council voted by Resolution 4913 to delete Doris Avenue as a thoroughfare.

5. Oxnard Boulevard is presently a portion of the State Highway System (State Route 1). With the completion of the "East Bypass Freeway," the State may relinquish control of Oxnard Boulevard; however, it will continue to be a major north-south arterial road which forms the easterly boundary of the Central Area.

6. "C" Street is shown as a major north-south street, providing internal distribution service between Doris Avenue and Wooley Road. This street might not necessarily be considered as an arterial, but the density of land use adjacent to this street dictates a high standard with appropriate parking restrictions and controlled turning movements.

7. "H" Street should also be regarded as a major north-south through street, destined to carry a significant traffic load. This street should be continuous between Doris Avenue and Wooley Road.

8. Ventura Road is part of the regional arterial network and should continue to fulfill that function.

PARKS, RECREATION AND OPEN SPACE ELEMENT

PARKS, RECREATION AND OPEN SPACE ELEMENT

Oxnard is fortunate to be surrounded by many natural amenities which tend to ease the City's burden to provide parks and open space. These amenities include marinas, extensive beaches, nearby mountains, the Santa Clara River, and the Channel Islands, all of which can be considered part of Oxnard's recreation facilities inventory. While these recreation areas provide excellent potential for play and relaxation on a regional scale, the Plan suggests that the major recreation/open space deficiency in the local environment is neighborhood and community scale recreation space. Thus, the Plan suggests three general types of recreation space be provided, and that these types of spaces be directly related to the scale of need pertinent to:

Neighborhoods
The Community
The Region

THE TRADITIONAL APPROACH TO PARKS AND OPEN SPACE

Cities have customarily provided certain aggregates of space for park purposes, depending upon the aggressiveness of local government, the financial implications, and depending upon the willingness of the developer or taxpayer to support such activities.

Two significant factors are at work to defeat the traditional approach:

1. Land in the study area is very expensive.

2. The transient nature of the resident population usually underlies the movements to defeat ballot box efforts to acquire land for park space.

Thus, the provision of community and neighborhood levels of open space in Southern California is most difficult.

A NEW APPROACH TO THE PROVISION OF OPEN SPACE

The Plan proposes that open space be directly related to the number of people who may reside in the area; a standard of ten acres of open space per 1,000 people is recommended. However, the open space requirement should be defined in terms of the types of spaces which would comprise the community's inventory of open space. In addition to traditional parks, golf courses, power line easements, beach areas, airport clear zones, private recreation areas and water areas (except the ocean) should be regarded as part of the City's open space inventory. The ocean, of course, represents an open space resource, but should not be counted within the criteria because of the relative ease with which it could be statistically determined that the ocean supplies all open space, followed by the conclusion that no further land need be required for recreation.

The implementation of the open space/recreation concept is a responsibility which can be shared by five entities:

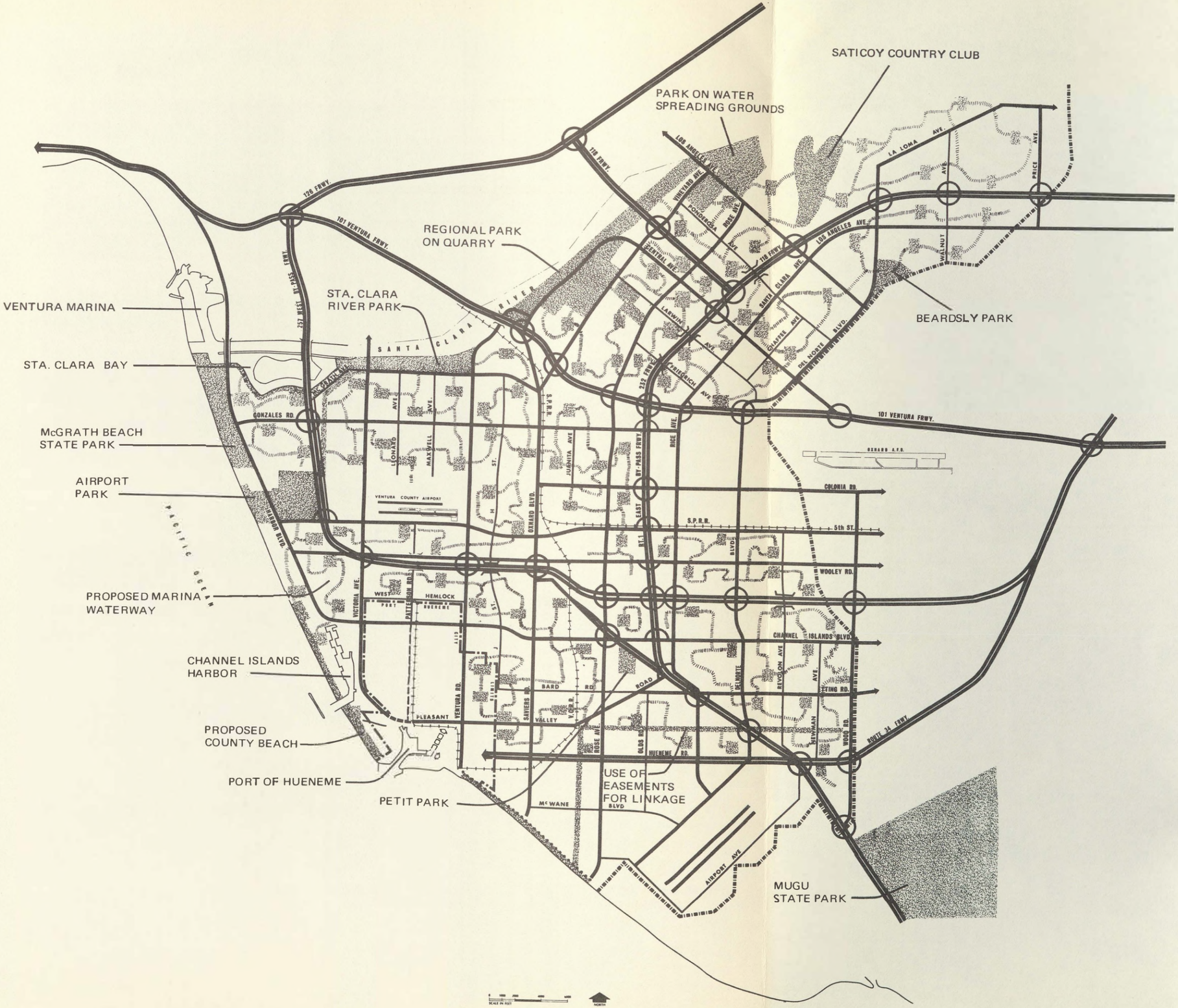
Local government
County government
State government
School Districts
Private developers.

The Plan proposes that responsibilities for the provision of the typical ten acres of space per 1,000 population be allocated as follows:

1. About 2.5 acres should be regarded as available in the form of regional parks, beaches, and other spaces which are the primary responsibility of State and County government.

2. About 5 acres should be provided as a community obligation of City government, in some cases, in cooperation with local school districts.

3. About 2.5 acres should be provided by developer contributions, concurrently with construction of new residential areas.



PARKS & OPEN SPACE

- PARKS & OPEN SPACE
- PEDESTRIAN PATHWAYS
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 13

THE TRADITIONAL CONFIGURATION OF THE COMMUNITY'S OPEN SPACE

It has been customary to define neighborhood, district, community, and regional parks, allocate areas of five, ten, twenty-five, or over a hundred acres, respectively, to each category and then search for rectilinear parcels which might suffice for each requirement. The result of this process is acceptable, but does not make maximum use of the community's open space resources -- and in an era of high values and scarce land resources, it is a sometimes unrealistic method of assuring the provision of adequate open space.

A NEW APPROACH TO THE CONFIGURATION OF OXNARD'S OPEN SPACE

That Oxnard may become indistinguishable from other residential communities is a very distinct possibility. That it has the opportunity to become highly unique is another possibility, and one of the key ingredients to assure uniqueness and a better environment is to take advantage of every increment of open space, guarantee its retention, and then to work out a lineal system of connections:

- between "nodes" of open space, and
- between major urban activity centers.

Definitions - "Connectors" and "Nodes" and Urban Activity Centers

The lineal "connector" system can be comprised of a variety of spaces:

- pedestrian walkways
- hiking/bicycling trails
- landscaped boulevard areas
- power line easements
- flood control channels
- golf course peripheral areas
- abandoned railroad rights-of-way
- linear-shaped park areas

The "nodes"of open space can be:

- golf courses
- airport clear zones
- school playgrounds
- community center spaces
- civic open spaces
- typical parks

The "urban activity centers" are:

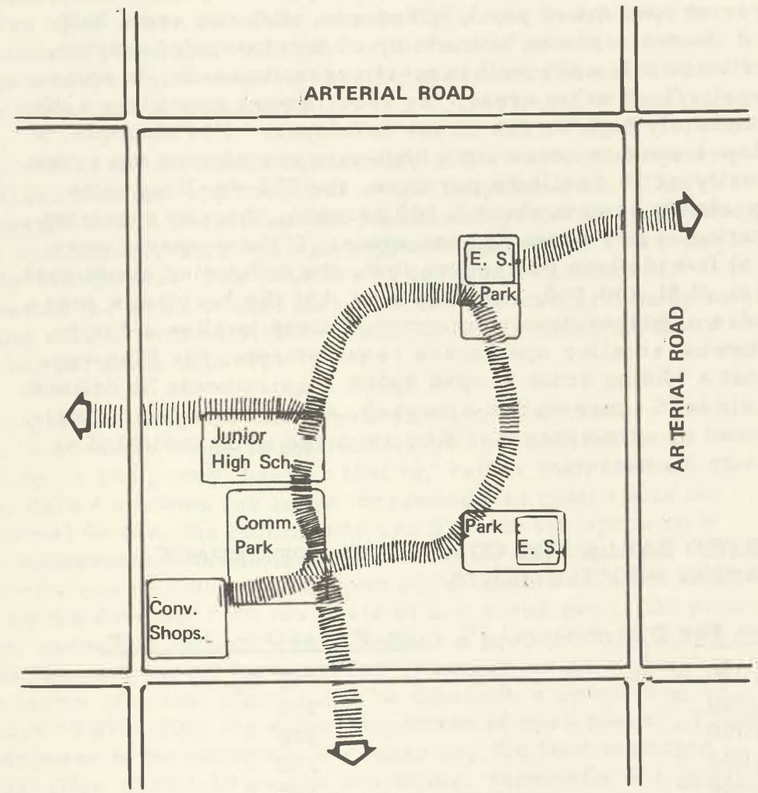
- the Central Area
- schools
- community centers
- sports arena
- airport
- college (s)
- major apartment complexes
- libraries

Figure 14 is a schematic illustration of the connector-open space-activity center concept.

Figure 13, the Parks and Recreation and Open Space Element, defines the recommended park allocation of lineal connections. Obviously, much detailed planning must be done to define specifically the routing system and the means by which the lineal open space connectors can be developed. Developer contributions are expected to provide the majority of connecting open space linkages. Specific criteria for such spaces are outlined elsewhere in this section.

THE QUIMBY ACT

The Quimby Act provides California communities with the legal basis for requiring developers to dedicate open space to the public, concurrently with subdivision construction. The Act does not specify the amounts of open space which might be required. The League of California Cities has researched the subject and has developed some guidelines for communities.



Typical open-space connector to activity centers

FIGURE 14 OPEN SPACE CONNECTOR

Probably the simplest and most valid method of using the Quimby Act is to set forth a ratio of open space to people; in the Oxnard Plan, the Parks, Recreation and Open Space Element calls for ten acres of open space per 1,000 people, with two and a half acres of the ten acres to be made up of developer dedications. This criteria will work well in most cases; however, in some high density/high value areas, the requirement may place a disproportionately high burden on the developer. For example, if a developer were to construct a high-rise complex on ten acres at a density of 75 dwellings per acre, the 750 dwelling units would probably contain about 2,000 persons, thereby requiring a dedication of five acres of open space. If the property were valued at five dollars per square foot, the dedication would cost in excess of $1,000,000. Recognizing that the resident's market choice of higher density accommodations implies a desire for somewhat smaller open space requirements, the Plan suggests that a sliding scale of open space requirements be defined; under this land conservation approach, a proportionately smaller amount of open space would be required to be dedicated as the density increases.

SUGGESTED TABLE FOR COMPUTING OPEN SPACE DEDICATION REQUIREMENTS

Lot Area Per D.U.*	Sq.Ft. of O.S. Per D.U.
10,000 Sq.ft.	380 Sq.ft.
8,000 "	350 "
6,000 "	300 "
4,000 "	250 "
2,000 "	200 "
1,000 "	150 "
500 "	100 "

* Interpolate proportionately for areas between those listed.

SOME INCENTIVES FOR PROVIDING ADDITIONAL OPEN SPACE

The concept for parks and open space implies that the majority of urban open space in public ownership would be utilized for recreational purposes, and that to the extent possible, such spaces would also be used to create greenway connections between urban activity centers.

Thus, within any definable community unit a variety of open space/recreational opportunities might be presented. This represents a departure from the traditional pattern of neighborhood, community, district, and regional parks with their definable boundaries. The primary criteria for location of recreation facilities is that they be sited in close proximity to demand areas, with particular attention to the relationship to the transportation network.

The major advantage of this approach to the provision of open space/recreation areas is that it may be accomplished on a "develop as you grow" basis - that is, rather than allocate major dollar amounts for large increments of open space in traditional forms, the community can provide the space on a basis concurrent with the increase in residential demand. Thus, if criteria can be adopted that open space should be made available by the developer on the basis of 2.5 acres per 1,000 population, each development which creates a proportion of 1,000 population units would be assessed (whether on an in lieu basis, or in terms of actual space must be decided) a proportion of the cost of providing the same proportion of open space. Though this appears to be somewhat burdensome, the land resource conservation possibilities are enormous, especially if a density bonus system is used as an incentive to provide the open space.

Table 7 is an example of a typical open space incentive ratio.

The Parks and Recreation Commission has recommended that the linear parks accepted for dedication to the City be carefully planned to provide as much usable park area as possible, and to avoid excessive maintenance costs. They recommended that

DENSITY INCENTIVE SCALE 2:1 RATIO

Lot sizes reduced two square feet when
Open Space increased one square foot.

		Required Open Space		Lot Area Plus Open Space Lot	Density Per Residential Acre	Gross Density (Residential + Open Space)
Basic Lot Size	7,200 sq. ft.	Basic Open Space/Lot	380 sq. ft.	7,580 sq. ft.	4.5*	4.3**
Reduced Lot Sizes	7,000 "	Increased Open Space/Lot	480 "	7,480 "	4.7	4.4
	6,500 "	"	730 "	7,230 "	5.0	4.5
	6,000 "	"	980 "	6,980 "	5.5	4.7
	5,500 "	"	1,230 "	6,730 "	6.0	4.9
	5,000 "	"	1,480 "	6,480 "	6.6	5.1
	4,500 "	"	1,730 "	6,230 "	7.3	5.3
	4,000 "	"	1,980 "	5,980 "	8.2	5.5
Suggested Maximum Reduction	3,500 "	"	2,230 "	5,730"	9.3	5.7

* 43,560 sq. ft. minus 25% allowance for streets = 32,670 + 7,200 = 4.5
** 43,560 sq. ft. minus 25% allowance for streets = 32,670 + (7,200 + 380) = 4.3

Table 7

further study be given to requiring neighborhood groups and homeowners associations to be responsible for those park connectors which provide a primarily local or subdivision open space. The Parks and Recreation Commission has further recommended that consideration be given to tailoring developer contributions of local parks, whether through the Quimby Act or other means, to retain a park annexation fee for acquisition of larger parks. It is further recommended that the park annexation fee should be increased from $250 to a minimum of $500 per acre.

These techniques for developing open space have both advantages and disadvantages. The advantages are:

- the open space is provided concurrently with need since it is deeded to the City as part of the development process;

- the open space is more closely located in relation to the neighborhood area it must serve;

- the open space can be related to the residential design, thereby allowing open space exposure to more individual parcels; and

- the open space can be designed as part of a lineal system of connections between major parks and urban activity centers.

The disadvantages are:

- the open space may be irregularly shaped and possibly difficult to maintain;

- the open space may be relatively small, and thus more inefficient and difficult to maintain; and

- some developer dedication proposals will contain open spaces which are obviously unusable remnants, or the

spaces may be so small or so isolated from the connector system that they are obviously more "private" than "public". Under such circumstances, the City should give credit to the developer for creating private open space, but the space should not be accepted for maintenance by the City as a public obligation. However, to assure that the private open space remains "open", the City should require not only the dedication of development rights to the space, but should determine that a valid method of maintenance and operation is established by the developer.

DETAILS OF THE PARK/RECREATION/OPEN SPACE PROPOSALS

The Plan suggests that a formula relating open space directly to population be used as the basis on which to build an inventory of open space; ten acres of space per 1,000 people is suggested as the ratio. The following describes the distribution of space by increments:

1. Two and one-half acres per thousand population will be located in regional facilities;

2. Five acres per thousand population is suggested as a local public responsibility for city parks. However, contrary to the customary approach to provide this space a city government activity, the Plan proposes that a new approach be implemented. Under this new approach, the City should survey its inventory of existing and potential open space to identify those areas which might be made available for community use, such as school sites, golf courses, airport clear zones, and utility easements;

3. Two and one-half acres per thousand population will be located in neighborhoods and will be composed of developer dedications of open space to be derived when subdivisions are constructed.

The following table defines the allocations and origins of open space as related to population:

550,000 minimum year 2000 population
x 10 acres open space per thousand
5,500 total acres of open space required

1. 1,375 acres minimum are located in beaches, river and mountain regional parks.

2. 2,750 acres will be provided by the City as follows:

   1,090 acres will be parks for city-wide use.
   348* acres will be community parks.
   586 acres will be neighborhood parks.

   The balance (approximately 726 acres) will be made up by informal credits for joint use of public school sites, airport clear zones, power-line easements, etc., and will not be an acquisition responsibility of the City.

3. 1,375 acres will be located in neighborhoods, and will be composed of developer dedications concurrently with subdivision.

Tables indicating approximate activities for neighborhood and community parks follow:

* To include credit for Bubbling Springs Park in City of Port Hueneme.

NEIGHBORHOOD PARKS

Facilities	Center adjoining Elementary School (area in acres)	Separate Center (area in acres)
Playlot and mother's area	.25	.25
Play area for elementary school-age children	.35	.35
Nature and science hobby area	.30	.30
Paved area for court games	.50	1.00
Field for sports	*	6.00
Night lighting (need for acreage depends on design)	-	-
Instructional swimming pool	.20	-
Family picnic and barbecue area	1.50	1.50
Parklike area for free plan	.50	1.00
Neighborhood center building	*	.35
Quiet area	.25	.25
Older People:		
Turfed area	.50	.50
Paved area	.10	.10
Building space	.10	.10
Off-street parking	.40	.60
Landscaping: 30 percent of site in transitional areas and perimeter buffer	1.49	3.77
Total	6.44	16.07

* Provided by Elementary School

COMMUNITY PARKS

Facilities	Recreation Park Adjoining Junior or Senior High School (area in acres)	Separate Recreation Park (area in acres)
Playlot and mother's area	.25	.25
Play area for elementary school-age children	.35	.35
Field for sports	1.00	7.00
Night lighting (need for acreage depends on design)	-	.25
Paved area for court games	1.35	2.00
Concrete slab for skating and dancing	.15	.15
Family and group picnic and barbecue area	3.00	3.00
Parklike area for free play	2.00	4.00
Area for special events	1.00	1.00
Community center building	.75	1.00
Regulation swimming pool	.50	1.00
Natural area	2.50	2.50
Older people's center:		
Turfed area	2.00	2.00
Paved area	.10	.10
Building space	.10	.10
Off-street parking	1.00	1.50
Landscaping: 25 percent of site in transitional areas and perimeter buffer	4.01	6.55
Total	20.06	32.75

Since the high school area already provides some open play facilities within a neighborhood or community, preference is given for location of community parks as a separate recreation facility located apart from the secondary school. Twenty acres minimum is recommended by the Parks and Recreation Commission for an independent community park.

REGIONAL PARKS

Oxnard citizens will share a variety of region-oriented facilities with others. The following listing identifies some of the more significant facilities whose location is illustrated in Figure 13. The City will not have any acquisition nor any improvement responsibility for regional parks, except for Channel Islands Harbor and the Santa Clara River Park.

Point Mugu State Recreation Area

Point Mugu State Recreation Area is located in the westernmost section of the Santa Monica Mountains, some twelve miles southeast of the City of Oxnard. This recreation area covers some 6,500 acres of mountainous land, as well as three miles of ocean shoreline. This land was purchased in 1966 with funds from the State Park Bond Act of 1964. The primary activities provided by this area will consist of non-urban outdoor recreation opportunities, such as camping, picnicking, swimming, hiking, horseback riding, boating, fishing and hunting.

Channel Islands Monument

The Federal government is exploring the establishment of the Channel Islands as a national monument. These islands offer a wide variety of sightseeing and sporting activities. Oxnard's proximity to these islands gives credence to the City's slogan: "Gateway to the Channel Islands."

McGrath State Beach Park

The McGrath State Beach Park, which could be expanded ultimately to 420 acres, lies in the northwest corner of the study area, westerly of Harbor Boulevard, south of the Santa Clara River, and extending southerly to the Mandalay Steam Generating Plant. This facility provides primarily for camping,with limited improvements planned for more intensive uses.

Channel Islands Harbor

The marina area will grow as the population increases in the Oxnard area. Ventura County and the City of Oxnard should cooperate in expansion planning.

The General Plan designates the area to the north of Channel Islands Boulevard for water-oriented development which could include harbor expansion.

Public Fishing Pier

The City of Port Hueneme presently has a public fishing pier within that municipality. Consideration should be given to additional public fishing piers within the Oxnard Planning Area. A location at the end of West Fifth Street should be given further study.

Santa Clara River Park

The Ventura County Planning Commission, in the General Plan of Regional Parks,* proposed a system of hiking and riding trails using the Santa Clara River as the backbone for this system. The General Plan for Oxnard supports this basic approach and suggests the addition of more intensive facilities covering a larger area along the river bank. The river park would basically consist of an irregular strip of land extending the length of the planning area along the Santa Clara River. This park would contain golf courses, playgrounds, sports fields, picnic facilities, hiking and riding trails, and would provide a link between other major recreational activities.

CITY PARKS

The following parks will have a city-wide appeal. These parks may also serve a community park function after appropriate portions of the park are intensively developed with proper facilities.

* "General Plan--Regional Parks Shoreline Development--Riding and Hiking Trails," Ventura County Planning Commission, April, 1965.

Santa Clara Bay

The recreational potential for the proposed "Santa Clara Bay" cannot be overstated. Mission Bay in San Diego is an excellent example of the enormous benefits which can accrue to a city and its citizens with an aggressive bay development program. An additional asset is the potential for joining the proposed inland waterway, thereby connecting Channel Islands Harbor with the Ventura Marina. From a cursory examination by the Corps of Engineers, this project seems to be feasible (from an engineering standpoint), provided certain erosion precautions are maintained in relation to the Santa Clara River. The economic justification will have to be carefully studied. The cost/benefit ratio is somewhat intangible (from a recreation standpoint); however, the increased land utilization with resulting increased land and new construction values will yield additional tax revenues. The enhancement of Oxnard's community identity represents another important advantage created by such a development. It is not intended that this bay be in competition with either the Ventura Marina or Channel Islands Harbor, but a complementary facility to further enhance these marinas.

The General Plan indicates approximately 400 acres of water area devoted to this aquatic park, which should be closely related to the Santa Clara River Park.

Golf Courses

The Recreation and Parks Commission recommends that the plan should designate one 18-hole municipal golf course for each 70,000 of the population. These golf courses may be located in any of the regional parks cited in this section, or they may be in independent recreation areas. Private golf courses should be counted towards fulfilling the total golf course recreation needs. In addition to the municipal golf course now planned on the Santa Clara River, there is one private golf course north of Los Angeles Avenue in the Del Norte Area and two private courses are proposed as a part of the quarry rehabilitation of Consolidated Rock Products Company and the Southern Pacific Milling Company. There are regulation golf courses on the bases at Port Hueneme and Point Mugu.

Petit Park

This park is to share the facilities of the proposed Oxnard Junior College. It will contain substantial active play areas and will also serve the community park function. It will be the major public open space in Oxnard's southeast community.

Beardsley Park

This park area is presently under study for acquisition by the County. It will be the major public open space in the Del Norte community, and it will also serve the residents of the west Las Posas area. It is being developed primarily as a natural area with emphasis on intense planting and picnic activities. It will also contain active play areas.

Airport Park

The Airport Park is proposed to take advantage of the dunes now existing along Harbor Boulevard, and since it straddles the Edison Canal, it could have a salt water lagoon for small boats. A portion of this park should also be planned for active play areas. This park is also proposed to cross Harbor Boulevard and will have some beach frontage for surf fishing, horseback riding and similar activities.

Seashore Recreation Areas

This category consists of several beach parks extending from the Mandalay Steam Generating Plant to the Naval Air Station at Point Mugu. It includes the public beach areas at Silver Strand and Hollywood-by-the-Sea and a proposed extension of public beach to the north. A major public beach is proposed at Ormond Beach, with a parkway or beachfront drive beginning at the foot of Ventura Road and running southerly to the Naval Air Station at Point Mugu, where it connects to industrial streets in the Ormond Beach industrial area. The beach front is an important asset which should be reserved for the use of the general public. Proper treatment of the Ormond Beach recreation area should be undertaken to prevent interference with or encroachment from the heavy industrial area to the east.

OXNARD - PARKS AND RECREATION SUMMARY

Parcel No.	DEL NORTE Neigh. Park	DEL NORTE Notes	CENTRAL Neigh. Park	CENTRAL Notes
1.	6		6	
2.		545@* Santa Clara R. Pk.		
3.	18		6	
4.			6	
5.	6		6	
6.	6			
7.	6			
8.	6.			
9.	6.			
10.	6			
11.	6			
12.			6	
13.	6			40@ Community Park
14.	6		6	
15.		32@ Community Pk.	6	
16.	6		6	
17.	6		6	
18.		32@ Community Pk.	6	
19.		75@* Santa Clara R. Pk.		
			6	
20.	6		6	
21.	6			
22.	6	125@ Regional Park (Sand & Gravel)		
23.	6			
24.	6			
25.	6			
26.	6			
27.				
28.	28	255@* Santa Clara R. Pk.		
29.	6			
30.	6			
31.	6			
32.	6	75@ Beardsley Park		

* Total of Santa Clara River Park to be acquired by City = 228:
Neighborhood #2--125@ of Santa Clara River Park to be acquired by City.
Neighborhood #19--25@ of Santa Clara River Park to be acquired by City.
Neighborhood #28--78@ of Santa Clara River Park to be acquired by City.

OXNARD - PARKS & RECREATION SUMMARY (cont'd)

Parcel No.	DEL NORTE Neigh. Park	DEL NORTE Notes	CENTRAL Neigh. Park	CENTRAL Notes
33.	6			
34.	12			
35.				
36.				
37.				
38.				
39.				
40.				
Totals:		202@ Neighborhood Park 64@ Community Park		66@ Neighborhood Park 40@ Community Park

	NORTHWEST Neigh. Park	NORTHWEST Notes	SOUTHWEST Neigh. Park	SOUTHWEST Notes	SOUTH Neigh. Park	SOUTH Notes
1.		420@ McGrath State Park 75@ Beach Pk.	6	50@ Beach Pk.		
2.	12	100@ Santa Clara Bay Park (1)	6			
3.	6	85@ Santa Clara Bay Park 35@ Edison R.O.W.		32@ Community Park		
4.		230@ Golf Course & Park	6		6	
5.		40@ Community Park	6		6	
6.	6		6			
7.	6		6		6	
8.	6		12	35@ Edison Canal		
9.	6		12	45@ Beach Park 105@ Channel Islands Harbor	6	
10.	6				6	

OXNARD - PARKS & RECREATION SUMMARY (cont'd)

	NORTHWEST		SOUTHWEST		SOUTH	
	Neigh. Park	Notes	Neigh. Park	Notes	Neigh. Park	Notes
11.	6	20@ Edison R.O.W.			6	
12.	12					
13.		270@ Airport Pk			6	
14.		50@ Edison R.O.W.				
15.						
16.						
17.						50@ "Petit" Community Pk.
18.					6	
19.					6	
20.					6	
21.					6(2)	
22.					6	
23.					6	
24.						
25.						
26.						
27.					6	25@ Edison R.O.W.
28.					6	25@ Edison R.O.W.
29.					6	12@ Edison R.O.W.
30.						
31.						
32.					6	50@ "Bubbling Spring" Park(3)
33.						80@ Beach Park
34.						30@ Edison R.O.W.
35.						
36.						
37.						
38.						
39.						80@ Beach Park
40.						
Totals:	66@ Neighborhood Park 40@ Community Park		60@ Neighborhood Park 32@ Community Park		102@ Neighborhood Park 100@ Community Park	

OXNARD - PARKS & RECREATION SUMMARY (cont'd)

EAST

	Neigh. Pk.	Notes
1.	6	
2.	6	
3.		
4.	6	
5.	6	
6.	6	
7.		40@ Community Pk.
8.	6	
9.	6	
10.	6	
11.	6	
12.	6	
13.		32@ Community Pk.
14.		
15.	6	25@ Edison R.O.W.
16.	6	15@ Edison R.O.W.
17.		
18.	6	15@ Edison R.O.W.
19.	6	15@ Edison R.O.W.
20.	6	

Total: 90@ Neighborhood Park
72@ Community Park

TOTAL - Neighborhood Parks:

Del Norte	202@
Central	66@
Northwest	66@
Southwest	60@
South	102@
East	90@
Total	586@

TOTAL - Community Parks:

Del Norte	64@
Central	40@
Northwest	40@
Southwest	32@
South	100@
East	72@
Total	348@

TOTAL - Regional Parks:[4]

McGrath State Beach Park	420@
Channel Islands Harbor	105@
Santa Clara River Park[8]	1,000@
Total	1,525@

TOTAL - Edison R.O.W.:

Northwest	105@
Southwest (Canal)	35@
South	92@
East	70@
Total	302@

TOTAL - City Provided Parks:

Neighborhood Parks[5]	586@
Community Parks	348@
Beardsley Park	75@
Santa Clara Bay Park	185@
Beach and Related Park[6]	330@
Golf Course[7]	230@
Airport Park	270@
Total	2,024@

NOTES:

1. Does not include water area (260@) in Santa Clara Bay.
2. Elementary school and park are located in Port Hueneme serving neighborhood.
3. Bubbling Springs Park located in Port Hueneme serving community.
4. Regional parks do not include Mugu State Recreation Area containing 7,350 acres of mountain and beach activities.
5. 496 acres of neighborhood parks to be acquired by City (90 acres existing at present).
6. 130 acres of beach and related park to be acquired by City. Part acquired at present time.
7. 80 acres of golf course to be acquired by the City.
8. 228 acres of Santa Clara River Park to be acquired by City or County.

MAJOR METROPOLITAN SCALE FACILITIES FOR THE OXNARD AREA

Zoological Garden

There are several methods available for the establishment and control of a zoo. It can be operated by Ventura County, by the City of Oxnard, by a joint powers agreement, by a zoo district, by a quasi-public body, or by a philanthropic organization. The site selection should take into account the availability of sufficient land (from 100 to 200 acres), a location central to the majority of people, good accessibility, and its effect on adjoining land uses. No specific site is identified by the General Plan for such facilities, since a specialized locational study will be required; however, it is suggested that the possibility of locating such a facility in the Mugu State Park be explored in detail.

Sports Center

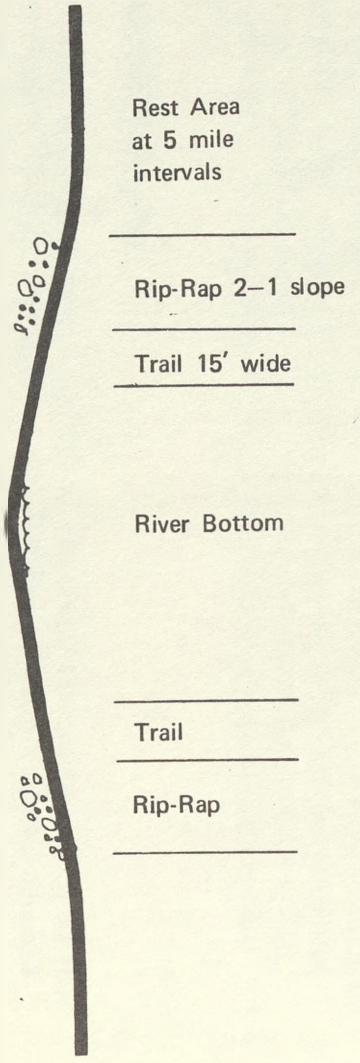
A sports center featuring activities such as major league baseball, football, ice hockey, national track and field meets, soccer and other sporting events, is recommended for the Oxnard Planning Area. Consideration should be given to locating this facility near the Wagon Wheel area in close proximity to the Santa Clara Regional Park. Studies should be undertaken to determine the amount of land necessary for such an installation and to adopt measures to protect this area to insure its availability in the future.

Community Center

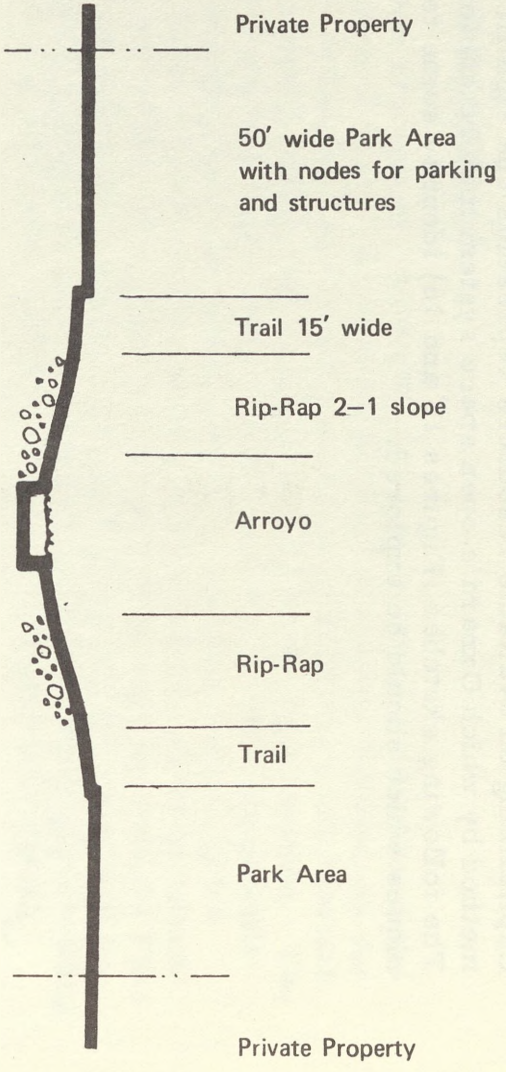
The City of Oxnard has recently completed the auditorium in the Community Center Complex. An additional forty acres should be reserved adjacent to the Community Center for the purpose of constructing a future indoor sports arena, exhibit hall and related parking. The City should undertake a program to encourage the development of the Community Center as a convention-oriented facility.

SOME SPECIFIC OPEN SPACE/RECREATIONAL OPPORTUNITIES

Capitalizing on available resources represents one significant method by which Oxnard's open space system may be achieved. The following sketches (Figures 15 and 16) identify some techniques which should be explored.



ALONG RIVER BOTTOM



ALONG ARROYO BED

FIGURE 15 RIDING AND HIKING TRAILS

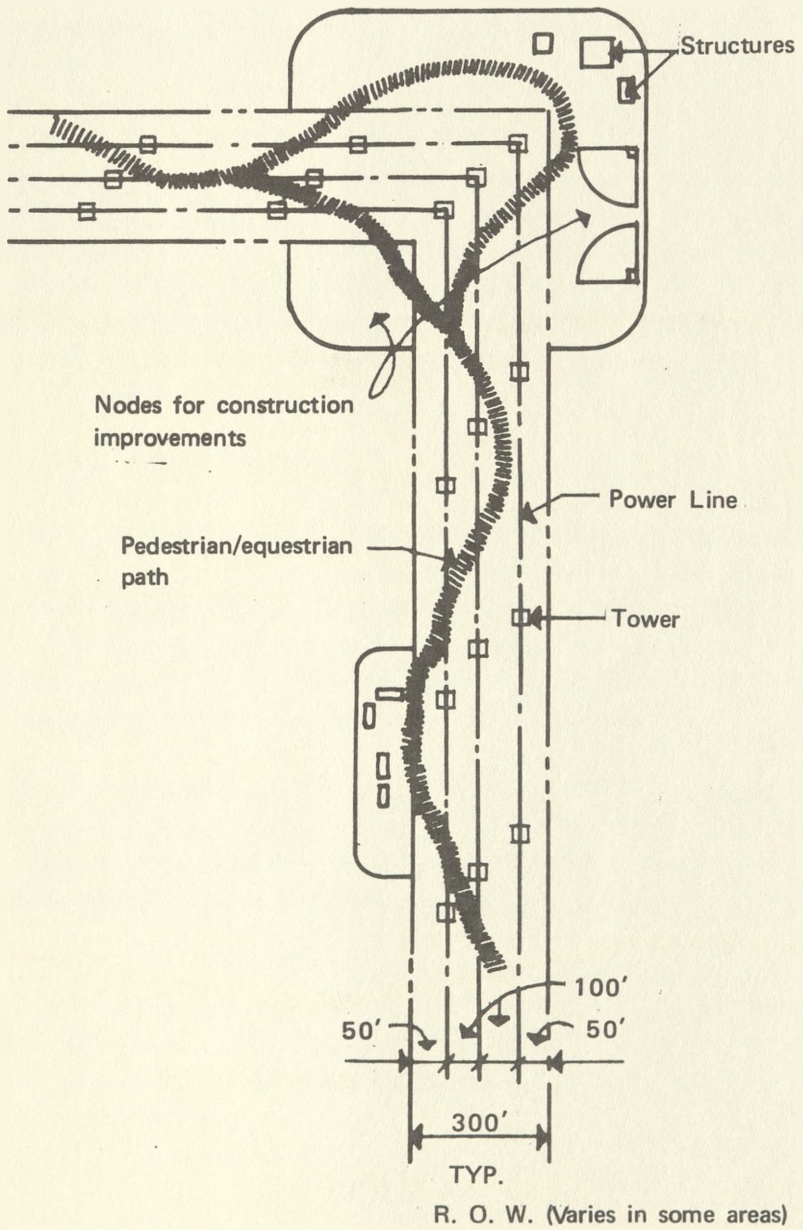


FIGURE 16 ELECTRIC UTILITY EASEMENT AS OPEN SPACE LINK

PUBLIC BUILDINGS ELEMENT

The expected rapid growth in the Oxnard area will require expansion of the system of public facilities. This element includes recommendations for expansion of the municipal office space, police, fire, library, and cultural facilities. Although not administered by City government, recommendations for growth of the public schools are included because the schools occupy and influence a significant portion of the total community land area.

Population expectations are the basis for measuring future public building needs; it has been assumed that there will be a population of 412,500 people within the Oxnard City limits by the year 2000. This is a conservative number based on the planning area low-range population estimate of 550,000 people, Oxnard's share of the population in the planning area has been assumed to be 75 percent of the low estimate.

THE OXNARD CIVIC CENTER

Most of Oxnard's municipal operations are headquartered in the Civic Center at the northerly end of the Central Business District. It may not be essential, from an operational standpoint, that all City administrative and technical facilities be located in close proximity to one another. However, there are certain advantages to concentrating these facilities.

Advantages in the centralization of facilities include concentration of parking facilities, better communication and a favorable impact upon investment in retail, personal services, offices, restaurants, and residential development in the Central Area.

The potential for increasing community identity among Oxnard's citizens by further enhancing the existing Civic Center should not be underestimated. The Plan proposes expansion of the existing Civic Center Area.

City Hall

The new Oxnard City Hall was placed into service in 1967. This added just over 15,000 square feet of municipal office space to the Civic Center. In addition, there is a 4,000 square foot Council Chamber wing which was added in 1967. There is an area of about 12,000 square feet of floor space in the old City Hall (which is a converted elementary school). This facility is old and inefficient and should be replaced during the planning period. The City Hall does not include space for library, police or fire operations; space for these services is presently located elsewhere in the Civic Center.

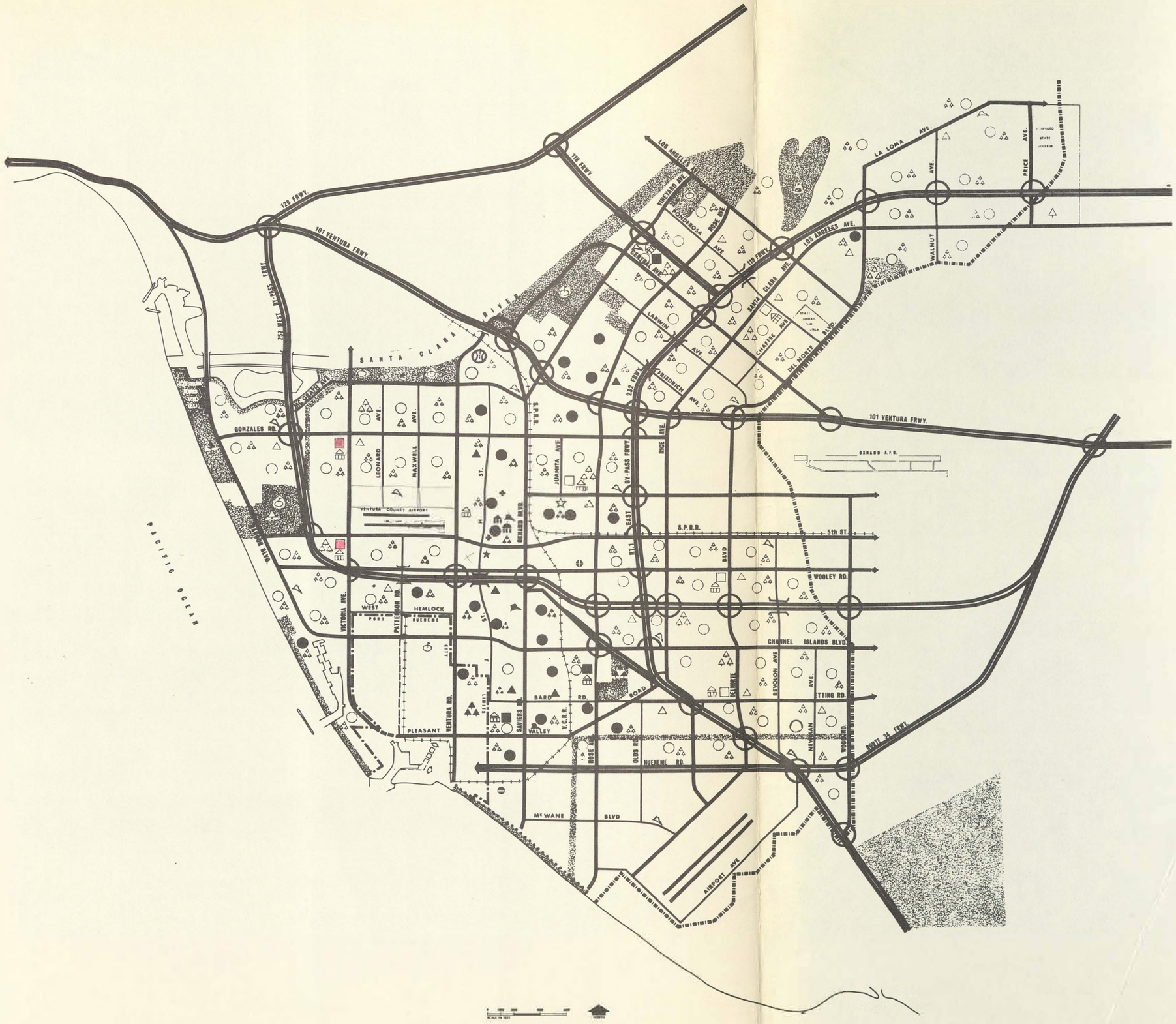
Based on a ratio of approximately 1.8 Civic Center employees per 1,000 people, and 220 square feet of municipal office space per employee*, the ultimate population of 412,500 people indicates a need for 163,000 square feet of municipal office space, or an additional space requirement of approximately 148,000 square feet.

Library System

The Plan proposes an expansion of the present central library facility, augmented with branch facilities located in other areas of Oxnard.

The existing central library has a total of 13,400 square feet housing over 80,000 volumes; the structure is expandable to 20,500 square feet with 110,000 volumes in the future. Based on the present population, there are 1,3 volumes per person, with 64 percent (almost 41,000) of the population holding library cards (or about two volumes per card holder).

* These ratios were developed by Gruen Associates after surveying a number of United States cities which appeared to be operating satisfactorily in terms of space requirements for municipal activities.



COMMUNITY FACILITIES

Prop. Exist.

- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL
- PARKS AND OPEN SPACES
- GOLF COURSE
- NEIGHBORHOOD PARK
- COMMUNITY PARK
- REGIONAL PARK
- SPORTS CENTER
- COMMUNITY CENTER
- STADIUM
- LIBRARY
- FIRE STATION
- CIVIC CENTER
- HOSPITAL
- SEWER TREATMENT PLANT
- SERVICE YARD
- CULTURAL
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 17

Approximately 1.5 volumes per person should be provided for a city over 400,000 people. Projecting the ratio of 1.5 volumes per person and a population of 412,500 people within the planning period, space for a total of 620,000 volumes will be required. These volumes should be distributed among the central library and several branches.

The General Plan shows branch libraries located in those neighborhoods which contain senior high schools; however, these branches need not be located adjacent to the high schools. The Plan anticipates there will be a future need for eight branch libraries, with each branch containing an area of 12,000 square feet, accommodating 60,000 volumes (or a total of 480,000 volumes to be located in branch libraries). About 140,000 volumes should be accommodated in the central library. Thus, the Plan proposes space for an additional 60,000 volumes to be added to the central library. Assuming a ratio of about five volumes per square foot of library space, the existing library should be expanded by about 12,000 square feet (for a total facility size of over 25,000 square feet).

Police Department

In December, 1967, there were 96 people employed by the Oxnard Police Department; 47 of these employees were on the day shift. Police and jail facilities are housed in 19,300 square feet on the first floor of the City-County building; there are about 400 square feet per each day shift employee.

The Plan suggests that about 125,000 square feet of floor space will be needed by the year 2000 for police facilities. This space may be reduced if the City jail facilities can be integrated with the County's jail facilities.

Fire Stations

The Plan recommends construction of 13 new fire stations during the planning period. The total system will then consist of

15 stations, assuming the area will be under the control of one fire protection agency. The central fire station on Second Street is proposed to be phased out.

The standards established as a guide to the placement of future stations in areas where development intensity is relatively low, one fire station (with a pumper unit or engine company) should be expected to serve an area whose most distant requirements involve not more than two miles of driving distance. A one and one-half mile maximum driving distance requirement has been considered appropriate for medium and high density residential areas.

The Plan proposes that a ladder company or a snorkel-equipped station be located with a one-mile travel distance in high value areas, such as commercial and industrial properties. The fire station locations are based on studies undertaken to minimize the conflict with barriers such as the ocean, the river, railroad tracks, and the freeways. Fire stations should be located on major streets with good freeway access and multiple directional possibilities; however, because of potential congestion, they should be located away from intersections of major roads.

County Facilities

Branch offices for the County of Ventura are located in the City of Oxnard adjacent to the existing Civic Center. These offices accommodate the District Attorney, the Municipal and Superior Courts, the Public Defender, the County Clerk, and the Marshall's office, as well as providing lease space for Welfare and Veterans' Services.

The County presently controls a total gross area of over 38,000 square feet, with just over 27,000 square feet of usable area. Ventura County estimates there is a current deficiency of some 700 square feet; 36,000 square feet of additional space is anticipated to be needed by the County by 1980. The Plan anticipates that by the year 2000, about 165,000 square feet will be needed to accommodate County needs pertinent to its activities in the Oxnard study area.

CULTURAL FACILITIES

Community Center

Existing Community Center facilities include over 50,000 square feet of meeting rooms and auditorium space on a 14-acre site at Ninth Street and Hobson Way. There is 0.8 square feet in the Community Center for each person in the City of Oxnard. This figure appears somewhat higher than other cities allocate for such purposes, primarily because Oxnard's facilities are new and have been constructed to serve future population growth.

The Plan suggests that a ratio of about 0.5 square feet per capita be used to estimate central Community Center needs for Oxnard. By the year 2000, about 210,000 square feet should be available.

Cultural Center

The Plan suggests that, as Oxnard reaches metropolitan proportions, a Cultural Center should be constructed. This center could include a concert hall, art museum, theater, and appropriate parking facilities. The special section on Central Area growth in this report indicates the relative importance of such a facility to the City of Oxnard.

PUBLIC SCHOOLS

Public Schools in the planning area are the responsibility of the Oxnard High School District, the Oxnard Elementary School District, the Ocean View Elementary School District, Rio Elementary School District, Hueneme Elementary School District, and Mesa Union School District. These districts are not within the framework of the City of Oxnard government, but are separate tax-supported agencies. Though responsibilities are allocated to numerous districts, the Plan anticipates the provision of schools only on the basis of the optimum location related to population distribution.

The City of Oxnard does have the responsibility to protect the public investment in school facilities and to influence growth within the community to help obtain the most efficient use of these facilities, since they will occupy a substantial portion of land within the City. The Population and Land Use Elements of the General Plan outline recommended standards for population density and distribution which will help the districts plan for future school facilities.

Certain criteria have been established in order to forecast the public school requirements in the face of the anticipated expansion. These criteria are based upon an analysis of the existing enrollments, trends, and patterns established in other school districts with similar growth and population composition.

The first step in establishing the school criteria is to determine the ratio of pupils to dwelling units, which can be called a "pupil factor". This pupil factor is then tempered with a "drop-out" factor. The drop-out factor is computed from an analysis of the average daily attendance records from prior years for lower grades to current attendance records for a higher grade. The type of dwelling unit also influences statistics on pupil generation. For example, in higher density areas, the lower per unit pupil generation can be expected. This is a generalization, of course, which does not necessarily follow in all cases; another factor which must be considered in this analysis is that higher density residential will house a proportionally greater number of older pupils than will low density residential.

The following Table lists the various factors used in the Oxnard Plan for projecting future school requirements:

Table 9a

Students per Dwelling Unit (By Density)

		Lower Low	Upper Low	Lower Medium	Upper Medium	High
Elementary	K	.160	.120	.056	.0192	.001
	1	.140	.105	.0546	.0198	.003
	2	.120	.09	.0518	.0206	.004
	3	.104	.078	.049	.021	.005
	4	.100	.075	.0476	.0222	.008
	5	.090	.0675	.0462	.0234	.012
	6	.086	.0645	.0448	.024	.017
	Total	.80	.6	.35	.15	.05
Junior High	7	.085	.0708	.0375	.02	.018
	8	.083	.0692	.0325	.023	.017
	Total	.168	.14	.07	.043	.035
Senior High	9	.082	.064	.032	.012	.015
	10	.076	.059	.027	.014	.0140
	11	.068	.053	.022	.017	.0132
	12	.056	.044	.019	.021	.0128
	Total	.282	.22	.1	.064	.055

Although it is likely that the Oxnard study area may operate on some revised school system, such as the K-6, 7-9, 10-12 grade division system, by the year 2000, the General Plan proposal for school site allocations is based on the present K-6, 7-8, 9-12 division. While unification is likely, it cannot be anticipated at this time and the General Plan assumes there will not be unification, but that there will be a minor adjustment of the school district boundaries.

Table 9b

The following Table shows the relationship of the pupil factors to the total dwelling units:

	Total Students by Density		
	K - 6	7 - 8	9 - 12
Lower Low Density			
2.5 DU/Ac.	.80 pupils/DU	.168 pupils/DU	.282 pupils/DU
15,220 total D.U.'s	12,180 pupils	2,555 pupils	4,230 pupils
Upper Low Density			
7 DU/Ac.	.6 pupils/DU	.14 pupils/DU	.22 pupils/DU
74,410 Total D.U.'s	44,650 pupils	10,415 pupils	16,370 pupils
Lower Medium Density			
13 DU/Ac.	.35 pupils/DU	.07 pupils/DU	.10 pupils/DU
69,970 Total D.U.'s	24,490 pupils	4,900 pupils	7,000 pupils
Upper Medium Density			
20 DU/Ac.	.15 pupils/DU	.043 pupils/DU	.064 pupils/DU
13,000 Total D.U.'s	1,950 pupils	560 pupils	830 pupils
High Density			
40 DU/Ac.	.05 pupils/DU	.035 pupils/DU	.055 pupils/DU
15,760 Total D.U.'s	790 pupils	550 pupils	865 pupils
Total Pupils	84,060	18,980	29,295
Pupils/School	600 to 800	800 to 1200	2,500 to 3,000
Total Schools	106[1]	19	9
Total Acres	106 Schools x 5 ac./site +1 ac/100 pupils = 1,371 acres.	19 Schools x 25 ac./site =475 acres.	9 Schools x 40 ac./site = 360 acres.

[1] Does not include credit for Sunkist Elementary School located in Port Hueneme.

SUMMARY OF SCHOOL NEEDS

By the year 2000, there will be a need for some 106*K-6 elementary schools. These schools will average from 600 to 800 pupils each, and will occupy an area of 1,250 acres. Nineteen junior high schools will be needed, each accommodating 800 to 1,200 pupils. The General Plan proposes a total of nine senior high schools by the year 2000. These schools will be equipped to handle from 2,500 to 3,000 students.

The Plan suggests that there will be a need for a vocational trade school in the Oxnard area by the year 2000; the centralized location of Oxnard High School is an excellent site for this facility.

Junior College

The General Plan recognizes the commitment to locate a new junior college in the vicinity of the existing terminus of the Route 1 Freeway. The proposed junior college will probably require expansion space before the year 2000. Because of its central location, the Plan suggests expansion of the existing site rather than creation of additional sites.

State College

The proposed State College in the Del Norte area, in the vicinity of the Honda Barranca, will adequately serve the needs of the citizens of Oxnard and western Ventura County.

University

The Plan does not indicate a site for a branch of the University of California; however, a site will probably be needed in the area and the Plan suggests that the City maintain close liaison with University planners to assure that the area's needs are accommodated in the system.

*Does not include Sunkist Elementary School located in Port Hueneme.

PUBLIC SERVICES ELEMENT

PUBLIC SERVICES

WATER DISTRIBUTION

Availability

The Oxnard Municipal Water Department supplies water to the residents of the City. There are four sources of this water: United Water Conservation District, deep wells in the Fox Canyon Aquifer, wells in the Oxnard Aquifer, and the Metropolitan Water District. The maximum pumping capacity is 64 million gallons per day, while the present consumption is approximately 15 million gallons per day. This water is supplied by nine wells, three of which are on standby status. The Fox Canyon and Oxnard Aquifers are replenished by the United Water Conservation District and by natural percolation.

Water available to the study area from the Oxnard Aquifer and the United Water Conservation District is prorated on the amount of the Oxnard Plain Basin developed. The study area by the year 2000 is projected to cover the majority of the Oxnard Plain and could be entitled to some 55,000 acre feet per year, the estimated safe yield from the aquifer.*

The City of Oxnard also receives water from the Metropolitan Water District through the City's membership in the Calleguas Water District. The pipeline serving Oxnard with Metropolitan Water District water is capable of delivering 18,000 acre feet per year. In 1971, this pipeline will begin carrying Northern California water. Presently, the City is only using about one-half of this line's capacity.

It is estimated that the study area will ultimately require from 120,000 to 160,000 acre feet annually. The underground aquifers and existing import facilities of the Metropolitan Water District can supply the study area with some 73,000 acre feet annually, indicating the need for an additional import of 47,000 to 87,000 acre feet per year. It is proposed that the City study the possibility of constructing a new water main to convey additional Northern California water to the study area.

* "Master Plan Municipal Water System," Perliter and Soring, July, 1962.

Water obtained from underground sources tends to be rather high in mineral content. Northern California water is relatively low in mineral content, and the mixing of the water from both sources should result in a water quality complying with the State Board of Public Health requirements.

Fire Flow Capability

Fire flow capability is determined by the size of the transmission pipeline and storage capacity. An analysis of these factors, as well as other physical factors, by the American Insurance Association (formerly the National Board of Fire Underwriters), determines the City's fire rating. The fire rating of a city is an important factor in establishing fire insurance rates. In turn, these fire insurance rates become a significant attractor or deterrent considered by investors when analyzing development possibilities.

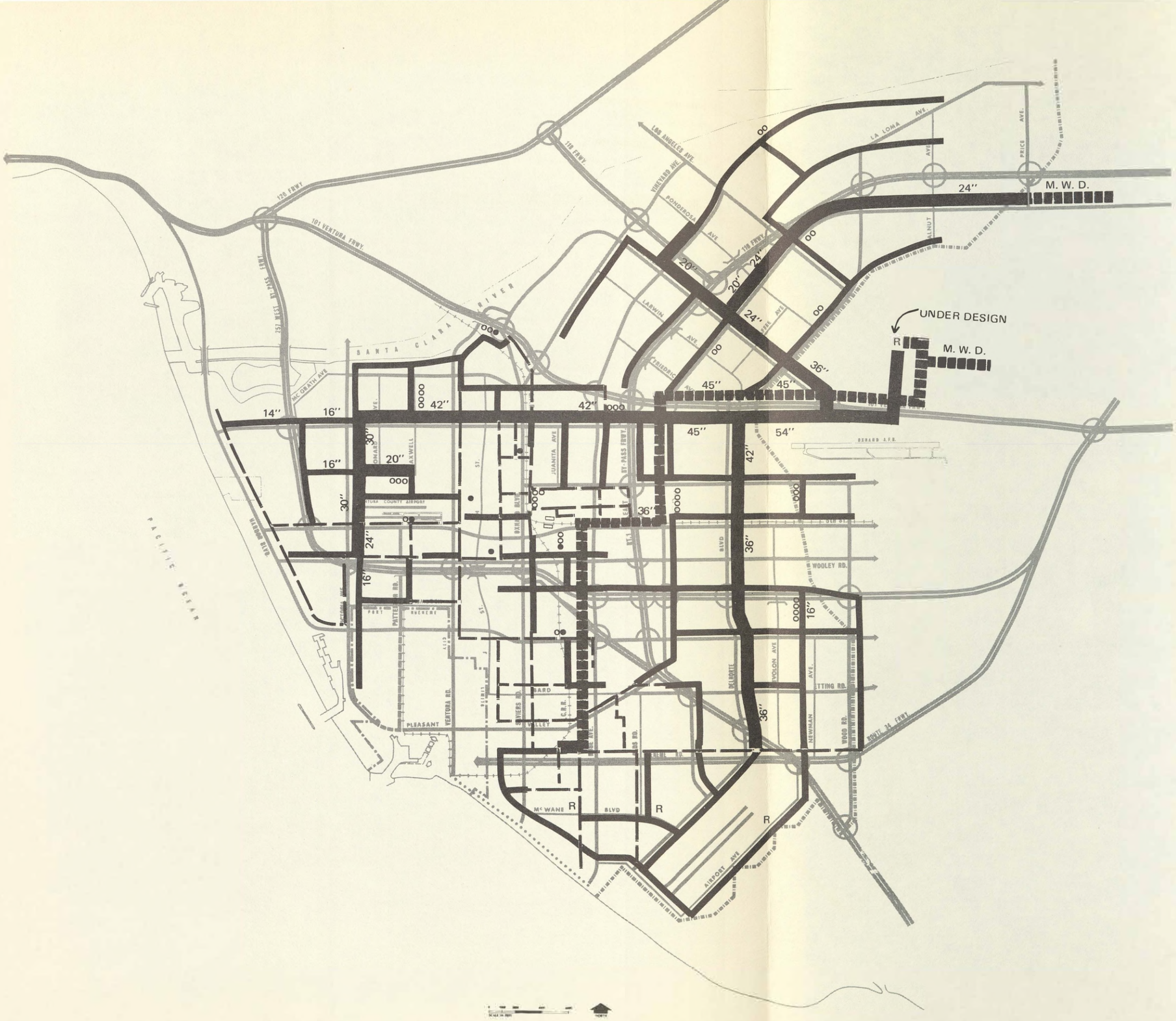
The existing system meets the minimum fire flow requirements of the American Insurance Association. As the City of Oxnard expands, so will the fire flow requirements.

Expansion and Improvement Programs

The City received a revised engineering report in 1962* which was a comprehensive report on the existing system, expansion of this system to meet expected growth, sources of supply, the quality of the water, and an updated master plan of works. A principal source of basic data regarding Oxnard's growth potential was the "General Land Use Plan" prepared in 1962. The 1962 engineering report was based upon land uses to support a population of some 172,000 by the year 1985. This report anticipates growth to the year 2000, when it is expected that over 550,000 persons will live in the study area; thus, additional water facility planning is required. Figure 19 indicates those capital improvement type trunk facilities which may be needed by the year 2000 in the study area.

To determine the water requirements, the design loads were calculated for an average annual consumption of 198 gallons per day per capita. The lines are sized to deliver the average peak hour

* "Master Plan Municipal Water System," Perliter and Soring, July, 1962.



WATER PLAN

- EXIST. WELL
- EXIST. WELL CASING – INSTALL MOTOR
- NEW WELL
- R NEW RESERVOIR
- NEW MAINS (12" UNLESS NOTED OTHERWISE)
- NEW TRUNK LINES
- EXIST. TRUNK LINES
- EXIST. MAINS (10" OR LARGER)
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 18

demand. Only those mains 12 inches and larger in diameter have been shown. Smaller mains have been considered the responsibility of the individual developer.

The water import to the City is equal to the average maximum day demand. The additional quantity of water required to supply the average maximum peak hour demand is proposed to be provided by a system of wells and surface storage.

With the exception of the industrial area south of Hueneme Road, pumped wells have been indicated to meet peak demands. These wells would use the Oxnard Aquifer for their storage requirements. It is proposed that reservoirs, in lieu of wells, be installed in the industrial area because of salt water intrusion into the Aquifers along the coast line. The proposals for the water plan are not intended to supersede other related studies; rather, they should be considered as supplementary, designed primarily to provide conceptual system guidance and to support long range capital improvement cost estimates.

SANITATION SYSTEM

A comprehensive plan for sewage collection, treatment and disposal was presented to the Ventura County Board of Supervisors in 1965.* This report recommended that a central sewerage agency be established in Ventura County with an expanded central treatment plant located at the existing City of Oxnard treatment plant. However, the area at the existing facility is not sufficient to permit expansion to handle the total estimated flows. It is proposed that the existing facility be expanded to treat approximately 25 million gallons per day and that a new treatment plant be constructed at the approximate location shown on Figure 19.

Expansion of the existing treatment plant to its ultimate capacity would occur prior to construction of the new plant. Sewage emanating from the growth of the easterly and northerly portions of the study area would be collected at Newman Avenue and Hueneme Road, and conveyed by a force main to the expanded existing facilities.

As growth continues, the new treatment plant will become a necessity. Sewage flows from the easterly and northerly portions of the study area will be totally diverted to the new plant, as will the excess

* "A Comprehensive Plan for Sewerage, Ventura County," Metcalf & Eddy and Charles S. McCandless & Co., April 15, 1965.

flow from the remainder of the City (which is directed to the existing plant). This will be accomplished by reversing the flow in the force main that originally conveyed the sewage to the existing plant from the Newman Avenue-Hueneme Road location to the new plant east of Wood Road.

To determine the expected demands on the system, the following figures were utilized:

Residential	100 GPD/person[+]
Commercial	3,880 GPD/acre
Industrial	5,170 GPD/acre

[+]Gallons per day per person.

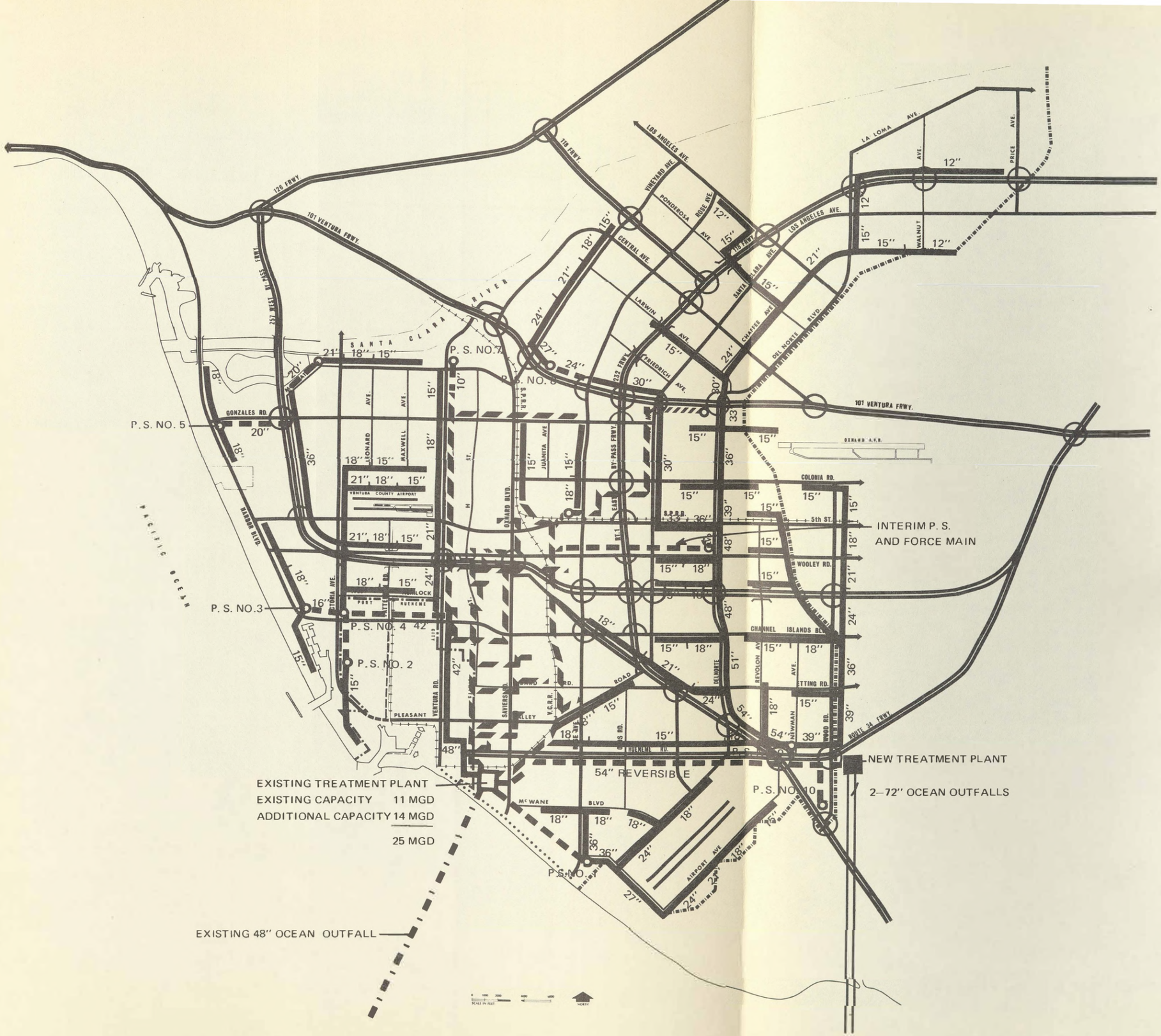
The figures were adjusted to obtain peak flow estimates upon which sewer facility sizing recommendations are based.

The Plan assumes that sewage from the study area will be collected and conveyed by means of gravity and pumping systems to treatment plants. The Plan anticipates use of the existing facilities to their maximum capacity. An evaluation of the useful life of these facilities must be undertaken to establish the validity of this approach.

A study area flow of 95 million gallons per day is projected by the year 2000. The existing treatment plant is presently capable of treating some 11 million gallons per day and is proposed to be enlarged to handle a total of 25 million gallons per day. The remaining flow of 70 million gallons per day is proposed to be treated at the new facilities.

The treated effluent from the new treatment plant may be disposed of in the Pacific Ocean by means of ocean outfalls extending from the treatment plant into the ocean to a point at which the water depth is some 200 feet.

The estimated cost for sanitary sewers as shown in Table 12 is based on the ultimate system, Figure 19. These costs have been prorated over the 30-year expansion period based on the projected population increase. Growth was considered to take place at random over the study area, rather than being confined to any particular area or pattern.



SEWERAGE FACILITIES

- EXISTING GRAVITY MAIN
- EXISTING FORCE MAIN
- PROPOSED GRAVITY MAIN
- PROPOSED FORCE MAIN
- PUMP STATION
- EXISTING OUTFALL
- PROPOSED OUTFALL
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 19

On the basis of possible growth, it is found that expansion of the existing treatment plant will be required in the immediate future. The expanded treatment plant should provide adequate service for the study area until about 1976. At this time, property for construction of the new facility should have been acquired, and a portion of the plant constructed, including the first ocean outfall. Expansion of the new treatment plant would take place at required intervals over the growth period. The second ocean outfall would be required during the 1985 to 2000 period.

Together with the expansion of the existing treatment plant and the initial construction of the new plant, portions of the major sewer pumping stations, force mains and larger gravity mains, plus some of the smaller laterals, will be required. The costs for these facilities, together with the costs for treatment plants and an ocean outfall, result in large monetary outlay during the first five years of growth.

If this cost is to be assumed by the City, it would cause a considerable burden. There may be other means of implementing the program without relying strictly on City funds. The study area is within the County of Ventura, and this possible source of monetary participation should be investigated; it also being noted that with some revision of the proposed sewer layout, the system could be converted to a County-wide facility. Construction bonds will be required to finance the system. Acreage, connection and use fees are among the ways of liquidating the bond indebtedness.

As previously mentioned, the prorated construction costs are based on random development within the study area. Further, the prorated costs reflect immediate permanent sewer service to a newly developed area. Both of these features tend to disproportion the initial costs with respect to the total cost as it is spread over the growth period. High initial costs could be reduced somewhat by controlling development into specific areas. Outlying areas could be served by interim force main systems installed by the developer, until such time as the permanent sewer facilities are extended to the development, at which time the temporary facilities could be abandoned.

It should be noted that an additional temporary force main is shown in Wooley Road; the purpose of this facility is to accommodate the northeast quadrant of the study area prior to the construction of the second treatment plant.

The proposed cost allocation probably reflects the highest possible initial cost for implementation of the ultimate sewer system. However, if participation in a regional plan can be obtained, a specific pattern of development encouraged, and a program of constructing permanent and temporary facilities practiced, this initial cost, both total and to the City, could be reduced.

The proposals for the sewerage system are not intended to supersede other related studies; rather, they should be considered as supplementary, designed primarily to provide conceptual system guidance and to support long range capital improvement cost estimates.

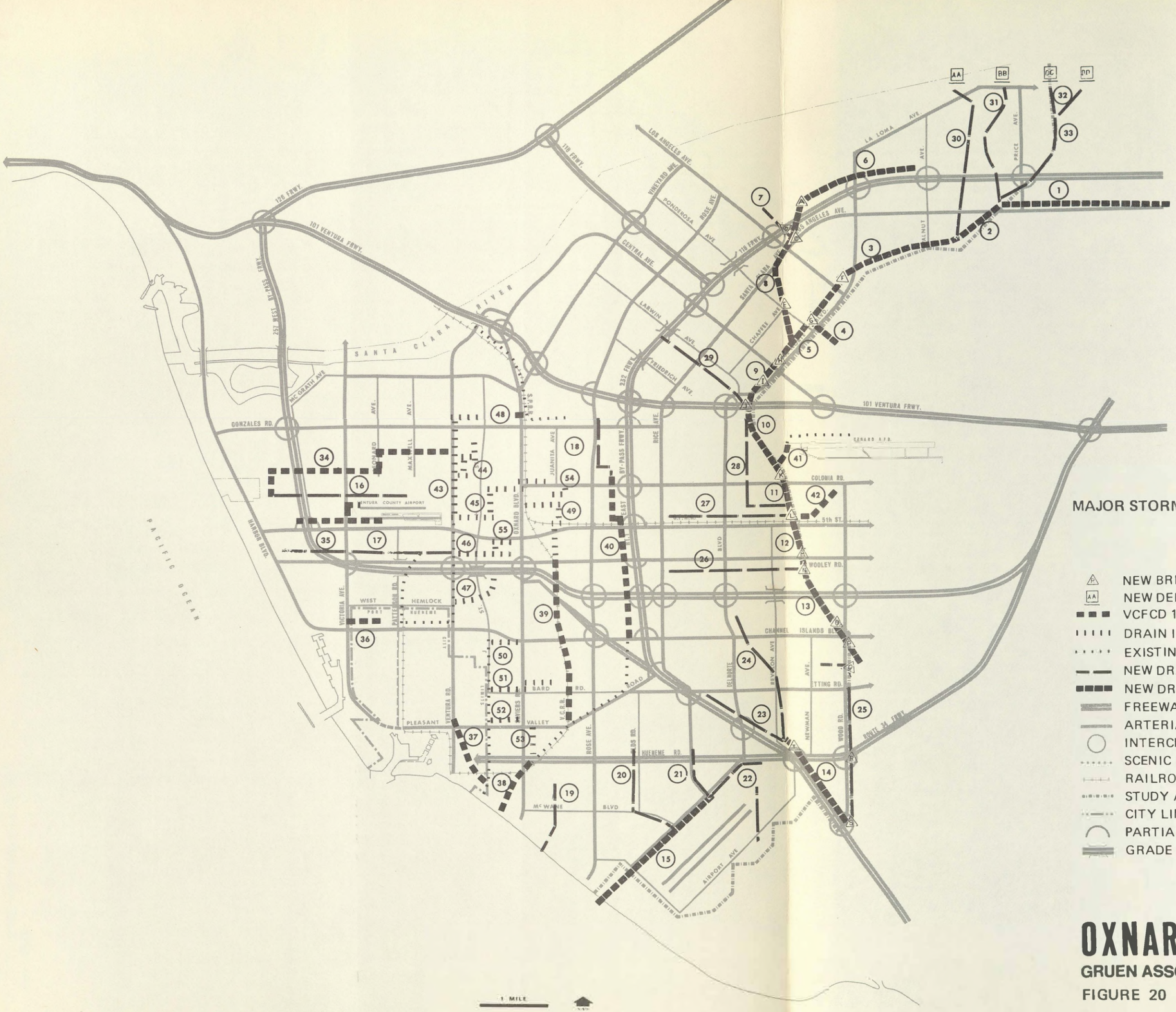
STREET LIGHTING

The General Plan recommends a gradual conversion to ornamental street lighting and underground electrical services. The table below lists existing City street lighting standards utilized to determine future improvement requirements and costs.

Type of Street	Type & Output of Lamp	Spacing
Residential	7,000 lumen mercury vapor	One side of street 180' to 240' apart
Select System Streets	11,000 lumen mercury vapor	One side of street 180' to 240' apart
Major Roads and High Value Areas	20,000 lumen mercury vapor	Staggered 100' apart on each side

STORM DRAINS

If the City of Oxnard is to fully realize its expansion potential and obtain its goal as the urban activity center for Ventura County, an efficient storm drain system is required. Flooded intersections which create annoying and costly interruptions to smooth traffic flow, and flooded property, which leads to damage claims and loss of business revenue, can act as deterrents to potential developers.



MAJOR STORM DRAINS

- NEW BRIDGES – (A) THROUGH (1)
- NEW DEBRIS BASIN – (AA) THROUGH (DD)
- VCFCD 12 YR. PROGRAM DRAIN – NUMBERS (34) THROUGH (42)
- DRAIN INCLUDED IN CITY DEFICIENCY REPORT – NUMBERS (43) THROUGH (52)
- EXISTING DRAIN TO REMAIN
- NEW DRAINS (SECONDARY) – NUMBERS (16) THROUGH (33)
- NEW DRAINS (PRIMARY) – NUMBERS (1) THROUGH (15)
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 20

The total estimated storm drain and flood control system, which will be required to serve the City of Oxnard, is shown on the Storm Drain Map, Figure 21. In order to determine Oxnard's share of the cost of this system, the following assumptions have been made:

The use of storm water retention basins to reduce peak runn-off flows from large developed areas should be encouraged until such time as major flood control facilities are constructed.

Drains with a Q^* of less than 400 cu. ft./sec. will be the responsibility of the City of Oxnard.

Drains with a Q^* of between 400 cu. ft./sec. and 500 cu. ft./sec. will be subject to negotiation between the City and the Flood Control District. Cost estimates were based on Oxnard paying one-half of these costs, with the Flood Control District paying the other one-half.

Drains with a Q^* over 500 cu. ft./sec. will be the responsibility of the Ventura County Flood Control District.

Only those costs which are the responsibility of the City of Oxnard have been shown in the Capital Improvement Needs and Costs Summary, Table 11.

The proposals for the storm drain system are not intended to supersede other related studies; rather, they should be considered as supplementary, designed primarily to provide conceptual system guidance and to support long range capital improvement cost estimates.

* Q=rate of flow.

IMPLEMENTATION ELEMENT

IMPLEMENTATION ELEMENT

This section describes those actions which must be taken by the City of Oxnard and its staff to implement the updated General Plan. The required actions are separated into different functional categories, and the philosophic and practical bases for each action are documented.

The categories of action are:

1. The General Plan
2. The Zoning Ordinance (including Central District Zone)
3. Community Design Policies (including Subdivision Ordinance)
4. Renewal
5. Capital Improvements Programming
6. Citizen Action

THE GENERAL PLAN

The General Plan and Its Use

California planning enabling legislation defines the General Plan and its various elements and, to a lesser extent, establishes the methods by which the cities may put plans into action. However, legislation is currently lacking which would provide effective guidelines to assist the communities in using the implementation measures essential to realizing the goals of General Plans. Basically, such legislation could require that zoning decisions should stem from General Plan policies. This is not the case, and until such legislation (or local discipline)

occurs, communities will continue to make zoning decisions affecting long-range land use based on limited vision.

This lack of guidance and discipline has resulted in hundreds of zoning ordinances and application of zones to land which have no relationship to long-range planning. Consequently, such zoning bears little relationship to the long-range needs of the communities.

In some cases, zoning represents wishful thinking, such as a desire for large amounts of commercial or industrial development. As a result, vast areas are zoned for commerce and industry out of all logical proportion to the land actually needed for such purposes. Victims of this problem are the developers and property owners who, in response to market pressures, must then request time-consuming zone changes or variances. When this situation is prolonged, citizens and developers lose confidence in local government and the government's planning efforts are seriously damaged.

This condition has not been as serious in Oxnard as it could become in the future, for with rapid growth the opportunity to zone, rezone, and grant variances will greatly increase. The important point is that the General Plan should be kept in a "ready" condition - as up-to-date as possible - so that it does anticipate legitimate community needs, and so that there is a strong basis for resisting those kinds of proposals which are not in the City's best long-range interests.

Not all circumstances can be anticipated by the Plan in its initial state; by all means, the Plan (and those who implement it) should be flexible enough to accommodate new concepts in the development of the environment. For example, the growth of our technology continues to revolutionize the means by which many of our urban functions are accomplished. The commuter airline, underground utility lines, burgeoning values of land, and unprecedented population shifts represent but a few of the factors which could completely outmode an inflexible plan; yet in the Ventura County environment, each of these factors is an experience unknown ten years ago.

Therefore, it is strongly recommended that periodic review and, if necessary, amendment of the General Plan be accepted as a positive, necessary, and correct course of action during Plan implementation. The Planning Commission, City Council, City staff, and the electorate have the prerogative of proposing amendments to the Plan.

Each amendment proposal should be examined in view of its relationship with the overall community goal. Should it appear that a proposed Plan amendment can effectively assist the City in its growth toward the urban center concept, the Plan should be amended to accommodate the proposal.

In summary, it is absolutely essential that the community goals be regarded as the prime criteria toward which the General Plan, amendments to the Plan, and methods of implementing the Plan must be directed. If the goal is obscured or lost in the process, then no basis for the Plan exists.

Those responsible for Plan implementation should refer to the following check list when interpreting the Plan or when contemplating changes to the Plan:

- There should be a policy of consistent reference to the Plan to determine conformance of developer/citizen requests with the Plan.

- There should be a mandatory periodic Plan review at which amendments and changes may be considered. In an area of dynamic growth such as the Oxnard area, review should take place annually.

- There should be a prevailing attitude that Plan amendment is a correct procedure which manifests the flexibility of the Plan. Amendment should not be regarded as a procedure which may destroy the validity or integrity of the Plan - so long as it reflects the intent of realizing the balanced community concept.

- There should be constant vigilance for the Plan to reflect the balanced community goal toward which all growth and change should be directed.

- There should be a constant awareness that there is a great difference between the General Plan and the implementation tools; the implementation tools such as zoning, renewal, and other ordinances are not ends in themselves. The tools should only be used as means to implement the General Plan.

OXNARD ZONING

Zoning is a land use control device, conceived as a protective measure to reduce the harmful effects of incompatible land use relationships, such as industrial developments infringing on residential areas. A General Plan should supply the long-range economic and physical bases for the types and amounts of urban growth. Zoning is the legal procedure which should be used to stage the developments anticipated by the General Plan.

Cities are beginning to use zoning more effectively to define the location and, to a certain extent, the physical and aesthetic characteristics of new development. Unfortunately, zoning has not always been used as well as it might. Many cities have misinterpreted day-to-day zoning pressures to mean long-range development possibilities. As a result, areas in many communities are zoned far beyond their economic or physical development possibilities within any reasonable period. That is, in attempting to anticipate long-range growth in the precise terms of zoning ordinance, cities too often subject large areas to certain types of zoning for which future economic demand cannot be defined. Consequently, when market demand does reach a stage of definition where it can be adequately programmed, it does not agree with the type of development anticipated by prematurely applied zoning. Another common mistake is that cities zone areas in hopes that the zoning itself will attract development. This has rarely been the case and, in most instances, does nothing more than assemble a vast inventory of inappropriately zoned land.

For these reasons, many states now require that zoning ordinances reflect the intent of a General Plan. Although California State enabling legislation does not make such a stipulation, it is strongly recommended that Oxnard's zoning pattern correspond to the land use pattern of the General Plan.

Traditionally, zoning has been an awkward and cumbersome procedure to administer. There have been some attempts to revise the structure of zoning and other efforts to develop substitutes which would have the same effectiveness. However, there has not been a suitable replacement developed, and this report assumes that zoning will continue to be the most effective tool which the City of Oxnard has to implement its General Plan.

Ordinance Organization

The basic organization of the numerical zones should be to specify the list of uses and/or typical types of uses or processes that are to be permitted in a specified zone. The zone may then specify those uses whose development or operation may require special consideration to be permitted only on the approval of a special use permit. The residential zones now have this organization. Commercial and industrial zones should be changed to reflect this format.

Elimination of Stacking Zones

The industrial and commercial zones are stacking zones in that any less intense use is permitted in the more intense zone with the exception that the industrial uses qualify the permission for residential uses. The M-1 permits residential uses only by use permit; the M-2 prohibits residential uses; and the M-3 prohibits residential uses generally but permits farm worker group housing. This latter stipulation should be dropped from the ordinance entirely. The only noncumulative arrangement which might be workable would be to permit C-1 uses in the

C-2 zone, and C-2 uses in the C-3 zone. Residential uses in the commercial and industrial zones should not be permitted; and commercial uses in the industrial zone should not be permitted. It is also questionable practice to permit M-1 uses to occupy M-2 zones, and M-2 uses to occupy M-3 zones because of the difference in the property development and operation standards. More intense industrial uses usually feel intruded upon by less intense uses and fear complaints to their operation. Also, an M-1 industry may elect to locate in an M-2 zone in order to avoid typical development and performance standards.

New Zones

The residential section of the Zoning Ordinance contains adequate zoning classifications. The M-3 zone should be rewritten to provide a heavy industrial zone totally different from the M-2. Consideration should be given to writing a third commercial zone to provide for central commercial uses or for heavy commercial uses. The requirement for wholesaling now to occur in the M-1 zone strongly suggests the necessity for a C-3 zone.

A planned unit development zone should be written to insure flexibility to provide for the cluster subdivisions, townhouse on the green, and other innovative residential configurations. Such a zone should stipulate density controls, ratio of open space, parking requirements and similar matters in relation to a sliding scale. Such a zone should permit unconventional yard area configurations,, including fencing.

Consideration also should be given to adding an ordinance making provision for contract or "Q" zoning. Such a section would permit the City to stipulate development to occur within a specified period of time , and in conformance with plans presented or property enjoying a change of zone would revert to its previous zone.

Consideration should also be given to writing an overlay zone to specify lot size as a density control mechanism when used in conjunction with the square footage per dwelling unit requirement of the zone.

General Sections

Studies should be undertaken to evaluate whether each zone should be printed with extracts from, rather than references to, other sections, The present ordinance refers to sections outside of the numerical zones for some requirements of the zone; e.g., parking requirements and sign controls. The section on accessory buildings appears in need of major revision. Reconsideration should be given to where accessory buildings may be located on the lot, including the manner in which they are treated. Of major importance is retention of usable open space.

Studies should be given to the regulations dealing with hedges and fences in the front yard. Traditional reason for such restrictions has been one of promoting greater safety, particularly in the relationship between pedestrians and vehicles. Pressure for more efficient use of the land will be reflected in requests for more and more use of all yard areas, particularly the front yard. As long as basic safety can be maintained, fences observing reduced setbacks appear desirable.

Signs

The Sign Ordinance, though complicated, lacks realistic restrictions. It does not appear strong enough and should be restudied based on modern signing techniques.

Parking

The provision for parking appears to need major revision. The requirement of the number of parking spaces based on bedroom count appears reasonable. Qualifications for garages, carports,

and open parking should be clarified. Restudy should be made of the parking requirements for churches, schools, and other institutions. Such requirements are either absent or not adequate.

Commercial parking appears adequate; however, industrial parking should provide a higher ratio of parking for employees.

Parking Summary

By the year 2000, parking will be the largest single land use in the Central Area, covering 40% of the total land area of 425 acres, or 170 acres. Table 6 on Page II-99 lists the amount of land required for parking in the Central Area. Existing parking conditions are discussed in the Basis for Planning Report (Page I-73).

Table 10 is a comparison between the current parking requirements in the City of Oxnard with the City of Torrance, and Orange County. The figures with the asterisk (*) are the changes suggested by the General Plan.

COMPARISON OF OFF-STREET PARKING REQUIREMENTS BETWEEN THE CITY OF OXNARD, THE CITY OF TORRANCE, AND ORANGE COUNTY

	City of Oxnard	Size	City of Torrance	Size	Orange County	Size
Single family dwelling unit	2 (covered)	9 x 20	2 (1-covered)	9 x 20**	2 (1-covered)	10 x 20
Multiple family dwelling unit			1-1/2 (1-covered) for each dwelling unit	9 x 20**	1-1/2 (1-covered)	10 x 20
3 or more bedrooms	2 (1-covered) * 2-1/2	9 x 20	Duplex - 3 for each duplex			
2 bedrooms	1-1/2 (1-covered) * 2-1/2	9 x 20				
1 bedroom bachelor	1 *2 (1-covered) 1 *2	9 x 20 9 x 20				
Rooming & boarding houses	1 for each bed + 1/2 employees	9 x 20	2 spaces + 1 for each guest room for 1 for each 150 sq. ft. (covered)	9 x 20		
Clubs or fraternities having sleeping accommodations	1 for each bed + 1/2 employees	9 x 20				
Hotels, motels, tourist courts	No cooking facility 1 (uncovered) per living room. With cooking facility same as multiple family dwelling unit	9 x 20 9 x 20				
Hospital	1 for each 1 bed	9 x 20 * 9 x 20	1 for each bed	8.5 x 19	1-3/4 for each bed	9 x 19
Medical/dental clinic or office	* 5 per 1000 s. f. 1/400 s.f.	9 x 20	1 for each 200 s. f.	8.5 x 19	5 for each doctor	9 x 19
Sanitarium & homes	* 1 per 3 beds 1/6 beds	9 x 20	1 for each 2 beds	8.5 x 19	1 for each 4 beds	8 x 19
Food & beverage establishment	* 8 per 1000 s.f. 1 per 200 s.f.	9 x 20	1 for each 100 s.f.	8.5 x 19	10 minimum or 1 for each 100 s.f. of gross floor area up to 4000 s.f. plus 1 for each 80 s.f. of gross floor area over 4000 s.f.	9.5 x 19
Theater	1 for each 5 seats or 1/28 s.f.	9 x 20 *8.5 x 19	1 for each 3 seats	8.5 x 19	1 for each 3 seats or 1 for each 35 s.f. of gross floor area where there are no fixed seats	9 x 19
Auditorium (stadium)	1 for each 5 seats or 1/28 s.f.	9 x 20 *8.5 x 19	1 for each 5 seats or 1 for each 35 s.f. of gross floor area where no fixed seats	8.5 x 19	Same as above (theater)	9 x 19
Library	* 1 for each 5 seats None	*8.5 x 10	1 for each 5 seats	8.5 x 10	1 for each 300 s.f. of gross floor area	9 x 19
Dance Hall	* 1 for each 35 s.f. of dance floor area + 1 for each 5 fixed seats or for each 35 s.f. additional gross floor area 1/100 s.f. use area + 1/300 s.f. comm. area	*8.5 x 19	1 for each 35 s.f. of dance floor area + 1 for each 5 fixed seats or for each 35 s.f. additional gross floor area	8.5 x 19	1 for each 7 s.f. of dance floor area + 1 for each 35 s.f. of additional gross floor area	9.5 x 19
Church	* 1 for each 5 seats 1/18" of pew	9 x 20 *8.5 x 19	1 for each 5 seats or 1 for each 35 s.f. of assembly area not containing fixed seats	8.5 x 19	1 for each 3 seats or 1 for each 35 s.f. of seating area within the main auditorium where there are no fixed seats	9 x 19
Elementary & junior high school	* 2 for each classroom 1/classroom	*8.5 x 19 9 x 20	2 for each classroom	8.5 x 19	2 for each classroom	8.5 x 19
High school	* 7 for each classroom 1/5 students	*8.5 x 19 9 x 20	7 for each classroom	8.5 x 19	1 for each faculty & employees + 1 for each student	8.5 x 19
College - University	* 1 for each faculty & employees + 1 for each 3 students	*8.5 x 19 9 x 20			1 for each faculty & employee + 1 for each 3 students	8.5 x 19
Auditorium (in college or university)	1/5 seats	9 x 20 *8.5 x 19				
Industrial structures or uses	1) 1 for each 2 employees, or 2) 1 for each 300 s.f. of usable floor area *1) 1 for each 2 employees, or 2) 1 for each 300 s.f. of usable floor area	9 x 20	1) 1 for each 2 employees, or 2) 1 for each 400 s.f. of usable floor area + 1 stall for each vehicle used in conjunction with the use.	8 x 19	3 for each 4 employees in the largest shift + 1 for each vehicle operated on or from the property and not less than 1 for each 350 s.f.	8.5 x 19
Hotel & club	1/1	9 x 20	2 undesigned spaces + 1 for each unit and 1 for each 100 s.f. of floor area used for consumption of food or beverages or public recreation areas, + 1 for every 5 seats or 1 for each 35 s.f. of floor area used for public assembly space.	8.5 x 19	1 for each guest room	9 x 19
Motels	See hotel, motel, tourist court		1-1/2 (1-covered) for each unit	8.5 x 19	same as hotel (above)	9 x 19
Professional & business office	1 for each 400 s.f.	9 x 20 *8.5 x 19	1 for each 300 s.f.	8.5 x 19	4 for each 300 s.f.	9.5 x 19
Mortuary	1 for each 5 seats * 1 for each 5 seats	9 x 20 *8.5 x 19	1 for each 3 seats	8.5 x 19	1 for each 5 seats	9.5 x 19
Trailer court	* 2 for each trailer site	*8.5 x 19 9 x 20	8.5 x 19			
General Retail Neighborhood Center District Center Community Center Regional Center	1 per 300 s.f. 1 per 250 s.f. 1 per 250 s.f. 1 per 200 s.f. 1 per 200 s.f.		1 for each 200 s.f. of modified gross floor area (Retail-Service) 1 for each 150 s.f. of gross floor area (Retail Food Market)	8.5 x 19 8.5 x 19	1 for each 200 s.f. of gross floor area (Retail-Service) 8 for each 1000 s.f. (Shopping Center)	9.5 x 19 9.5 x 19

* General Plan Recommendations
**Single enclosed space requires 10' x 20'

COMMUNITY DESIGN - THE OXNARD PLANNING AREA

To date, the community design in the Oxnard area has relied primarily upon individual developers building in a relatively uncoordinated fashion. In addition, the planning and zoning policy of the City has been used primarily to control individual development decisions and lot-by-lot construction problems, thereby providing no basis for total community design.

COMMUNITY DESIGN: NEIGHBORHOOD SCALE

This section of the report provides continuing guidelines for improving community design which will help the Commission and Council to make design decisions on a day-to-day basis. The design principles defined and explained here will also aid potential developers in the preparation of proposals for various sites within the Oxnard area. Concerned with land use relationships, roadway design, visual aspects of fences, building materials, and landscaping, the design details (although small when compared to the scale of the entire metropolitan area) can combine to create a community image capable of attracting people to live, work, or play in the Oxnard metropolitan area.

These recommendations are not a set of rigid architectural or development controls restricting development and design. Rather, they are a framework for physical development which may take form based on a controlled range of design possibilities.

Land Use Relationships

One of the primary functions of the Comprehensive General Plan - and its supporting ordinances and development policies - is to establish the most compatible land-use relationships within the Oxnard area. The antithesis to this is the laissez-faire

approach, which permits location of land uses according to the whims and the individual desires of entrepreneurs and landowners. With this approach, incompatible land uses are the rule rather than the exception; and, of course, an obvious example is the junkyard next to the residence.

Zoning, which separates land uses, may also be used to promote compatible relationships between them. As an example, parks and quasi-public uses, such as cemeteries, schools, golf courses, and other types of open space, may be zoned to act as buffers between uses which may interfere with each other.

The community's development policies constitute other effective devices for promoting compatible land uses. In many cases the design of a specific development on its individual parcel will do much to alleviate interference from adjacent uses. Other methods include street designs, relationships where one use backs another; and, in some cases, limitation or curb cut control, so that the uses on one site do not interfere with the operation of uses on another site.

Land-Use Relationships With Arterial Roadways

One of the most significant conflicts in urban land-use relationships occurs between major or arterial highways and individual land uses. Because of rapid increases in traffic-capacity requirements, arterial roadways must serve as efficient traffic-moving devices.

Significant public investments along such roadways often prevent their most efficient use (conflicts are caused by left-turn movements, on-street parking, many driveway access points). Although, from an investment standpoint, many land uses in the past have benefited from the accessibility and exposure afforded by locations along arterial roadways, the result has been what is commonly called "strip commercial development". This type of development hampers roadway efficiency and reduces the

effect of public tax dollars spent for traffic movement and, eventually, the property values and the efficient use of the land itself. Consequently, this practice should be eliminated.

Instead, the Plan proposes that commercial activity, as it relates to major or arterial highways, be divided into two basic types:

1. those establishments traditionally located along such roadways which are oriented to the vehicular pattern (such as motels, hotels, and restaurants), and

2. those establishments which can be organized into centralized kinds of facilities (such as shopping centers and employment complexes).

Strip commercial development, primarily composed of small, isolated or individual lots, absolutely should be discouraged. Conversely, larger developments, such as shopping centers, major office complexes, and multiple-family residential, are compatible uses along arterial highways, provided certain provisions are made to assure that access points do not interfere with the efficient flow of traffic.

Therefore, it is recommended that the following suggestions be incorporated into the City's arterial design policies:

1. No non-residential uses should have direct access to local residential streets;

2. On-street parking should be prohibited;

3. Access points should be located as far as possible from intersections;

4. Access points should be as widely spaced from each other as possible;

5. Adequate site distances should be maintained at all intersections.

Detailed commentary on this matter is included in the circulation element.

Single-Family Residential Development Along Arterial Streets

No single-family residences should be allowed direct frontage on arterial highways. This policy will prevent noise, a view of constantly moving cars, odors, traffic hazards, and general lack of privacy. Although it has been a rather common custom in California to develop single-family residential along arterial highways, these are often confronted later with pressures for rezoning to commercial uses, resulting in marginal - at best - or, in many cases, blighted commercial developments. Community design policies should suggest that all residential developments are arranged so that they either back to or form what are commonly called "side-on culs-de-sac", in terms of the relationship with the arterial highways.

About ten years ago, traffic design relevant to the relationship between single-family residences and arterial streets favored the service street approach; i.e., a paralleling street alongside the arterial street. In many cases this practice resulted in excessive amounts of productive land being devoted to non-productive street uses. It is proposed that no new service streets be considered in the Oxnard Planning Area.

To a considerable extent, multiple-family dwellings vary in relationships to the arterial highway pattern for two major reasons:

1. the occupants are willing to tolerate certain conditions intolerable in single-family areas (such as noise, congestion, lack of open space), and

2. the tenants are, in many cases, transients.

However, this does not necessarily mean that apartment houses or other multi-family residences should be used as buffers to protect single-family residences from arterials. In fact, multiple-family residential areas are generally undesirable precisely because they are so used.

Multi-family dwellings should front directly on arterial streets only if they are developed in complexes designed somewhat similarly to shopping centers (a limited number of openings onto the street, effective screening, and off-street parking). However, in all cases, multiple-family areas like single-family areas, should be designed with side-on culs-de-sac, a limited number of openings to the major streets, and off-street parking. Off-street parking should be designed so that the dangerous practice of backing onto arterial streets is eliminated. Existing alleys parallel to the arterials should provide access for these properties.

Figure 21 shows how the closing of a street and converting it to culs-de-sac would cut down the number of openings to arterials.

An examination of the current residential market indicates the desire for a less formal grouping of single- and multiple-family residences. In fact, the so-called incompatible land-use relationship between multiple-family residential and single-family residential does not need to exist with careful planning. Single-family dwellings and multiple-family residential should not be mixed indiscriminately. With careful design, there is no reason why an aggregate of single-family developments should not enjoy a compatible land-use relationship with an aggregate of multiple-family dwellings. In this instance, those effects which might be generated by the more active use of the land should be accommodated in the design, to prevent detrimental influences on the single-family residential area. (Such factors as traffic generation, service and delivery requirements, and outdoor play areas should be considered in designing the relationship between the two types of land uses).

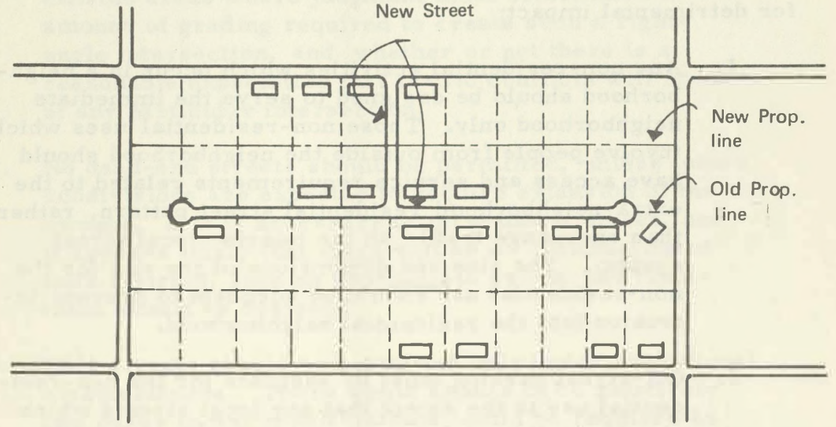


FIGURE 21 CONVERSION OF DEEP LOTS

An examination of the General Plan will reveal that no specific sites are identified for such uses as churches, schools, lodges, etc. The Plan suggests that, with adequate treatment, such facilities may be located in close proximity with, or adjacent to, single-family residential development. Under these circumstances, it becomes imperative that the potentially detrimental effects which might be exerted by non-residential uses be carefully controlled.

The following criteria should be used to measure the potential for detrimental impact:

1. Any non-residential activities which occur in a neighborhood should be designed to serve the immediate neighborhood only. Those non-residential uses which involve people from outside the neighborhood should have access and service requirements related to the extra-neighborhood residential street pattern, rather than encourage traffic on the interior local street system. The size and dimensions of the site for the non-residential use should be adequate to prevent intrusion into the residential neighborhood.

2. Off-street parking must be adequate for the non-residential use to the extent that any local streets which service residential areas must be kept clear of the parking requirements generated by the non-residential use.

Neighborhood Design Principles

Oxnard's Subdivision Ordinance and its design or development policies should be established to accommodate the following:

1. Through traffic should be discouraged from within the neighborhood.

2. Traffic should be segregated according to its mission. Through traffic should be confined to arterial streets; high-speed traffic confined to freeways; and local street traffic confined to those streets which will take it directly to its destination.

3. Traffic should flow toward the major highway system. (See Figure 7)

4. All streets should intersect at right angles, except in hillside areas where judgment must determine the amount of grading required to create such a right-angle intersection, and whether or not there is a reasonable expectation that traffic conflicts will occur at any particular intersection.

5. No dead-end streets should be permitted, unless future subdivisions are expected to require extension of the streets. If it is necessary to terminate a street, and it appears likely that there will be no continuation of such a street, then an appropriate cul-de-sac treatment should be designed.

6. Half-streets should be permitted only under exceptional circumstances. There would appear to be relatively few cases in which half-streets would be required as part of the design of the subdivision, and a redesign of the subdivision map may be well worth the inconvenience compared with the long-term disadvantages of locating developments along half-streets.

Culs-de-sac appear to be one of the more acceptable forms of residential environmental development, since they eliminate hazardous through traffic. Some criteria for culs-de-sac construction are as follows:

Culs-de-sac should be used for residential development only. There should be adequate warning that the street is a cul-de-sac (such as "Not a Through Street" signs). Cul-de-sac width should be determined by the number of dwelling

units to be located on the street, and in no case should standard street-width requirements automatically govern cul-de-sac design. In many cases, the number of dwelling units might be minimal, thus generating the need for a minor-width street (such as two moving lanes of traffic and one parking lane).

Underground Utilities

Underground utilities are required by ordinance as a part of subdivision improvement. Only the heavy industrial areas are exempt from the ordinance requirement although the City Council is left with discretion to waive the underground requirement where it would cause disproportionate hardship on either the utility company or the developer.

A policy should be established to underground existing overhead utilities. Such underground work should begin in the central area throughout downtown and the civic center and expand outward, especially in the direction of the Community Center and the high school. First preference should be given to areas of concentrated utility service.

OXNARD COMMUNITY DESIGN OPPORTUNITIES

There are many opportunities for the City to permit greater efficiency and flexibility for community design within the subdivision, as well as open space requirements. These opportunities which can be converted into stimuli for revitalization in marginal areas and incentives for development in new areas are outlined below.

Lots

In order to revitalize certain areas and promote efficiency in others, it is suggested that 7-foot walls be permitted at the front property line in all residential categories, but not necessarily in all residential areas.

Walls 7-feet high could also be built on the side and rear property lines, permitting structures to extend to the limits of the property if open space is provided elsewhere on the lot. Allowing more liberty in the construction of walls and the growth of hedges in established areas will permit more flexibility and will provide more of an incentive for renewal, especially in areas of single-family development which might appear marginal or somewhat limiting in terms of reinvestment potential.

Figure 22 schematically illustrates this concept. The side-yard requirements could be entirely eliminated if open space, commensurate with yard reduction, is provided elsewhere.

Developments should be required to utilize contour tailoring in hillside grading to eliminate stair-step grading so common in hillsides. In addition, the City should refrain from requiring pads in hillside development because they contribute further to scarring the natural contours and destruction of vegetation. Back-lot drainage should be permitted where aesthetically more desirable.

Open Space

The City should require open space dedications in cases of all types of development, including commercial and industrial. Dedicated open space would be used as trading stock to assemble a green-tie between all urban activity centers, including parks, schools, employment, and shopping.

The open space tie between activity centers should be expanded to a continuous system of green areas which are more than pedestrian pathways. These areas should be wide enough for active recreation use or for landscaping easements and should have no requirement for vehicular passage or parking. A portion of the open space network could consist of agricultural easements which would consist of green-belt areas from which development rights have been secured by the City in exchange for tax equalization and equitable compensation.

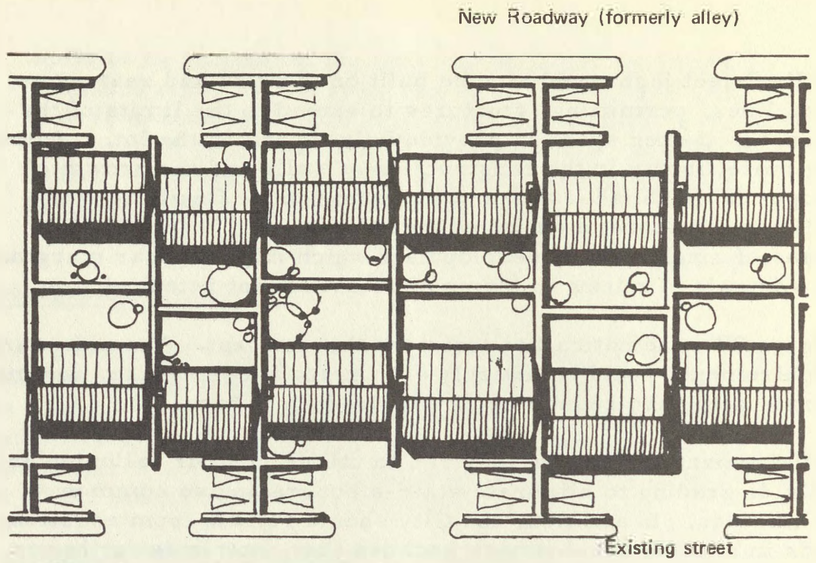


DIAGRAM A - Town House Concept

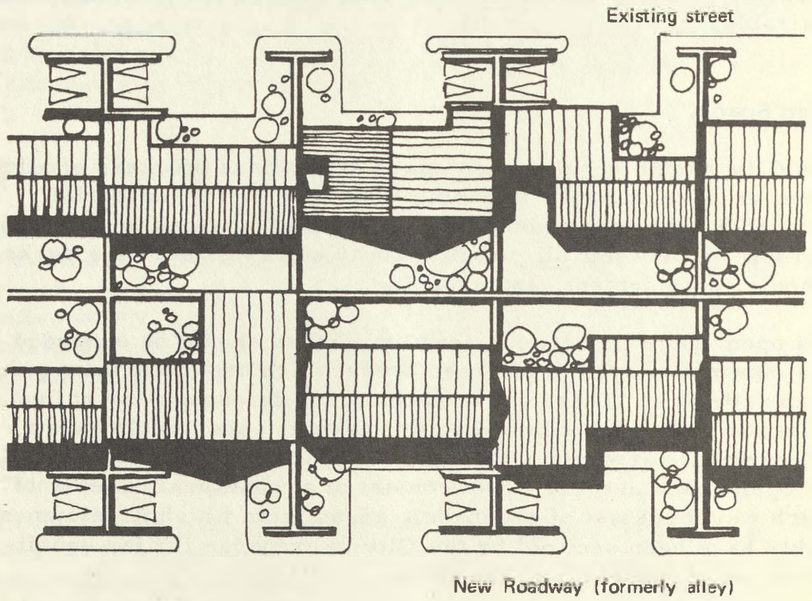


DIAGRAM B Patio House Concept

FIGURE 22 HOUSING CONCEPTS

Urban activity connectors can be completed where a developed area interrupts the necessary pedestrian movement by converting residential lots to linear parks. (See Diagram A, Figure 23)

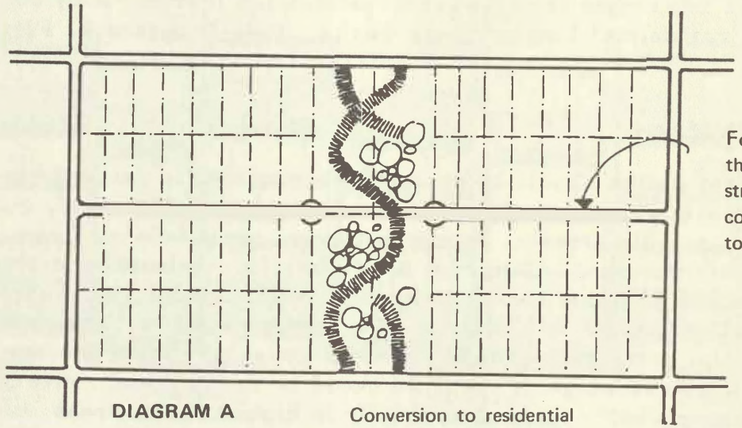
Streets

Street widths should be proportionate to traffic demands in residential areas. These streets would include courts, culs-de-sac, private streets, common drives, panhandle clusters, and multi-clusters. (Diagram B, Figure 23, indicates the cluster concept.) Some local street intersections with major streets could be closed to reduce traffic conflicts and increase residential privacy and safety. (See Figure 24) Some streets on which no frontage is required could be vacated and converted to "vest-pocket" parks, especially in high-density areas.

Parking

On-street parking often creates obstacles to smooth traffic flow as well as hazards to vehicle storage by moving traffic. This could be eliminated by providing parking courts, thus reducing required street widths to a minimum of two 10-foot lanes, in some cases. In low-density residential areas, compound parking could be permitted. Each dwelling unit should be required to provide 2-1/2 off-street parking spaces to lessen on-street parking demands.

A City Parking Authority or a Parking District could be established which would act as an aggressive arm of local government. This action would assure the provision of parking space as a public utility. This governmental body, by the adoption of the General Plan as a guideline which parking could help to implement, could exercise powers as necessary to provide required parking in specific areas as a means of channeling growth pressures in accordance with the General Plan.



Former through street converted to cul-de-sac

DIAGRAM A

Conversion to residential lots to "tot lots"

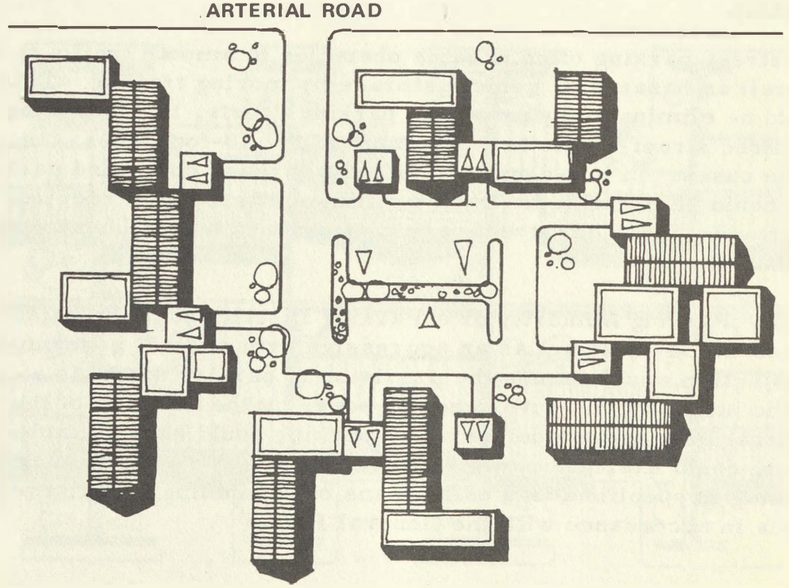


DIAGRAM B

CLUSTER CONCEPT

Limiting access to arterial road

FIGURE 23 NEW RESIDENTIAL STREET CONCEPTS

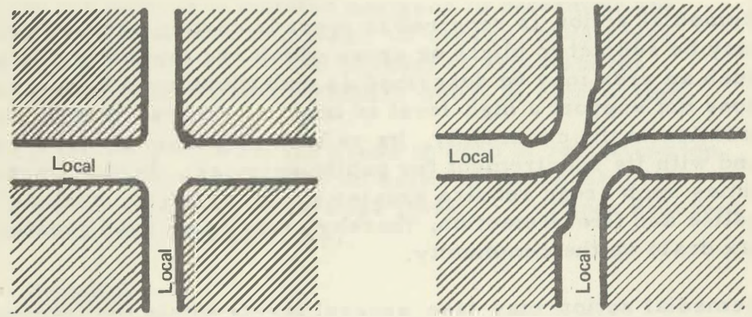


DIAGRAM A

STREET DIVERSION

To prevent through traffic on local streets

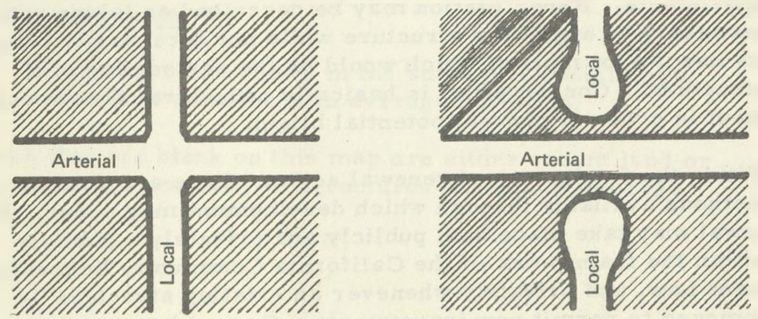


DIAGRAM B

STREET CLOSURE

To prevent through traffic on local streets and lessen number of access points on arterial

FIGURE 24 NEW STREET CONFIGURATION

RENEWAL

Remedial action is required to upgrade certain areas which may be subject to blight or areas which are presently blighted. Such an area may be described as underdeveloped because it does not support a high level of land use consistent with its location in the community, its relationship with adjoining areas, and with its requirement for public services. In fact, many times such areas require greater public services, such as police and fire protection, thereby creating an even greater tax drain on the community.

Remedial action may take several forms within the framework of different entities. The three basic remedial actions are renewal, rehabilitation, and conservation. Renewal is often thought of as wholesale destruction of existing buildings, clearance, and resale of land to private developers. This situation can occur, but the existing condition of each specific structure must be considered. Frequently the renewal category involves an intensification of land use, such as removal of single-family dwellings to allow for construction of an office building or apartments. Rehabilitation may be described as taking action necessary to upgrade a structure while not necessarily changing its use; an example of which would be the remodeling of a structure. Conservation is basically concentrated code enforcement in order to prevent potential blight.

Within the framework of renewal action, there are various methods available through which development may occur. Renewal may take place both publicly and privately - publicly within the framework of the California Community Redevelopment Law; and privately whenever an existing structure is removed to permit new investments. Oxnard has experienced private renewal in many forms, and the City is in the process of a public renewal project through the Oxnard Redevelopment Agency. The O.R.A. is presently involved in the 38-acre

Downtown Renewal Area Project No. 1 which lies within the General Neighborhood Renewal Project. The General Plan does not propose what methods are to be used to implement renewal activities, but rather to suggest those areas in which the City Council, Planning Commission, and the Renewal Agency should undertake detailed analyses to determine the extent of remedial action required. Of course, these areas are generalized and need careful perusal to ascertain the specific condition in which a structure would be categorized.

Figure 25 is a map showing the areas in need of revitalization. These areas were determined by an examination of the 1967 Building Condition Survey (see Page II-44). Three different conditions are shown on this map.

1. Renewal

   These areas are designated "deficient" in the Building Condition Survey.

2. Rehabilitation

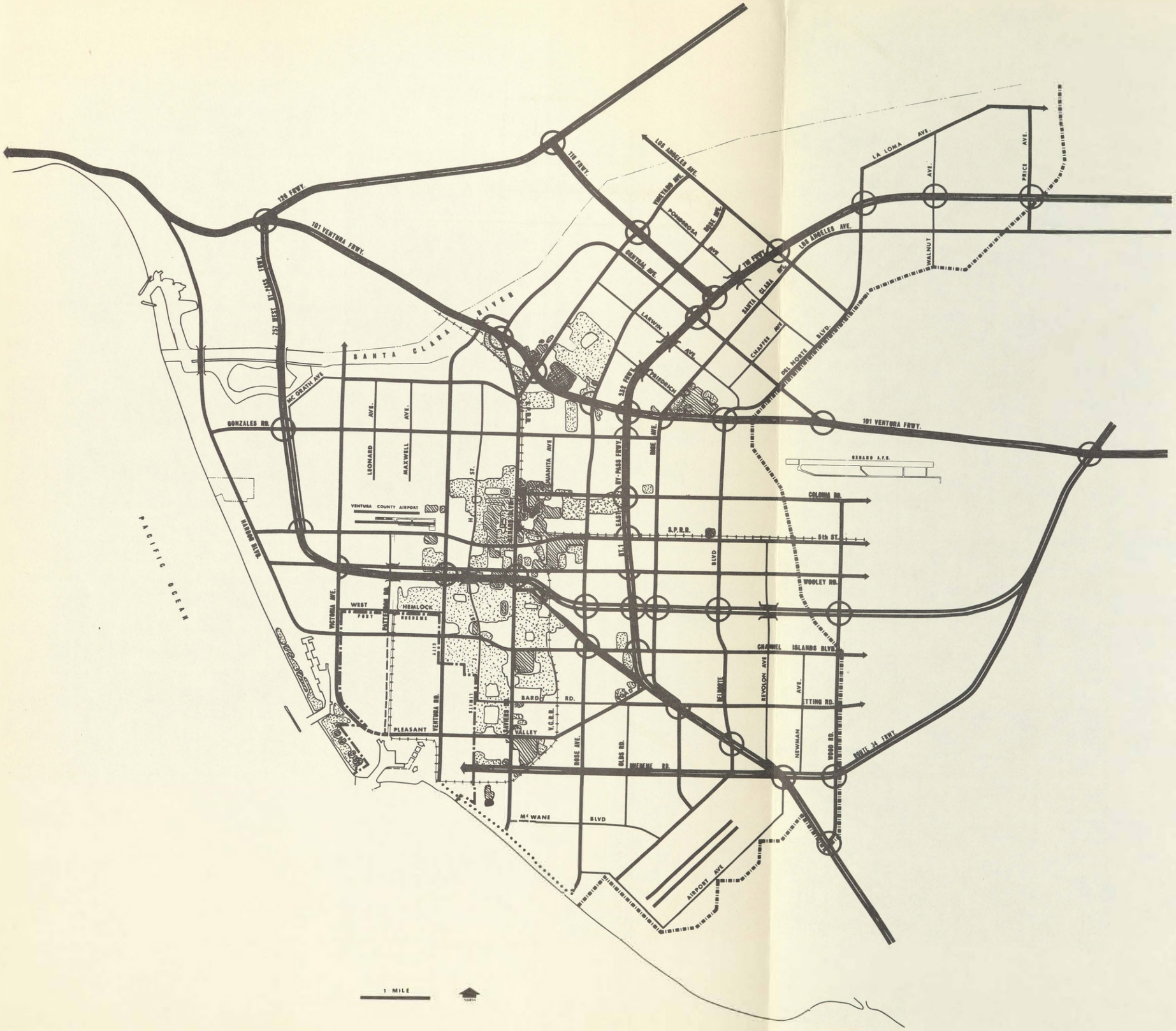
   The survey designated this as an area in which the majority of the structures were below average.

3. Conservation

   These areas are shown in the survey as containing a majority of structures in average condition.

The areas that are blank on this map are either vacant land or areas in which the majority of structures are above average.

CAPITAL IMPROVEMENTS ELEMENT



AREAS IN NEED OF REVITALIZATION

- CONSERVATION AREA
- REHABILITATION AREA
- RENEWAL AREA
- FREEWAY
- ARTERIAL
- INTERCHANGE
- SCENIC HIGHWAY
- RAILROAD
- STUDY AREA BOUNDARY
- CITY LIMITS BOUNDARY
- PARTIAL INTERCHANGE
- GRADE SEPARATION

OXNARD GENERAL PLAN

GRUEN ASSOCIATES ARCHITECTURE · PLANNING · ENGINEERING

FIGURE 25

CAPITAL IMPROVEMENTS ELEMENT

The majority of capital projects and services described in the General Plan are the "in any case" expenditures. That is, whether the General Plan is adopted or not, these projects and services represent the customary responsibilities which citizens elect to provide for themselves. The reason this is such an important perspective to establish is that forces which oppose the General Plan process traditionally "fight" general plans because they "cost too much". By oversimplification, the aggregate cost of a community's capital outlay projections for a 20 or 30 year time period can be erroneously called the "cost" of the General Plan. It is impossible to arrive at such a total accurately; variables of financing will affect the individual component costs, and some programs may be assumed by other governmental agencies. For these reasons, no total cost has been set forth for the Capital Improvement Program. This report makes certain assumptions concerning capital improvements and services. Some of these needs and services include library services, expansion of parks and recreation facilities, a street construction and reconstruction program, additional storm drain facilities, expansion of the water system, and expansion of the sewer system.

The City must be able to finance the various services required at an adequate level of efficiency and scope without unduly burdening its residents or commercial and industrial interests. In order to determine the City's ability to provide these services, this section includes the capital improvement needs and costs, an estimate of revenues that might be available to finance these improvements on a pay-as-you-go basis, and an examination of various alternate revenue sources and financing methods available to support those improvements which cannot be supported on a pay-as-you-go basis.

CAPITAL IMPROVEMENTS REQUIREMENTS

The City may not have the financial ability to meet the obligations for increased services required by an expanding population in any one phase. This dilemma is brought about by the necessity of providing the ultimate facility to accommodate a smaller initial demand; an example of this situation would be a trunk sewer line. The capital improvements required within each phase have been tempered by dividing them out over a more evenly spaced time interval. The present City policy is to project capital improvements over a five year period with an annual review which permits modification of priorities when necessary, which the General Plan proposes to continue.

Regional Capital Improvements

The General Plan recommends that the City of Oxnard take aggressive action to promote the development of the "Santa Clara Bay" and a commercial airport. Both of these facilities are regional in nature and scope and require commitment by other governmental agencies as well as the City of Oxnard. The City of Oxnard can and should, within its financial capacity, assist in the implementation of both of these projects due to their impact upon Oxnard's economic potential. There are methods, which are at Oxnard's disposal, such as joint powers agreements which could be employed to add support to these projects.

Other regional facilities considered to be in this category would include the Sports Center, which has been included in the General Plan. This development may consist of a stadium, sports area, track and those facilities which could house major professional and amateur sporting events for Oxnard and Ventura County. This center has not been included as a capital improvement because it may be privately controlled and financed or under the control of a district, financed by revenue bonds.

OXNARD-CAPITAL IMPROVEMENTS

IMPROVEMENT	Existing	1970 - 1975		1975 - 1980		1980 - 1985		1985 - 2000		TOTAL	
PUBLIC BUILDINGS	Existing quantity	Quantity added	Cost	Quantity added	Cost	Quantity added	Cost	Quantity added	Cost	Quantity added	Cost
City Hall & offices @ $30/s.f.	30,400 s.f. [1]	22,100 s.f.	$ 663,000	22,100 s.f.	$ 663,000	22,100 s.f.	$ 663,000	66,300 s.f.	1,989,000	132,600 s.f.	3,978,000
Land - 2 x bldg. area @ $3/s.f.		44,200 s.f.	132,600	44,200 s.f.	132,600	44,200 s.f.	132,600	132,600 s.f.	397,800	265,200 s.f.	795,600
Total City Hall					$ 795,600		$ 795,600		2,386,800		4,773,600
Library											
Central Bldg. @ $30/s.f.	13,000 s.f.	2,000 s.f.	$ 60,000	2,000 s.f.	$ 60,000	2,000 s.f.	$ 60,000	6,000 s.f.	180,000	12,000 s.f.	360,000
Land-2 x bldg. area @ $3/s.f.		4,000 s.f.	12,000	4,000 s.f.	12,000	4,000 s.f.	12,000	12,000 s.f.	36,000	24,000 s.f.	72,000
Subtotal			72,000		$ 72,000		$ 72,000		216,000		432,000
Branches-12,000 s.f. ea. @ $30/s.f.		12,000 s.f.	360,000	24,000 s.f.	$ 720,000	12,000 s.f.	$ 360,000	48,000 s.f.	1,440,000	96,000 s.f.	2,880,000
Land-2xbldg. area @ $2/s.f.		24,000 s.f.	48,000	48,000 s.f.	96,000	24,000 s.f.	48,000	96,000 s.f.	192,000	192,000 s.f.	384,000
Subtotal			$ 408,000		$ 816,000		$ 408,000		1,632,000		3,264,000
Total Library			$ 480,000		$ 888,000		$ 480,000		1,848,000		3,696,000
Police @ $30/s.f.	19,000 s.f.	17,500 s.f.	$ 525,000	17,500 s.f.	$ 525,000	17,500 s.f.	$ 525,000	52,500 s.f.	1,575,000	105,000 s.f.	3,150,000
Land-2 x bldg. area @ $3/s.f.		35,000 s.f.	105,000	35,000 s.f.	105,000	35,000 s.f.	105,000	105,000 s.f.	315,000	210,000 s.f.	630,000
Total Police			$ 630,000		$ 630,000		$ 630,000		1,890,000		3,780,000
Fire											
Central @ $30/s.f.	9,000 s.f.	No change									
Land	21,400 s.f.										
Branches @ 3,500 s.f. ea. @ $30/s.f.		7,000 s.f.	$ 210,000	7,000 s.f.	$ 210,000	10,500 s.f.	$ 315,000	24,500 s.f.	735,000	49,000 s.f.	1,470,000
Land - 30,000 s.f. ea. @ $2/s.f.		60,000 s.f.	120,000	60,000 s.f.	120,000	90,000 s.f.	180,000	210,000 s.f.	420,000	420,000 s.f.	840,000
Total Fire			$ 330,000		$ 330,000		$ 495,000		1,155,000		2,310,000
Equipment Yard @ $15/s.f.	10 acres [2]			14,000 s.f.	$ 210,000			42,000 s.f.	630,000		840,000
Land @ $2/s.f.				10 acres	170,000			30 acres	510,000		680,000
Total Equipment Yard					$ 380,000				1,140,000		1,520,000
Cultural Center @$30/s.f.								100,000 s.f.	3,000,000	100,000 s.f.	3,000,000
Land @ $3/s.f.								200,000 s.f.	600,000	200,000 s.f.	600,000
Parking garage [3] @ $6/s.f.								800,000 s.f.	5,000,000	800,000 s.f.	5,000,000
Total Cultural Center									8,600,000		8,600,000
Total Public Buildings			$ 2,235,600		$3,023,600		$2,400,600		17,019,800		24,679,600
PARKS AND RECREATION											
Neighborhood											
Land (City responsibility) @ $20,000/acre	100 acres ±	85 acres	$ 1,700,000	85 acres	$ 1,700,000	85 acres	$ 1,700,000	245 acres	$ 4,900,000	500 acres	$10,000,000
Developer contribution		240 acres		250 acres		260 acres		625 acres		1,375 acres	
Total land		325 acres		335 acres		345 acres		870 acres		1,875 acres	
Improvements @ $29,000/acre			9,425,000		9,715,000		10,005,000		25,230,000		54,375,000
Total neighborhood Parks			$11,125,000		$11,415,000		$11,705,000		$30,130,000		$64,375,000
Community	100 acres ±	1		1		2		4		8	
Land Improvements @ $40,000/acre		40 acres	1,600,000	40 acres	1,600,000	80 acres	3,200,000	160 acres	6,400,000	350 acres	12,800,000
Utility Right-of-way											
Land Improvements @ $.10/s.f.	197 acres	3 acres	14,400	33 acres	14,400	33 acres	14,400	98 acres	42,700	197 acres	85,900
Total Parks			$12,739,400		$13,029,400		$14,919,400		$36,572,700		$77,260,900
PUBLIC FACILITIES											
Sewer											
Gravity Piping			5,000,000		2,157,000		922,000		409,000		8,488,000
Pump Stations			900,000		201,000		200,000		200,000		1,501,000
Force Main Piping			2,224,000		475,800		318,000		159,000		3,176,800
Ocean Outfall			6,400,000						6,300,000		12,700,000
Treatment Plant Expansion			3,000,000								3,000,000
New Plant Construction	20 acres		7,000,000		2,500,000		2,500,000		5,000,000		17,000,000
Total Sewer			$24,524,000		$ 5,333,800		$ 3,940,000		$12,068,000		$45,865,800
Water (including pumps, wells reservoirs and storage)			$9,041,800		$ 4,265,000		$ 2,442,000		$4,600,000		$20,348,800
Storm drains			5,007,420		1,530,000		900,000		1,160,000		8,597,420
Total Public Facilities			$38,573,220		$11,128,800		$ 7,282,000		$17,828,000		$74,812,020

1) Includes 15,400 s.f. in proposed Public Service Building (funds allocated).

2) New building scheduled in 1968-69 (funds budgeted).

3) Amortise by user charge.

TABLE 11

The preceding table lists the estimated needs and costs of the capital improvements for the City of Oxnard by phases during the planning period. Excluded from this table are the improvements which are regional in scope and nature, such as the airports, and the improvements, including public schools, which are under the administration and control of other public agencies. Cost estimates from the following tables are preliminary approximations and for purposes of study and discussion.

Tables 12, 13 and 14 are detailed breakdowns of the needs and costs of the sanitation system, water system and storm drain system for the City of Oxnard.

ESTIMATE OF CITY REVENUES

In estimating the various types of revenues, one very significant parameter has been used, namely the projection of population prepared by Gruen Associates in the economic base studies (Basis for Planning Report). The forecast of population in this report, in accordance with recommended City Council implementation measures, would result in a population of from 550,000 to 730,000 people in the planning area by the year 2000. The City of Oxnard presently contains from 50% to 60% of the people in the area; by the year 2000, it is estimated that the City will contain 75% of the people in the planning area (from 412,500 to about 548,000 with an average of around 500,000 people).

The rate of growth is another significant parameter which must be considered to arrive at a meaningful revenue projection. On Page I-18 of the Gruen Associates report previously referred to, it is estimated that the net real buying power will increase at the rate of 1.3% per year, which does not include inflation. That report further states (on Page I-25) that assessed valuation can be expected to increase at the rate of 10% per year through inflation and increased land values, with improvements remaining relatively constant. For purposes of this revenue projection, the annual rate of increase of 1.3% has been used for all revenues except property taxes, so that the basis of the capital improvement program will be estimated in current dollars, not inflated dollars. Current dollars have been used so as to present revenues and costs in figures which can be more easily related to current conditions.

Assessed Valuation determines the bonding capacity of the City, as well as the property tax revenue. The assessed valuation is presently established by the Ventura County Assessor at 25% of the market value. The projection of the assessed valuation for the City of Oxnard is determined by dividing the latest known assessed valuation by the previous year's population to determine the present per capita assessed valuation. This per capita assessed valuation is then multiplied by the annual net growth rate of 1.3% to obtain the next year's per capita assessed valuation, which in turn is multiplied by the previous year's population to determine the total assessed valuation of the next year, and so on.

Property Tax is presently used to finance the General Fund and other various budgets within the City. The revenue projection shows a continuance of the present tax rate of $1.62 per $100 of assessed valuation throughout the planning period. The following breakdown of the present tax rate is used to finance the various budgets supported with property tax revenues.

General Fund	$1.0000
Parks and Recreation	.2700
Library	.1200
Municipal Transit	.0400
Retirement	.1400
Bond Redemption	.0500
Total	$1.6200

The projection of the property tax is determined by dividing the assessed valuation by 100 and then multiplying the result by $1.62 to obtain the total property tax revenue. The City of Oxnard receives approximately 95% of this total revenue because the County of Ventura deducts a portion of the receipts for costs incurred in the collection of the City's property tax.

Sales Tax is a major source of revenue to finance the General Fund Budgets and the Capital Improvement Budget. The present City tax rate is 1% of taxable sales. Projecting sales tax revenues has been accomplished by increasing the existing per capita sales tax revenue at the rate of 1.3% annually, which has been compounded over the planning period. The per capita sales tax revenue is then multiplied by the population in the City of Oxnard to obtain the total sales tax revenue. Since the present City policy is to allocate 40% of the sales tax revenue to Capital Improvements, this figure is shown separately.

Hotel/Motel Tax was initially established to assist in financing capital improvements, particularly the new Oxnard Auditorium. The theory behind this tax is that the auditorium would have the potential to attract patrons for transient accommodations. The present rate for this tax is 5% of the room rent. The revenue from this tax has been projected throughout the planning period as a source of funds for similar facilities. The present per capita amount of tax has been projected throughout the planning period. This method of projection is believed to be conservative because of the potential expansion of tourism with an enlarged marina, a major airport and the "Santa Clara Bay".

Franchises are fees paid to the City by the public utility companies for use of public rights-of-way for utility purposes. Trends have shown a general upward movement in per capita revenue; however, it would appear an average per capita amount, based on the past revenue, would present a less distorted projection of revenue.

Subventions are revenues received from the State of California through motor vehicle license fees, gas tax monies, and traffic safety fund receipts. The disposition of these funds is generally for "State purposes".

Motor Vehicle License Fee "in Lieu" Revenues are the registration fees based on the market value of the vehicle. Proceeds from this fund are used for the operation of the Department of Motor Vehicles and for the cost and redemption of State Highway Bonds. Any balance remaining in this fund is apportioned to cities and counties on a 50-50 basis by population. The cities may use the revenues for highway safety, traffic control, law enforcement and any other State purpose. On the basis of court decisions, "and other State purpose" has been interpreted broadly to include any number of purposes including storm drainage systems, sanitation systems, annexations proceedings, and fire protection. These monies have not been included in the capital improvement revenues due to the necessity of interpreting each purpose. However, it is believed a portion of these revenues may become available which may create additional income for capital improvements.

Gas Tax Monies are divided into two sections. Section 2107 which requires that at least 40% of the revenue from this fund be expended for street construction (100% may be used for construction of the select street system upon approval by the State Department of Public Works), while a maximum of 60% can be used for street maintenance. Section 2106 requires that these funds must be used for the purchase of right-of-way and construction of the select street system and cannot be used for maintenance of City streets. Both of these gas tax funds are apportioned on the basis of population.

Traffic Safety Fund Receipts are traffic fines (excluding parking fines) which are collected at County Courts. These revenues must be used for traffic safety purposes (such as street lighting and driver education).

A constant per capita factor has been projected to determine the revenue from subventions because the composition of the funds has varied in the past. These variations have been caused by adding new sources of tax revenue and by transferring some subventions to other funds.

Licenses and Permits include business licenses, building permits, sewer connection permits, plumbing and electrical permits, parking meters on both streets and lots, as well as bicycle licenses. The average revenue has remained relatively constant with fluctuations up and down, therefore a constant per capita figure has been used which reflects an average of past trends.

Fines, Forfeits and Penalties are non-traffic court fines, parking fines, library book fines, and license penalty collections. Past trends have shown a relatively steady per capita amount in this category indicating an average per capita figure over the planning period.

Revenue From Use of Money and Property is derived from interest on deposits, rents and concessions. While the per capita amount has fluctuated in the past, an average per capita figure indicates a constant per capita amount should be used to project this source of revenue.

Revenues From Other Agencies consist of the State Alcholic Beverage Apportionment, which is a fee paid for liquor licenses, Federal aid, Officer's Training Reimbursement Program, and State Cigarette Tax Apportionment. Past trends are difficult to project because some of the revenue sources in this category have been added or transferred to other categories. An example of this change is the transfer of the Motor Vehicle License Fee in Lieu Revenue to the Subventions category and the addition of the State Cigarette Tax Apportionment, which is a new source of revenue, to this category.

The Cigarette Tax Apportionment to the City of Oxnard has been shown in a separate column because the uses to which this tax can be applied are subject to revision. The present City Policy is to allocate 40% of the total receipts to the Capital Improvement Budget.

Other Revenues are the sale of real personal property, refunds, and miscellaneous. This is a source of revenue in which no trend can be obtained due to the wide year to year variation. The revenue projection has, therefore, been based on an average of the past per capita amounts.

REVENUE SUMMARY

The revenues available for capital improvements, based on present City policies, are shown separately on the Revenue Summary. These revenues include 40% of the sales tax receipts, 100% of the hotel/motel tax, and 40% of cigarette tax apportionment. These revenues have been conservatively estimated by using the lower population projection and a moderate growth rate.

The hotel/motel tax has been committed to the amortization of the bonds and insurance for the Oxnard Auditorium. The annual amount is presently around $140,000 until 1996 when the Auditorium is paid for. In 1985-1986, a surplus over the current yearly payment should occur, with 100% of these funds available after 1996. While the disposition of these funds is a policy decision to be made by the City Council, the Revenue Summary assumes these funds could be made available for capital improvements of a similar nature.

Within the first phase from 1970 to 1975, there will be almost 5 million dollars available for capital improvements. This will increase to some 8-1/2 million dollars available in the second phase from 1975 to 1980. The funds available for capital improvements in the third phase from 1980 to 1985 should reach almost 13-1/2 million. The fourth phase is a 15-year period from 1985 to 2000 which could reach almost 70 million dollars.

REVENUE PROJECTIONS

Comprehensive revenue projections that the City of Oxnard may receive, based on the General Plan, are shown in Table 15. The amount projected includes a breakdown of revenues which either through statute or practicality may be allocated to capital improvement expenditures.

ALLOCATION OF FINANCING RESPONSIBILITIES

The approach which any city uses to program its long-range investments depends upon the potential availability of funds, current guidelines (in the form of enabling legislation), and the philosophy of the governing body and its management staff concerning the relationship between needs and resources.

The role of the General Planning process is to identify both needs and resources. To an extent, this can be interpreted also as an opportunity to critique current financing methods.

As a philosophic approach, the General Plan suggests that all possible improvement programs be separated into two categories:

1. Those improvements which are basic "housekeeping" activities, which would include police, fire, street improvement programs, sewerage, and water supply.

2. Those improvements which could be amortized by allocating revenues from their operation. Such improvements may include the major airport (possibly through a variety of arrangements with other governmental entities), the sports arena, and off-street parking improvements.

The Plan recommends that, to the extent practically and politically feasible, those improvements which have predominant specialized appeal (and limited general relevance) be financed by user charges and service fees. In many cases, combinations of General Fund revenues and user charges may be used to finance specific projects (such as golf courses where the open space is of general value to the community and the specific use is of relevance to the golfer).

The City's present approach to financing the majority of projects has been on a pay-as-you-go basis. The City, by its choice of this financing method, has a very low bonded indebtedness. In June 1968, Oxnard's outstanding General Obligation Bonds

totaled $440,000, or three-tenths of one percent, out of a maximum allowable, by State legislation, of almost $20 million (which is 15% of the total assessed valuation). The Plan recommends that these practices continue as the City assumes metropolitan proportions because of the success Oxnard has had in maintaining a sound economic condition.

OXNARD SANITARY SYSTEM--QUANTITY AND COSTS

Item	Total Quantity and Costs/1970-2000 Quantity	Unit Prices*	Cost	Cost Allocation 1970-1975	1975-1980	1980-1985	1985-2000
GRAVITY PIPING							
12" dia.	21,000 L.F.	$12.00/L.F.	$ 252,000				
15" dia.	123,000 L.F.	14.00/L.F.	1,722,000				
18" dia.	92,000 L.F.	16.00/L.F.	1,472,000				
21" dia.	34,000 L.F.	18.00/L.F.	612,000				
24" dia.	32,000 L.F.	20.00/L.F.	640,000				
27" dia.	11,000 L.F.	21.00/L.F.	231,000				
30" dia.	18,000 L.F.	22.00/L.F.	396,000				
33" dia.	4,000 L.F.	26.00/L.F.	104,000				
36" dia.	21,000 L.F.	29.00/L.F.	609,000				
39" dia.	9,000 L.F.	32.00/L.F.	288,000				
42" dia.	18,000 L.F.	35.00/L.F.	630,000				
48" dia.	18,000 L.F.	48.00/L.F.	864,000				
51" dia.	4,000 L.F.	53.00/L.F.	212,000				
54" dia.	8,000 L.F.	57.00/L.F.	456,000				
		TOTAL	$ 8,488,000	$ 5,000,000	$2,157,000	$ 922,000	$ 409,000
FORCE MAIN PIPING							
10" dia.	2,400 L.F.	$12.00/L.F.	$ 28,800				
14" dia.	4,000 L.F.	17.00/L.F.	68,000				
16" dia.	3,000 L.F.	19.00/L.F.	57,000				
20" dia.	10,000 L.F.	24.00/L.F.	240,000				
24" dia.	3,000 L.F.	29.00/L.F.	87,000				
36" dia.	12,000 L.F.	43.00/L.F.	516,000				
42" dia.	7,200 L.F.	50.00/L.F.	360,000				
54" dia.	28,000 L.F.	65.00/L.F.	1,820,000				
		TOTAL	$ 3,176,800	$ 2,224,000	$ 475,800	$ 318,000	$ 159,000
PUMPING STATIONS							
No. 1			$ 270,000				
No. 2			20,000				
No. 3			30,000				
No. 4			420,000				
No. 5			60,000				
No. 6			97,000				
No. 7			20,000				
No. 8			54,000				
No. 9			500,000				
No. 10			30,000				
		TOTAL	$ 1,501,000	$ 900,000	$ 201,000	$ 200,000	$ 200,000
TREATMENT PLANTS							
Existing Plant Expansion		L.S.	$ 3,000,000	$ 3,000,000			
New Plant Construction		L.S.	17,000,000	7,000,000	$ 2,500,000	$ 2,500,000	$ 5,000,000
Ocean Outfall		L.S.	12,700,000	6,400,000			6,300,000
		TOTAL	$32,700,000	$16,400,000	$ 2,500,000	$ 2,500,000	$11,300,000
		GRAND TOTAL	$45,865,800	$24,524,000	$ 5,333,800	$ 3,940,000	$12,068,000

* Unit prices based on 1969 construction cost indexes.

L.F. = linear feet
L.S. = lump sum

Table 12

OXNARD WATER SYSTEM - QUANTITY & COSTS

		1970 - 1975		1975 - 1980		1980 - 1985		1985 - 2000		TOTAL	
		Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
		(l.f.)		(l.f.)		(l.f.)		(l.f.)		(l.f.)	
12" @ 14.40	Mains	210,000	$ 3,024,000	72,400	$ 1,042,560	76,000	$ 1,094,400	63,700	$ 917,280	422,100	$ 6,078,240
14" @ 16.80	Mains	4,500	75,600	4,000	67,200	4,000	67,200			12,500	210,000
16" @ 19.20	Mains	8,000	153,600			6,000	115,200			14,000	268,800
18" @ 21.60	Trunks	7,500	162,000							7,500	162,000
20" @ 24.00	Trunks	7,000	168,000							7,000	168,000
24" @ 28.80	Trunks	40,000	1,152,000			3,300	95,040			43,300	1,247,040
30" @ 36.00	Trunks	14,000	504,000	7,600	273,600			5,000	180,000	26,600	957,600
36" @ 43.20	Trunks	10,700	462,240	18,000	777,600					28,700	1,239,840
42" @ 50.40	Trunks	16,000	806,400	9,000	453,600					25,000	1,260,000
45" @ 54.00	Trunks	6,000	324,000							6,000	324,000
54" @ 64.80	Trunks							9,000	583,200	9,000	583,200
Total Pipe			$6,831,840	-	$2,614,560	-	$1,371,840	-	$1,680,480	-	$12,498,720
New wells @ $60,000 each		19ea.	$ 1,140,000	10ea.	$ 600,000			7ea.	$ 420,000	36ea.	$ 2,160,000
New pumps @ $15,000 each		2ea.	30,000	-	-	-	-	-	-	2ea.	30,000
Reservoirs @ $220,000 each		1ea.	220,000	1ea.	220,000	1	$ 220,000	-	-	3ea.	660,600
Fire hydrants @ $100/acre			820,000	-	830,000		850,000	-	2,500,000	50,000	5,000,000
Total			$9,041,800*		$4,265,000*		$2,442,000*		$4,600,000*		$20,349,000*

*Rounded to nearest one thousand

Table 13

DRAINS INCLUDED IN CITY DEFICIENCY REPORT

STORM DRAIN SYSTEM - QUANTITY AND COSTS

NOTE: ONLY THOSE DRAINS WHICH ARE ASSUMED TO BE THE RESPONSIBILITY OF THE CITY OF OXNARD HAVE BEEN INCLUDED IN THIS TABLE. SEE FIG. 21 FOR ENTIRE SYSTEM.

Proj. No.	Total Est. Cost (Oxnard's share)	Q from [1] 400 c.f.s. to 500 c.f.s.	Q under [2] 400 c.f.s.	1970-1975	1975-1980	1980-1985	1985-2000
SECONDARY NEW DRAINS							
16	$ 370,000	$ 110,000	$ 260,000	$ 370,000			
17	457,000	110,000	347,000	457,000			
18	190,000	40,000	150,000	190,000			
19	70,000	70,000		70,000			
20	230,000	60,000	170,000			$ 230,000	
21	310,000	100,000	210,000		$ 310,000		
22	170,000	80,000	90,000			170,000	
23	260,000	60,000	200,000		230,000	30,000	
24	195,000	55,000	140,000			195,000	
25	1,085,000						$1,085,000
26	750,000				400,000	275,000	75,000
27	400,000	150,000	250,000		400,000		
28	350,000	100,000	250,000		350,000		
Subtotal	$4,837,000	$1,250,000	$3,587,000	$1,087,000	$1,690,000	$ 900,000	$1,160,000
V.C.F.D. 12-YEAR PROGRAM							
35	$ 100,000		$ 100,000	$ 100,000			
Subtotal	$ 100,000		$ 100,000	$ 100,000			
DRAINS INCLUDED IN CITY DEFICIENCY REPORT							
43	$ 834,860		$ 834,860	$ 834,860			
44	105,690		105,690	105,690			
45	770,000		770,000	770,000			
46	377,910		377,910	377,910			
47	148,200		148,200	148,200			
48	45,000		45,000	45,000			
49	696,800		696,800	696,800			
50	226,460		226,460	226,460			
51	281,000		281,000	281,000			
52	110,500		110,500	110,500			
53	60,000		60,000	60,000			
54	63,000		63,000	63,000			
55	58,000		58,000	58,000			
Subtotal	$3,777,420		$3,777,420[3]	$3,777,420			
TOTAL	$8,597,420	$ 835,000	$5,927,420	$5,007,420	$1,530,000	$ 900,000	$1,160,000

[1] Dollar amount shown is one-half of project cost which is assumed to be the responsibility of the City of Oxnard for estimating purposes.

[2] Assumes City of Oxnard pays entire amount.

[3] Included in 1968-69 Capital Improvement Allocations to be financed by city Capital Improvement funds and a storm drain bond issue. Annual amortization cost to service the bonds is estimated to be $197,000. These drains are presently budgeted and they are not included in the summary of the needs and costs. Total shown is rounded to nearest one hundred thousand.

REVENUE SUMMARY

Year	CITY OF OXNARD POPULATION: Planning Area Population	% of Planning Area	Number	ASSESSED VALUATION: Per Capita	Value	PROPERTY TAX: Per Capita	Value	SALES TAX: Per Capita	Value	HOTEL MOTEL TAX: Per Capita	Value	FRANCHISES: Per Capita	Value	SUBVENTIONS: Per Capita	Value	LICENSES AND PERMITS: Per Capita	Value
60-61	73,100	55.1	40265		48,475,000		840,583	12.42	500,000			.30	12,000	5.77	232,500	4.62	185,900
61-62	76,000	55.5	42157	1292	52,050,000	21.00	868,915	13.28	560,000			.57	24,000	6.12	258,000	7.14	300,900
62-63	82,000	55.5	45523	1720	72,500,000	26.06	1,186,392	15.34	698,500			.81	37,000		274,000	5.74	261,500
63-64	87,000	53.7	51071	1757	80,000,000	25.28	1,290,870	15.66	800,000			.52	36,000		274,000	7.44	379,800
64-65	94,000	59.8	56257	1860	95,006,750	26.42	1,486,558	15.46	870,000			.80	45,000	9.79	551,000	6.28	353,600
65-66	99,600	60.9	60628	1905	107,183,380	27.82	1,686,442	18.14	1,100,000			.79	48,000	9.69	587,500	4.57	276,900
66-67	110,000	56.9	62540	1855	112,515,990	29.73	1,859,428	19.28	1,208,000			.77	48,000	8.71	545,000	4.84	303,000
67-68	120,000	53.8	64600	1876	117,331,720	28.49	1,840,652	19.50	1,260,000			.77	50,000	11.56	746,500	4.11	265,400
68-69	127,000	55	69850	2005 **	129,540,000	29.77 **	2,079,000	19.75 **	1,380,000	.50	**35,000	.75 **	52,000	10.00	698,500	5.00	* 349,300
69-70	130,000	56	72800	2032	141,935,000	31.29	2,278,000	20.01	1,457,000	.50	36,000	.75	55,000	10.00	728,000	5.00	364,000
70-71	135,000	57	76950	2059	149,895,000	31.27	2,406,000	20.27	1,560,000	.50	38,000	.75	58,000	10.00	769,500	5.00	384,700
71-72	155,000	60	93000	2086	160,518,000	27.70	2,576,000	20.53	1,909,000	.50	47,000	.75	70,000	10.00	930,000	5.00	465,000
72-73	167,000	62	103540	2113	196,509,000	30.46	3,154,000	20.80	2,154,000	.50	52,000	.75	78,000	10.00	1,035,400	5.00	517,700
73-74	176,000	63	110880	2141	221,679,000	32.09	3,558,000	21.07	2,336,000	.50	55,000	.75	83,000	10.00	1,108,800	5.00	554,400
74-75	185,000	64	118400	2169	240,499,000	32.60	3,860,000	21.34	2,527,000	.50	59,000	.75	8?,000	10.00	1,184,000	5.00	592,000
75-76	195,000	65	126750	2197	260,125,000	31.59	4,175,000	21.62	2,740,000	.50	63,000	.75	95,000	10.00	1,2??,500	5.00	633,800
76-77	215,000	68	146200	2226	282,145,000	30.97	4,528,000	21.90	3,202,000	.50	73,000	.75	110,000	10.00	1,462,000	5.00	731,000
77-78	242,000	71	171820	2255	329,681,000	30.80	5,291,000	22.18	3,811,000	.50	86,000	.75	129,000	10.00	1,718,200	5.00	859,100
78-79	263,000	73	191990	2284	392,437,000	32.81	6,299,000	22.47	4,314,000	.50	96,000	.75	144,000	10.00	1,919,900	5.00	959,900
79-80	280,000	74	207200	2314	444,265,000	24.41	7,130,000	22.76	4,716,000	.50	104,000	.75	155,000	10.00	2,072,000	5.00	1,036,000
80-81	300,000	75	225000	2344	485,677,000	34.64	7,795,000	23.06	5,188,000	.50	112,000	.75	169,000	10.00	2,250,000	5.00	1,125,000
81-82	320,000	75	240000	2375	534,375,000	35.74	8,577,000	23.36	5,606,000	.50	120,000	.75	180,000	10.00	2,400,000	5.00	1,200,000
82-83	335,000	75	251250	2406	577,440,000	36.89	9,268,000	23.66	5,945,000	.50	126,000	.75	188,000	10.00	2,512,500	5.00	1,256,300
83-84	350,000	75	262500	2437	612,296,000	37.44	9,827,000	23.97	6,292,000	.50	131,000	.75	197,000	10.00	2,625,000	5.00	1,312,500
84-85	365,000	75	273750	2469	648,112,000	38.00	10,402,000	24.28	6,647,000	.50	137,000	.75	205,000	10.00	2,737,500	5.00	1,368,700
85-86	380,000	75	285000	2501	684,649,000	38.56	10,989,000	24.60	7,011,000	.50	143,000	.75	214,000	10.00	2,850,000	5.00	1,425,000
86-87	395,000	75	296250	2534	722,190,000	39.63	11,591,000	24.92	7,383,000	.50	148,000	.75	222,000	10.00	2,962,500	5.00	1,481,300
87-88	410,000	75	307500	2567	760,474,000	39.19	12,206,000	25.24	7,761,000	.50	154,000	.75	23?,000	10.00	3,075,000	5.00	1,537,500
88-89	425,000	75	318750	2600	799,500,000	40.26	12,832,000	25.57	8,150,000	.50	159,000	.75	239,000	10.00	3,187,500	5.00	1,593,700
89-90	430,000	75	322500	2634	839,587,000	41.78	13,475,000	25.90	8,353,000	.50	161,000	.75	242,000	10.00	3,225,000	5.00	1,612,500
90-91	450,000	75	337500	2668	860,430,000	40.92	13,810,000	26.24	8,856,000	.50	169,000	.75	253,000	10.00	3,375,000	5.00	1,687,500
91-92	460,000	75	345000	2703	912,262,000	42.44	14,642,000	26.58	9,170,000	.50	173,000	.75	259,000	10.00	3,450,000	5.00	1,725,000
92-93	470,000	75	352500	2738	944,610,000	43.01	15,161,000	26.93	9,493,000	.50	176,000	.75	264,000	10.00	3,525,000	5.00	1,762,500
93-94	480,000	75	360000	2774	977,835,000	43.60	15,694,000	27.28	9,821,000	.50	180,000	.75	270,000	10.00	3,600,000	5.00	1,800,000
94-95	490,000	75	367500	2810	1,011,600,000	44.18	16,236,000	27.63	10,154,000	.50	184,000	.75	276,000	10.00	3,675,000	5.00	1,837,500
95-96	500,000	75	375000	2847	1,046,272,000	44.78	16,793,000	27.99	10,496,000	.50	187,000	.75	281,000	10.00	3,750,000	5.00	1,875,000
96-97	510,000	75	382500	2884	1,081,500,000	45.38	17,358,000	28.35	10,844,000	.50	191,000	.75	287,000	10.00	3,825,000	5.00	1,912,500
97-98	520,000	75	390000	2922	1,117,665,000	46.00	17,939,000	28.72	11,201,000	.50	195,000	.75	292,000	10.00	3,900,000	5.00	1,950,000
98-99	530,000	75	397500	2960	1,154,400,000	46.61	18,528,000	29.09	11,563,000	.50	199,000	.75	298,000	10.00	3,975,000	5.00	1,987,500
99-2000	540,000	75	405000	2999	1,192,102,000	47.24	19,133,000	29.47	11,935,000	.50	203,000	.75	304,000	10.00	4,050,000	5.00	2,025,000
20000	550,000	75	412500	3038	1,230,390,000	47.87	19,748,000	29.85	12,313,000	.50	206,000	.75	309,000	10.00	4,125,000	5.00	2,062,500
TOTALS FROM: 1968-69 to 2000									216,288,000		4,198,000		6,298,000		83,968,800		41,984,400

* Rounded to nearest hundred.
** Rounded to nearest thousand.

[1] Remainder from $140,000/yr. auditorium debt.
[2] Total used after 1996 (auditorium paid).

TABLE 15

REVENUE SUMMARY

FINES FORFEITS AND PENALTIES		REVENUES FROM USE OF MONEY AND PROPERTY		REVENUES FROM OTHER AGENCIES		CIGARETTE TAX APPORTIONMENT		OTHER REVENUES		40% OF SALES TAX	40% OF CIGARETTE TAX	REMAINING HOTEL AND MOTEL TAX	TOTAL BY YEAR	TOTAL BY PHASE	
Per Capita	Value	Per Capita	Value	Per Capita	Value	Per Capita	Value	Per Capita	Value						
.87	35,000	.83	33,400	5.34	215,000			.65	26,200						
1.29	54,200	1.07	45,100	5.55	234,000			.93	39,000						
1.51	68,700	1.39	63,500	5.55	252,800			.76	34,600						
1.40	71,600	1.84	94,000	5.30	270,800			2.55	130,100						
1.19	67,000	2.84	159,500	5.45	306,800			.84	47,000						
.93	56,500	2.75	166,700	6.16	373,500			.31	18,500						
1.10	69,100	1.65	103,000	6.00	375,300			1.05	65,800						
.87	56,000	2.79	180,000	7.72	498,500			.25	16,000						
1.00	* 69,800	1.50	* 104,800	7.75	**541,000	3.00	** 210,000	.50	* 34,900	** 552,000	** 84,000		** 636,000		
1.00	72,800	1.50	109,200	7.75	564,000	3.00	218,000	.50	36,400	583,000	87,000		670,000		
1.00	76,900	1.50	115,400	7.75	596,000	3.00	231,000	.50	38,500	624,000	92,000		716,000		
1.00	93,000	1.50	139,500	7.75	721,000	3.00	279,000	.50	46,500	764,000	112,000		876,000		
1.00	103,500	1.50	155,300	7.75	802,000	3.00	311,000	.50	51,800	861,000	124,000		985,000	**4,800,000	PHASE 1
1.00	110,900	1.50	166,300	7.75	859,000	3.00	333,000	.50	55,400	934,000	133,000		1,067,000		
1.00	118,400	1.50	177,600	7.75	918,000	3.00	355,000	.50	59,200	1,011,000	143,000		1,154,000		
1.00	126,700	1.50	190,100	7.75	982,000	3.00	380,000	.50	63,400	1,096,000	153,000		1,249,000		
1.00	146,200	1.50	219,300	7.75	1,133,000	3.00	439,000	.50	73,100	1,281,000	175,000		1,456,000		
1.00	171,800	1.50	257,700	7.75	1,332,000	3.00	515,000	.50	85,900	1,524,000	206,000		1,730,000	8,500,000	PHASE 2
1.00	192,000	1.50	288,000	7.75	1,488,000	3.00	576,000	.50	96,000	1,726,000	230,000		1,956,000		
1.00	207,200	1.50	310,800	7.75	1,606,000	3.00	622,000	.50	103,600	1,886,000	249,000		2,135,000		
1.00	225,000	1.50	337,500	7.75	1,744,000	3.00	675,000	.50	112,500	2,075,000	270,000		2,345,000		
1.00	240,000	1.50	360,000	7.75	1,860,000	3.00	720,000	.50	120,000	2,243,000	288,000		2,531,000		
1.00	251,300	1.50	376,900	7.75	1,947,000	3.00	754,000	.50	125,600	2,378,000	301,000		2,679,000	13,400,000	PHASE 3
1.00	262,500	1.50	393,700	7.75	2,034,000	3.00	787,000	.50	131,200	2,517,000	315,000		2,832,000		
1.00	273,800	1.50	410,600	7.75	2,122,000	3.00	821,000	.50	136,900	2,659,000	328,000		2,987,000		
1.00	285,000	1.50	427,500	7.75	2,209,000	3.00	855,000	.50	142,500	2,804,000	342,000	** 3,000(1)	3,149,000		
1.00	296,300	1.50	444,400	7.75	2,296,000	3.00	889,000	.50	148,100	2,953,000	355,000	8,000	3,316,000		
1.00	307,500	1.50	461,300	7.75	2,383,000	3.00	923,000	.50	153,700	3,105,000	369,000	14,000	3,488,000		
1.00	318,800	1.50	478,100	7.75	2,470,000	3.00	956,300	.50	159,400	3,260,000	383,000	19,000	3,662,000		
1.00	322,500	1.50	483,700	7.75	2,499,000	3.00	967,000	.50	161,300	3,341,000	387,000	21,000	3,749,000		
1.00	337,500	1.50	506,300	7.75	2,616,000	3.00	1,013,000	.50	168,700	3,542,000	405,000	29,000	3,976,000		
1.00	345,000	1.50	517,500	7.75	2,674,000	3.00	1,035,000	.50	172,500	3,668,000	414,000	33,000	4,115,000		
1.00	352,500	1.50	528,700	7.75	2,732,000	3.00	1,057,000	.50	176,300	3,797,000	423,000	36,000	4,256,000	70,000,000	PHASE 4
1.00	360,000	1.50	540,000	7.75	2,790,000	3.00	1,080,000	.50	180,000	3,928,000	432,000	40,000	4,400,000		
1.00	367,500	1.50	551,300	7.75	2,848,000	3.00	1,103,000	.50	183,700	4,062,000	441,000	44,000	4,547,000		
1.00	375,000	1.50	562,500	7.75	2,906,000	3.00	1,125,000	.50	187,500	4,199,000	450,000	47,000	4,696,000		
1.00	382,500	1.50	573,700	7.75	2,964,000	3.00	1,147,000	.50	191,300	4,338,000	459,000	191,000(2)	4,988,000		
1.00	390,000	1.50	585,000	7.75	3,023,000	3.00	1,170,000	.50	195,000	4,480,000	468,000	195,000	5,143,000		
1.00	397,500	1.50	596,300	7.75	3,081,000	3.00	1,193,000	.50	198,700	4,625,000	477,000	199,000	5,301,000		
1.00	405,000	1.50	607,500	7.75	3,139,000	3.00	1,215,000	.50	202,500	4,774,000	486,000	203,000	5,463,000		
1.00	412,500	1.50	618,800	7.75	3,197,000	3.00	1,237,000	.50	206,300	4,925,000	495,000	206,000	5,626,000		
	8,396,900		12,595,300		65,076,000		25,191,000		4,198,400	86,515,000	10,076,000	1,288,000		96,700,000	

TABLE 15

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