Development Issues Indicator

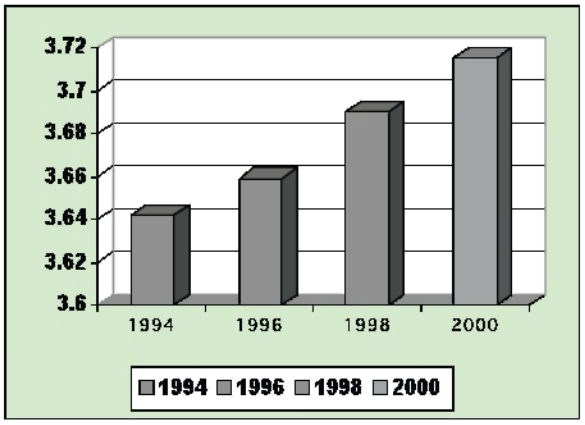
POPULATION DENSITY: NUMBER OF PEOPLE PER HOUSEHOLD

Goal: Preserve open and agricultural space while accommodating population growth.

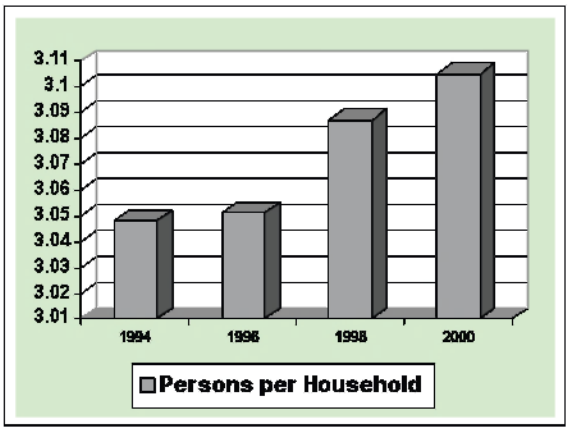
Findings: In Oxnard, the average number of people per household increased from 3.64 in 1994 to 3.72 in 2000 (+2.2%). In Ventura County, the average rose form 3.05 in 1994 to 3.11 currently.

Measured by: Average number of people per household.

Persons per Household in Oxnard:



Persons per Household in Ventura County:



Context: While SOAR will help preserve open and agricultural lands in Ventura County, it limits the space available for housing construction. Future increases in population will therefore require higher population density rates. Moderate and high-density rates not only help maintain open space but also reduce energy and water consumption. Higher density also leads to more efficient provision of public services (garbage collection and recycling, sewage collection, water provision, and street and landscape maintenance) and decreased investment in infrastructure construction and improvement. The average number of people per household, however, should be analyzed with regard to other factors such as neighborhood income levels and housing types.

Source: *California Department of.Finance, Demographic Unit. www.dof.ca.gov/html/Demoga.htm*

Development Issues Indicator

Multi-Family Housing Units

Desired Goal: Increase housing stock and affordability by developing more multi-family units, including owner occupied, to improve housing choices for all income levels and provide diversity and social equity for the community.

Findings: The total increase in Multi-Family Residences in Oxnard between 1998 and 1999 is 600%, so the trend in the amount of multi-family housing stock is increasing, but the absolute numbers are still low.

Early Trend: **Toward** Healthy, Sustainable Levels

Measured by: Dividing the number of 1998 multi-family unit building permits into the number for 1999. In 1998, the City of Oxnard issued a total of 394 new residence permits. Of those permits, 5 were for Multi-Family Residences (MFRs), approximately 1.3%, and 389 were for Single-Family Residences (SFRs), roughly 98.7%. There was an increase in all new units during 1999: of the 710 total new residences built 1999, 30 (4.3%) were MFRs, and 680 (95.7%) were SFRs. As a percentage of total dwellings constructed, MFR dwellings increased over 300% between 1998 and 1999.

Context / Comment: While the number of Multi-Family Residences has increased since 1998, the amount of land and choices for development are now limited following the passage of S.O.A.R. Thus, Oxnard will need to consider housing development options carefully, especially the number of units per acre, to assure its capacity to meet current and future housing demands. The City should encourage development of units that are not only affordable, but also aesthetically well designed and pleasing to assure units are desirable to occupants and the rest of the community.

. As the price of single-family units increases and exceeds the affordability range of individuals, young families, and elderly residents, the demand for multi-family housing will grow. Lack of affordable housing encourages people to live in substandard and crowded conditions and, historically, such conditions have been associated with community health problems. When good housing is not available to all income levels, the effect is a less diverse community, more workers commuting into the City, reduced air quality due to additional traffic, and reduced quality of life overall.

Compact and higher density developments, with efficient and thoughtfully planned spaces, permit more units to exist in less space at lower cost to buyers. Developers stand to make more money by building more units on the same land area. If mandated, by local ordinance, developers could be directed to dedicate some of the added profit and for park, recreation, or public garden space within the development. This would make multi-family developments an aesthetically pleasing option. This kind of development can stretch resources through efficient use, require less infrastructure investment (e.g., sewers, utility lines, roads, etc.), and permit taxpayer savings to be applied to other community needs. While well planned multi-family developments have added benefits of common walls and areas that reduce energy consumption (electricity and natural gas) and use of natural resources (wood, sheetrock, etc.), their greatest potential benefit to the community, aside from quality affordable housing, is helping to retain open space and agricultural land outside the city's urban limit boundary.

Finally, providing more owner occupied multi-family housing will encourage a more diverse population base, stimulate the local economy, and increase property tax revenues which pay for services currently rendered to non-owner residents. Should the City of Oxnard find ways to increase

ownership of multi-family units, it would likely see an increase in community pride associated with home ownership.

Environmental and Community Health Indicator

PESTICIDE USE

Desired Goal: Increase pest control practices that favor non-toxic methods over Proposition 65 classed toxic compounds in agriculture, private, and public spaces (including non-reported residential, commercial, school, and government facilities) to preserve soil, air and water resources for future generations.

Findings: Pesticide applications in Ventura County increased 27% between 1991-1999.

Early Trend: **Away** from Healthy, Sustainable Levels

Measured by: All chemical applications by type, pounds/year/acre.

Pesticide use in Ventura County exceeded 6.5 million pounds in 1999, ranking it 10th out of 58 California counties. While the majority of applications reported were to agricultural areas (97%), termite control and right-of-way uses are included because of the potential toxicity of compounds used. Use trends often correlate with weather and crop values (higher value crops are often treated with more pesticides/acre) to minimize losses. Some of the highest per acre pesticide applications were to strawberry, lemon, celery, pepper, and cilantro/parsley crops.

Pesticide use (pounds) reported by Department of Pesticide Regulation between 1991-1999:

YEAR	*POUNDS*	*YEAR*	*POUNDS*
1999	6,589,411	1994	5,050,636
1998	6,614,896	1993	5,360,062
1997	6,767,97	1992	6,018,877
1996	5,905,551	1991	5,168,536
1995	5,836,134		

While some applicators are embracing non-toxic methods, use of carcinogenic, mutagenic, and toxic Proposition 65 compounds (such as methyl bromide, metam-sodium, simazine, chlorpyrifos [Dursban], and mancozeb) is widespread, with methyl bromide and metam-sodium use increasing steadily since 1991.

Metam-Sodium applied to County agricultural lands 1991-1999 (yr./lbs.):

1999	1998	1997	1996	1995	1994	1993	1992	1991
165,483	104,405	197,314	187,143	197,612	215,022	193,328	190,900	99,241

Proposition 65 compounds pose potentially significant health risks, depending on exposure, to sensitive populations (especially children), as well as avian and aquatic species, and are associated with diminution of water, air, and soil quality.

Context / Comment: Pesticides are susceptible to "drift" and may contaminate untreated crops and resources. Out gassing can also be problematic in densely populated areas. A study by the Air Resources Board noted unacceptable outgas levels 72 hours following a metam-sodium application test, but use of this chemical has increased despite its association with severe health effects. Compounds that bind with soil particles may become airborne during farming and construction activities long after application and impact air quality, surface water runoff, and community health.

While cities have traditionally relied on the State to regulate pesticide use, the growing population living in close proximity to areas where these compounds are applied necessitates that Oxnard stakeholders (residents, farmers, business owners, local agencies) create local policies that encourage use of alternative methods. Encouraging least-toxic pest control methods and innovative land management techniques (alternating beneficial crops between plantings, using non-toxic compounds such as Clandosan, discouraging calendar/broad area fumigation when infestation is lacking or minimal, etc.) through tax credits, grants, locally subsidized crop insurance, and community education and partnership with local agencies will move the community toward SOAR's goal of protecting the area's human and natural resources and help assure a high quality living environment. Non-toxic alternatives, such as Clandosan (derived from crab/shrimp shells and used to control nematodes in high value crops), are available and being employed to minimize losses and reduce environmental impacts, but use of such alternatives has been minimal (0.02% of the total quantity of pesticides used statewide).

Applications in private, non-agricultural (residential and smaller retail/commercial gardens) areas are "not reported" to the Department of Pesticide Regulation. However, they should be monitored locally as these applications are usually administered by persons lacking knowledge of potential risks and may be as much as 10 times more, per acre, than agricultural applications.

Sources: State of California, Department of Pesticide Regulation
County of Ventura, Agricultural Commissioner's Office

Civic Engagement Indicator

Public Comments about SOAR Issues at City Council Meetings

Desired Goal: Increased citizen participation at City Council meetings to assure decisions reflect the goals of the community.

Findings: There are two opportunities for public comments at each Oxnard City Council meeting, the first for comment on topics on the evening's agenda, the second for any topic not on the Council's agenda. Comment cards, letters, oral testimony and petitions are recorded at City Council meetings. Between 1998-2000, the year 2000 had the highest average citizen participation. Of thirty-five meetings, 632 persons participated. Average participation was 18.05 persons per meeting, and SOAR was not commented on specifically. **However in discussions about "in-fill" development incentives (increasing housing density) at three different meetings (January 25, May 23, July 25, 2000), SOAR was noted as having the potential to encourage "in-fill."**

Early Trend: **Toward** Healthy, Sustainable Levels.

Measured by: Comparing from year to year the annual average number of residents attending City Council meetings and number of recorded comments, including verbal, written, petitions, or other communication from residents during the six public comment opportunities at each meeting.

Citizen participation was the lowest in 1999. An average of 6.8 persons spoke at each meeting. SOAR was mentioned in the discussion of the Juan Soria Elementary School project (November 30th, 45 comments). Other comments in 1999 relating to SOAR included comments on the greenbelt issues (November 16) and a Density Bonus Ordinance and resolution (Oct 5). In 1998, 42 Council meetings enjoyed the participation of 538 persons with an average attendance of 12.8 persons per meeting. However, the March 3rd meeting skewed results as a result of 202 comment cards and 16 letters being submitted at that meeting, which had no SOAR related issues on the agenda. SOAR was adopted in 1998 and was a discussion topic at 5 Council meetings. There were few public comments on SOAR at those meetings. At seven other meetings, 72 comments pertaining to SOAR were recorded.

Context / Comment: Citizen participation in these meetings assures the exchange of ideas, permits Council members to avoid guessing what is important to the community, and allows the Council to take advantage of community member expertise and familiarity with problems in specific areas. Civic engagement encourages civic pride and in communities where engagement levels are high, communities tend to have higher quality physical environments, innovative programs. As well, when community members participate in the civic process, they become educated about the fiscal issues associated with providing services making them better informed voters more inclined to vote in manner that ultimately benefits their community.

Development Issues Indicator

RATIO OF FARMLAND ACREAGE TO POPULATION

Goal: To promote a viable and diverse economy, environment, and society by establishing equilibrium between land uses and the number of County residents, and to maintain an appropriate balance between the amount of farmland and the County population.

Findings: Between 1992 and 1999 it is estimated that Ventura County's population increased from about 660,016 to 745,063. As of 1998 the County had 123,235 acres of farmland. Since1992 local farmland has decreased by at least 2,063 acres.
Based upon these figures, in 1992 there were 5.27 persons per acre of farmland, and in 1999 there were 6.045 persons per acre of farmland in Ventura County. This is an increase of 11.4%

Measured by: The ratio or acres of County farmland per County resident.

Context / Comment: Data Sources: Current data on County population may be obtained from the United States Census Bureau, Washington D.C., 20233, (301) 457-4608. Although a full census is only taken every 10 years, the Bureau estimates current population figures. Information may be easily accessed through its web site at http://quickfacts.census.gov/cgi-bin/county. Also, Oregon State University, Corvallis, Or. 97331-4501, (541) 737-1000, maintains a "Government Information Sharing Project" containing current County population data through its web site at http://govinfo.library.orst.edu/cgi-bin. Attached hereto are examples of the data available from these sites. As stated in the section of "Farmland and Urban / Built-up Land" farmland acreage data may be obtained from the California Department of Conservation.

Basis as a Sustainability Indicator: Please see the statement included in the section on "Farmland and Urban/Built-up Land." It is essential to strike a balance between the County's population and the amount of farmland. This is because a community cannot be viable without a sufficient food source for both present and future generations. The amount of required farmland is dependent upon the community's present and future populations.

Source: City of Oxnard Planning Department

Development Issues Indicator

Subsidized Housing: Section 8 Applicants

Goal: To provide all people with the basic human need of housing, while ensuring that low-income community members are able to receive assistance allowing them to reside in adequate housing.

Findings: Oxnard is home to more that 160,035 people. Of that population, there are currently 1,584 people living with Section 8 housing assistance, that is 4.7 percent of Oxnard's population. The federal government alots a specific amount of Section 8 vouchers to each city and each city distributes the vouchers to those applicants who qualify.

Currently, 790 City of Oxnard landlords accept Section 8 residents into their housing complexes. Each year the number of landlords accepting Section 8 varies slightly but remains between 700 to 790 landlords.

Annual applicant numbers are tallied every October. In October 1998, 795 applicants had applied for Section 8 assistance. The following year, 1999, tallies indicated that the number had risen to 2,313 applicants, a 291 percent increase from 1998. As of October 2000, 2,174 individuals had submitted Section 8 applications. **Applicants for subsidized housing increased 270%.** The applicants are now on a waiting list, and the wait is approximately four to five years.

Measured by: Annual tally of the number of Section 8 applicants submitted to The City of Oxnard Housing Authority.

Context: Using annual tallies of Section 8 applications as an indicator is important in measuring sustainability because it allows for the public, as well as city departments, to measure progress in providing housing to the city's economically challenged residents. In respect to the SOAR initiative, Section 8 housing prevents sprawl by utilizing already existing housing (in fill) rather than developing open space. Also, Section 8 housing does not require the city to spend money on new infrastructure projects, which are very costly and may require the development of open space. Furthermore, Section 8 housing promotes social equity by facilitating a socio-economic mix within a community rather than isolating certain areas of low-income residents. The City of Oxnard's Housing Administration can be contacted for more information.

Source: City of Oxnard

Development Issues Indicator

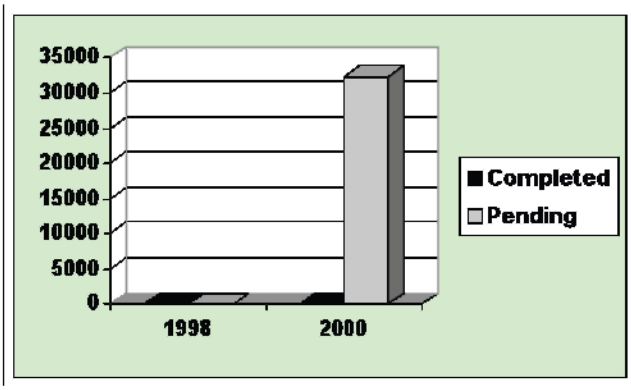
Redevelopment: Number of Mixed-Use Communities

Goal: Provide dwellings within walking distance to commercial districts and/or jobs.

Findings: Oxnard currently lacks any mixed-use zoning that would permit such development. However, in Camarillo the zoning regulations for Old Town allow for mixed residential and commercial uses. In October 2000, the city approved permits for nine 2,800 square-foot buildings. Each will contain an 1800 square-foot single-family residence on the top floors (three bedrooms, 2.5 bathrooms) and a 1000 square-foot commercial space below. All residences will

possess a backyard and garage. The project includes four additional 1,800 square-foot residences without commercial space. This development will provide a model of mixed-use development for cities across Ventura County.

Square feet of Mixed-Use Development in Camarillo:



Measured by: Square feet of mixed-use development per year, indicated by building permits issued.

Context: In Ventura County, the preservation of agricultural land benefits the environment but limits the space available for new dwellings. Future economic growth and associated population increase will require new housing. Through higher density rates, mixed-use districts help maintain open space while accommodating population growth. For example, the Old Town Camarillo development will have a density of approximately 15 dwellings per acres, compared to typical detached single-family housing density of 5 dwellings per acre. Mixed-use districts also benefit the environment through more efficient rates of energy consumption and reduced traffic pollution. Mixed-use communities can decrease cost of living expenses; the delivery of public services (garbage collection and recycling, sewage collection, water provision, and street and landscape maintenance) is more efficient in mixed-use areas. Redevelopment of previously single-use areas (non-residential) may entail the preservation and reuse of existing buildings, decreasing investment in building materials and costly infrastructure construction. With less reliance on cars, mixed-use districts increase pedestrian activity and foster social interaction and strong communities.

Development Issues Indicator

High Density Zone Changes & Permits

Goal: Increase the amount of high-density zoning and development projects to accommodate higher population density in existing built up areas in the form of livable, walkable communities to reduce the conversion of agricultural land and open space to developed land.

Findings: **Since the inception of the SOAR initiative, there have been few, only three, requests for higher density development in the City of Oxnard**. All requests pertained to vacant or privately owned land within the built up area on the city. One was the conversion of three hotels to apartments; the developer receives a density bonus for affordable housing. The second was the expansion of three privately owned single-family dwellings to multi-family dwellings; this was granted by standard development amendments such as reduced lot lines. The third was the El Paseo development, 190 multi-family units granted through a Specific Plan amendment based on affordable housing. Per the planning department for the City of Oxnard all requests for higher

density development has been granted and they don't feel they will be affected by the SOAR initiative for at least 8 to 10 years due to large amounts of vacant land within the city.

Measured by: The number of permits or requests approved for high-density development and or zone changes requesting higher density since the inception of the soar initiative.

Context / Comment : This data should be used as a baseline to determine if Ventura County is actively encouraging higher density development as it pertains to sustainable development in terms of, Ecology-higher density per lot space will conserve natural land and natural resources in building construction. Social Equity-Higher density housing is often more affordable and located within walking distance of other services. Economy-Higher density development is more economical for the developer in that they can put more units and use less building materials on the same parcel. High-density communities generally have a wider variety of services in a more concentrated area serving a larger customer base.

Source**:** Gary Sugano, Planning, City of Oxnard

Development Issues Indicator

EASE OF TRAFFIC FLOW

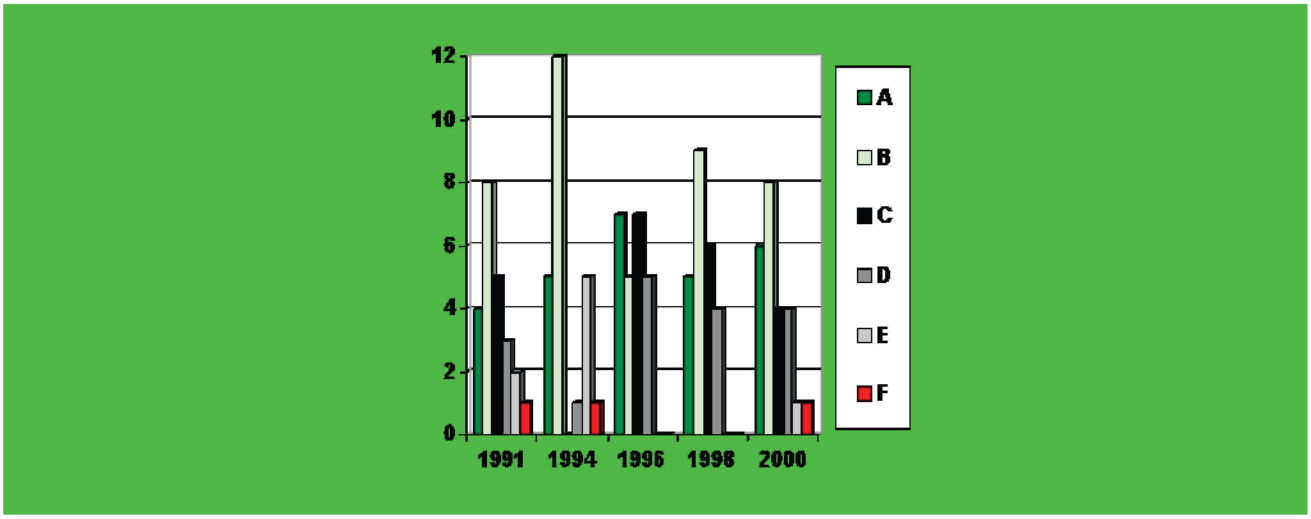
Goal: For the City of Oxnard to have traffic flow at Levels of Service (LOS) "C" or better.

Findings: Overall, LOS levels have remained relatively constant over the last 10 years

This indicator portrays actual LOS ratings for 24 frequently traveled intersections in the City of Oxnard, charting P.M. (evening) peak LOS findings for the years 1991, 1994, 1996, 1998 & 2000. The bar graph demonstrates the findings, which range from LOS "A"- LOS "F", with Standard LOS ratios demonstrated below:

The table & bar chart demonstrate LOS findings in the City of Oxnard:

Level Of Service	1991	1994	1996	1998	2000
A	4	5	7	5	6
B	8	12	5	9	8
C	5	0	7	6	4
D	3	1	5	4	4
E	2	5	0	0	1
F	1	1	0	0	1
Total # of Intersections	23	24	24	24	24



1996 was the best year, with 19 of the 24 intersections at LOS "C" or better, with no LOS "E" or "F" intersections. Traffic patterns noted in 1996 represent the ideal state. It appears year 2000 may mark an overall decline in Oxnard's traffic ratings with 1 of every four intersections functioning at LOS "E", "D" or "F". Data provided by Ventura County Transportation Commission (VCTC).

Measured by: Level of Service (LOS) ratings for 24 frequently traveled intersections in the City of Oxnard, charting PM (evening) peak LOS findings. LOS ratios of intersections provide base level traffic information used by transportation engineers and local decision-makers, aiding with traffic analysis and research for monitoring a City's traffic movements or congestion problems.

Context / Comment: Level of Service, commonly referred to as "LOS", is a qualitative measure of roadway and intersection performance stated on a scale from "A" to "F", with LOS "A" representing free flow traffic and LOS "F" representing severe traffic congestion. LOS is a ratio of traffic volume to the carrying capacity of the roadway being measured, levels vary accordingly, based on the amount of wait time that automobile driver's experience when stopped at controlled traffic intersections. Standard LOS ratios are demonstrated below:

Levels of Service	Volume/ Capacity Ratio	Driving Conditions
LOS "A"	Traffic flows at 0 –0.60	Free flow conditions. No motorist waits longer than one signal.
LOS "B"	Traffic flows at 0.61-0.70	Stable traffic flow. Motorists rarely wait through more than one signal.
LOS "C"	Traffic flows at 0.71-0.80	Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes. Motorists intermittently wait through more than one signal. Occasional backups behind left turning vehicles.
LOS "D"	Traffic flows at 0.81-0.90	Extensive delays at times. Some motorists, primarily those making left turns, may wait through one or more signals but

		there are no excessive backups at intersections. Maneuverability restricted.
LOS "E"	**Traffic flows at 0.91-1.00**	**Very long lines may create lengthy delay, especially for left turns. Volume at or near carrying capacity of roadway. Unstable flow.**
LOS "F"	**Traffic flows at 1.01-above**	**Backups from locations downstream restrict movement at intersection approaches. Forced flow conditions. Stoppage for long periods due to congestion. Volumes drop to zero in extreme cases.**

This indicator provides information that will enable the City of Oxnard to monitor their existing Levels of Service so, in the future, efforts can be made to maintain LOS and avoid noticeable increases in traffic and commuting time. Environmentally, when LOS ratios are at acceptable levels, LOS "C" or better, less traffic emissions and pollutants are pumped into the local atmosphere. The opposite is when traffic is congested and moving through controlled intersections at, or below, the carrying capacity of the streets. When traffic is continually held up at intersections, the amount of pollutants emitted to the local atmosphere increases while drivers wait for traffic signals to change. This increases smog levels in the local environment. Economically, unhindered intersections allow the movement of goods and services much more efficiently than clogged intersections, and free-flowing movement of goods and services increases the fiscal viability of a local economy. Free flowing traffic permits citizens equitable access, to move about the community unhindered, and makes for a less stressful and safer environment than is found in areas plagued by traffic congestion.

Development Issues Indicator

PARKS & OPEN SPACE ACRES PER POPULATION

Goal: For the City of Oxnard to have ample amounts of parkland which meet or exceed the National Recreation and Park Association recommendation of 39.6 acres of parks and open space per 1,000 residents.

Findings: The population of Oxnard in the year 2000 is projected to be 160,305 and the ratio of parkland to population is as follows: 2.65 acres of parkland per 1,000 persons

The City of Oxnard contains 425 total acres of Public Accessible Parkland within City limits. Oxnard has four (4) various classes or types of Parklands:

Mini-Parks: Classified as one-fourth and one-half acre pocket parks usually located on vacant infill properties existing in a developed urban setting;

Neighborhood Parks: A medium sized park 1-5 acres; generally attached to or in close proximity of single family neighborhoods;

Community Parks: Large sized park 5+ acres; generally centrally located for the use and enjoyment of the entire community;

Regional Parks: A large sized park; generally centrally located for the use and enjoyment of the entire community. Two examples of regional parks are: a 62-acre park at the beach, and a 75-acre park recently acquired from Ventura County (known as College Park, it is where the Strawberry Festival is held).

Measured by: Amounts of existing public accessible open parkland space in acres per 1,000 residents within the City of Oxnard.

Context / Comment : The primary objective of the Parks and Open Space Indicator for the City of Oxnard is to allow the City the ability to monitor existing amounts of public accessible open space. Through monitoring of existing park acreage, the City can analyze how much parkland exists and calculate whether there is a significant amount of park space available for the use and enjoyment of all residents of the City of Oxnard.

Economically, it is important for Oxnard to inventory its existing parkland as this will help the community assure a suitable amount of open space/park area is maintained prior to fully developing the community with residential, commercial and industrial construction.

Environmentally, it is important to maintain an appropriate balance between hardscape (developed property) and softscape (undisturbed natural property) within an urban setting. Preserving parkland is essential to maintaining a healthy natural environment for Oxnard's growing urban community. For the local community, it is important to provide Oxnard residents with accessible public open space where they can enjoy the outdoors and relieve stress. An urban environment that lacks the existence of open space and green belts also lacks considerable appeal to residents (poor quality of life).

Development Issues Indicator

WATER USAGE: GALLONS PER DAY PER PERSON

Goal: To maintain sufficient water resources to support the growing population of Oxnard as well as commercial and industrial activities.

Findings: **Per capita water usage for the City of Oxnard has experienced a modest decrease over the past twenty years (7.8%),** attributable in large part to conservation programs initiated during that period. In general, the usage rates in Oxnard (152 gallons per day, per person) are less than Los Angeles (165 gpd) and San Diego (185 gpd). Although trends and consumption comparatives are favorable, projected population inflow will increase water demand by over 50% between 2000 and 2020. The City will need to develop new conservation programs, including increased wastewater recycling, and increase the amount of water imported from the State Water Project.

Measured by: The trend in per capita water usage, expressed as gallons per day per person.

Context / Comment: Higher population density should lead to improved efficiency of all utilities, including municipal water. As a general rule, higher density design techniques, such as clustering, will reduce demand for landscape watering. In addition, new construction will comply with building code conservation requirements for flow restrictors and low flush toilets. The marginal impact of new construction should serve to reduce per capita water consumption, even as the population within Oxnard's city limits rapidly increases.

A reduction in per capita usage will help to assure an uninterrupted supply of water for job-generating commercial and industrial parcels, as well as support new housing unit development.

Every resident of Oxnard rightfully expects affordable, wholesome water from the municipal system. Failure to adopt sound conservation practices might threaten that ideal, by making water more costly, and hence less affordable for all residents.

Oxnard's natural resource base simply cannot accommodate an additional 90,000 residents; recycled wastewater must be effectively employed and importation of water will have to increase. These actions will create environmental stresses within the city, on the Plain and elsewhere in the state. Keeping those demands to a minimum, through reduced per capita consumption, will serve to protect natural resources.

Development Issues Indicator

Housing: Average Square Footage per Resident

Goal: Provide new residences that are livable but have a smaller "footprint", e.g., less square footage, to lessen environmental impacts and assure more land is available for a greater mixture of residence types.

Measured by: Comparing average square footage of new residences in a given year to 1998 values, the base year for S.O.A.R., using City of Oxnard Permit Office records.

Findings: In the City of Oxnard, in 1997, as a comparison for pre-S.O.A.R. development, there were 69 new residences built with an average square footage of 1,539 square feet per home. There were 33 new homes built in the base year of 1998, with an average of 1,955 square feet per home. In 1999, there were 385 new homes built, and 67 apartments. Average square footage for 1999 has not been established. The City of Oxnard was not able to determine square footage values because apartment dwelling values obscure total square footage, making it difficult to sort by unit.

Average square footage of residences in 1997: 1,539.

Average square footage of residences in 1998: 1,955.

Total increase in square footage for new residences in Oxnard 1997 to 1998: 21%

Trend in the square footage of housing stock: Increasing.

Context / Comment : Communities are seeing the development of large houses on very small lots. These residences with large "footprints" impact not only the city in which they are built, but the global environment suffers as well.

In the community, these large houses use more land and have fewer residents than higher densities do, causing sprawl on land that is more restricted due to S.O.A.R. More water and energy must be used to maintain larger homes, and fewer trees (which provide shade and oxygen) can be planted on smaller lots. Larger homes have a global impact because they use more timber. In addition, more resources are consumed for development of infrastructure (sewers, utilities, roads). The natural environment is impacted by a loss of plant and animal diversity and diminished agricultural land when open space or agricultural land is developed.

Fewer community members are able to purchase these large residences which leads to a less diverse community. With smaller houses, there could be more land available for Multi-Family Residences and mixed uses, such as nearby shopping and open space. Mixed residence types support the economy through services, that support all segments of society, and the jobs that are provided.

Development Issues Indicator

AVERAGE MILES TRAVELED TO MEDICAL SERVICES

Goal: Population densities in Ventura County are highest in relation to necessary services to minimize travel distance for the greatest number of people.

Findings: Of all trips taken using available public transportation, 16% is used for medical purposes. Of that number, 42% are from Ventura traveling an average of 7.1 miles, 40% from Oxnard traveling an average of 5.6 miles, 9% from Camarillo for an average of 7.7 miles, 6% from Port Hueneme traveling 6.9 miles, 2% from Ojai traveling 24.7 miles and 1% from unincorporated areas, distance and time N/A. **This information shows that 82% of the population travels an average of 6.4 miles to a major medical facility while the remaining 18% must travel an average of 13.1 miles.**

Measured by: Distance traveled by transit (South Coast Area Transit) to St. Johns Regional Medical Center in Oxnard, by service area.

Context: This data should be used as a baseline to create better planning practices in terms of location of medical and transit services to develop within the basic principles of sustainable development such as: Ecology-less distance traveled equals less overall congestion, better air quality and less primary and secondary land take for road construction. Social Equity-necessary services are accessible to the greatest number of people within a reasonable distance. Economy-Higher density development reduces the cost of travel (time and distance) to necessary services while an agglomeration of services in close proximity to one another will attract a larger customer base stimulating a variety of economic activities.

Source: Margaret Heath, Marketing SCAT. No transportation services are provided for patients by St. John's nor is any data collected on the subject.

Development Issues Indicator

High Density Zone Changes & Permits

Goal: Increase the amount of high-density zoning and development projects to accommodate higher population density in existing built up areas in the form of livable, walkable communities to reduce the conversion of agricultural land and open space to developed land.

Findings: Since the inception of the SOAR initiative, there have been few, only three, requests for higher density development in the City of Oxnard. All requests pertained to vacant or privately owned land within the built up area on the city. One was the conversion of three hotels to apartments; the developer receives a density bonus for affordable housing. The second was the expansion of three privately owned single-family dwellings to multi-family dwellings; this was granted by standard development amendments such as reduced lot lines. The third was the El Paseo development, 190 multi-family units granted through a Specific Plan amendment based on affordable housing. Per the planning department for the City of Oxnard all requests for higher density development has been granted and they don't feel they will be affected by the SOAR initiative for at least 8 to 10 years due to large amounts of vacant land within the city.

Measured by: The number of permits or requests approved for high-density development and or zone changes requesting higher density since the inception of the soar initiative.

Context / Comment : This data should be used as a baseline to determine if Ventura County is actively encouraging higher density development as it pertains to sustainable development in terms of, Ecology-higher density per lot space will conserve natural land and natural resources in building construction. Social Equity-Higher density housing is often more affordable and located within walking distance of other services. Economy-Higher density development is more economical for the developer in that they can put more units and use less building materials on the same parcel. High-density communities generally have a wider variety of services in a more concentrated area serving a larger customer base.

Source: Gary Sugano, Planning, City of Oxnard

Development Issues Indicator

RATIO OF TOTAL FARMLAND ACREAGE TO URBANIZED LAND

Goal: To promote a diverse economy, environment, and society in the County through land use allocation, and to maintain an appropriate balance between farmland and urbanized land.

Findings: As of 1998 Ventura County was among the top 10 urbanizing counties in the State of California. Also, as of that year the County had 123,235 acres of farmland as compared to 95,522 acres of urban / built-up land, or a ratio of 1.29 acres of farmland to 1 acre of urban land. Between 1992 and 1998, 2,063 acres of farmland were lost. Of this amount 1,483 acres were classified as "prime farmland", that is farmland "which has the best combination of physical and chemical characteristics for the production of crops", including "soil quality, growing season, and moisture supply needed to produce sustained high yields of crops" (Calif. Dept. of Conservation 1998).

In contrast, between 1992 and 1998, urban / built-up land increased in the County by 6,404 acres, from 89,118 to 95,522 acres. The leading crop in the County in 1998 was lemons, with a value of $178,700,000. Total 1998 County lemon acreage was 27,707 acres. The 1998 value of all County agricultural products was $937,139,000.

Measured by: The ratio or percentage of County farmland as compared to built/developed land.

Context / Comment : From the environmental standpoint, Ventura County's farmland must be viewed as a nonrenewable resource. Once the farmland is built upon it is unlikely that it will ever be returned to agricultural use. Further, it is environmentally essential to balance farmland with urban land and maintain an appropriate ratio of greenspace to blackspace. Among other things, this balance assists in properly managing the County's groundwater and storm runoff. Economically, the existence of local farmland provides a diversified tax and job base, maintains a balance between agriculture and other businesses and industries, allows for food production and marketing in accord with community needs, and reduces food transportation costs. Society benefits from local farmland by having a more aesthetic and less congested community, a diversity of lifestyles and job skills, and a convenient food source.

Data Source: Current data on amounts of farmland and urban land in the County may be obtained from the California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 801 K Street, MS 13-71,
Sacramento, Ca. 95814-3528, (916) 324-0859. Information may be easily accessed through the Department's web site at http://www.consrv.ca.gov/dlrp/fmmp.

DENSITY: Neighborhood Baseline

Goal: Citywide increase in population density but no correlation between low income levels and high density rates at the neighborhood level.

Measured by: Average number of people per occupied housing unit.

Findings:

Rank	Neighborhood	(Number of People: Occupied Housing Units)		Census Tract
1.	Rose Park	6.23	**(5,543:890)**	4900
2.	La Colonia	5.59	**(8,098:1,449)**	3200
3.	Bartolo Square	4.66	**(5,583:1,197)**	3700
4.	Commercial/Lemonwood/Diamond Bar	4.61	**(10,605:2,301)**	4701
5.	Kamal/Valley Park	4.42	**(7,513:1,700)**	3800
6.	Pleasant Valley Estates/Cypress	4.31	**(7,195:1,671)**	4502
7.	Pleasant Valley Village/Southwinds	4.27	**(7,136:1,671)**	4501
8.	South J Street Border Tract	4.26	**(281:66)**	4200
9.	Rio Lindo	4.06	**(4,215:1,037)**	3100
10.	Cal-Gisler	3.99	**(5,112:1,287)**	3900
11.	Redwood/Bryce Canyon	3.99	**(7,922:1,985)**	4100
12.	MacMillan Manor/Blackstock	3.94	**(5,301:1,347)**	4000
13.	Sea Air/Marina West	3.72	**(7,152:1,922)**	3606
	Oxnard: Citywide Average	3.64		
14.	Oxnard College/Petit Park	3.55	**(7,372:2,079)**	4703
15.	Villa Capri/Tierra Vista	3.46	**(3,497:1,010)**	4702
16.	Wilson/Fremont South	3.39	**(4,873:1,437)**	3401
17.	Neland Acres Border Tract	3.37	**(219:65)**	5002
18.	Hobson Park	3.35	**(5,109:1,524)**	3401
19.	River Ridge/Winsor North	3.22	**(6,970:2,165)**	2900
20.	Hueneme Border Tract	3.19	**(315:43)**	4400
21.	Sierra Linda/Orchard	3.05	**(7,526:2,464)**	3002
22.	Bard Road Block Tract	3.04	**(350:115)**	4500
23.	West Hemlock Border Tract	3.00	**(120:40)**	4302
24.	Fremont/Carriage Square	2.93	**(6,313:2,156)**	3300
25.	Sea View Estates/Via Marina	2.91	**(6,791:2,332)**	3605
	California Statewide Average	2.79		
	U. S. Nationwide Average	2.65		
26.	El Rio West	2.54	**(1,319:520)**	5001
27.	Oxnard Shores	2.18	**(4,844:2,226)**	3605
28.	South Bank/Wagon Wheel	2.15	**(2,559:1,191)**	3001
29.	Central City	1.90	**(830:436)**	3500
30.	Channel Islands Harbor	1.75	**(1,543:880)**	36

Context: While SOAR will help preserve open and agricultural lands in Ventura County, it limits the space available for housing construction. Population increases will necessitate higher density rates. Moderate and high-density rates help maintain open space and are cost effective (see "**Density Baseline Indicator**"). Currently, however, high-density rates in Oxnard are disproportionately centered in lower income neighborhoods. A citywide increase in density is a requisite step toward sustainable development but this must not veil overcrowding in lower income neighborhoods. Density rates must be analyzed not only in terms of benefit to the environment and cost savings but also in terms of social justice.

Source: 1990 Census Data provided by Oxnard Housing Authority

CIVIC ENGAGEMENT:
Citizen Participation in the California Environmental Quality Act (CEQA)Process

Goal: To increase public participation in decision making with regard to projects that may significantly impact the local environment.

Measured by: Annual number of comments, responses, letters, or other communication from residents at public hearings or recorded in Environmental Impact Reports prepared for projects in the City of Oxnard and its sphere of influence.

Findings: Between 1998-2000, six Environmental Impact Reports (EIR) were completed for projects in the City of Oxnard, a rate of two per year. Public response appears to be issue driven. In May 1999, the Juan Laguna Soria Elementary School EIR was recirculated and it interfaced directly with SOAR Ordinances. Of the thirty-two persons who commented on this EIR, five stated concerns related to SOAR. In addition to the Juan Laguna Soria Elementary School EIR, there was the Northshore at Mandalay Bay EIR, which received comments from 15 persons. Three persons commented on SOAR related issues, e.g., not converting open space or agricultural land for development and preventing urban sprawl. In 1998, the Northwest Golf Course Community Specific Plan EIR and the Lombard/Levy Development EIR received comments from ten persons, six commenting on SOAR related issues, again, conversion of open space or agricultural land for development and preventing urban sprawl were raised.

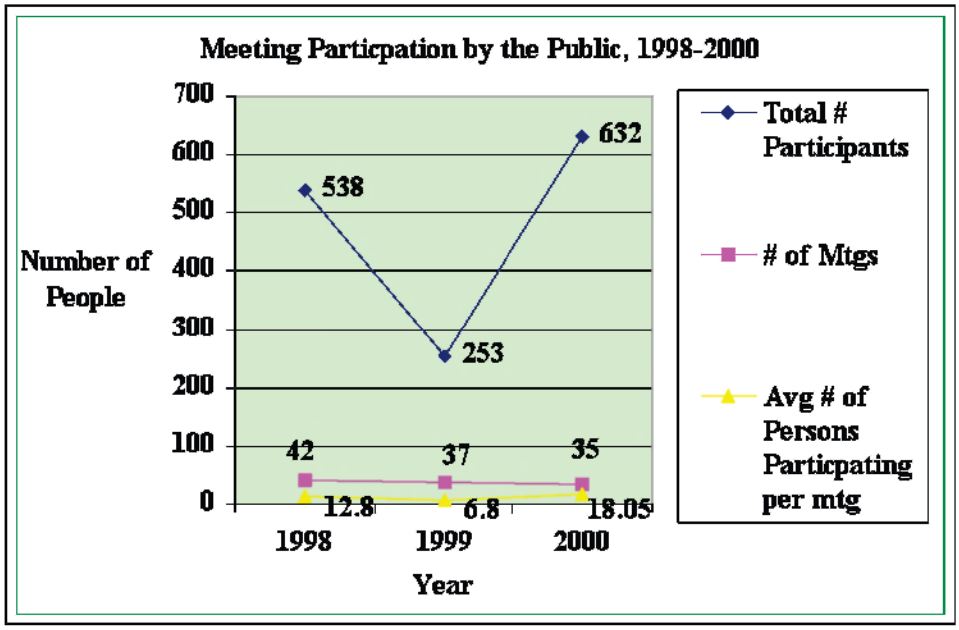
In 2000, citizen participation was lower than in previous years. For the Wesport at Mandalay Bay EIR, there were two public comments, neither of which were SOAR related. As for the Wagon Wheel Specific Plan EIR, three citizens commented, again, comments were not SOAR related.

Context:

The importance of stakeholder participation in the Environmental Impact Reporting process for development projects cannot be understated. California law requires the preparation of Environmental Impact Reports (EIR) to assess whether resources and services to be dedicated to a new project will significantly impact natural resources or the physical or social environment; the goals being, for example, to determine whether additional traffic associated with a project will reduce accessibility or impair local air quality. As well, the EIR assesses whether a project will result in negative impacts on soils (especially important Class 1 & 2 soils), water, existing utilities (whether the project will exceed the capacity of a facility's current equipment), have a deleterious effects on native species of birds or vegetation, air quality, or impact community services such as police, fire, schools, and more. While Environmental Impact Reports are intended to mitigate impacts, they are a valuable source for specific information about a project that would be otherwise known until the project was completed. These reports make the public aware of impacts and permit residents to decide before a project is commenced whether the project is compatible with community

goals and the local environment. The EIR process also offers the community and the lead government agency alternatives that may allow a project to move forward.

Encouraging public interest and comment on these documents has various benefits, not least of which is mitigating legal entanglement and public contempt which occurs when projects are later determined to have impacts contra community goals. An aluminum manufacturing plant is a good example. If activities or certain practices will be engaged in, such as storage of waste in an important wetlands/intertidal area, the community would learn about this "negative impact" during the EIR process and have an opportunity to request that those impacts be mitigated before the project may proceed. The community could review alternatives suggested in the EIR, and, if no acceptable alternative is available, the project would be prevented from moving forward. Public awareness and participation in the EIR process allows residents to circumvent environmental and legal issues and enables communities to grow according to their goals.



CIVIC ENGAGEMENT:
Public Participation at City Council Meetings

Goal: To encourage citizen participation at City Council meetings to assure decisions reflect the goals of the community.

Measured by: Annual number of residents attending City Council meetings and number of recorded comments, including verbal, written, petitions, or other communication from residents during the six public comment opportunities at each meeting.

Findings: There are six opportunities for public comments at each City Council meeting, five are open for comment on the evening agenda, the last for any topic not on the Council's agenda. Comment cards, letters, oral testimony and petitions are recorded at City Council meetings. Between 1998-2000, the year 2000 had the highest average citizen participation. Of thirty-five meetings, 632 persons participated. Average participation was 18.05 persons per meeting, and SOAR was not commented on specifically. However in a discussion on "in-fill" development incentives (increasing housing density), discussed at three different meetings (Jan 25, May 23, July 25), SOAR was noted as having the potential to encourage "in-fill".

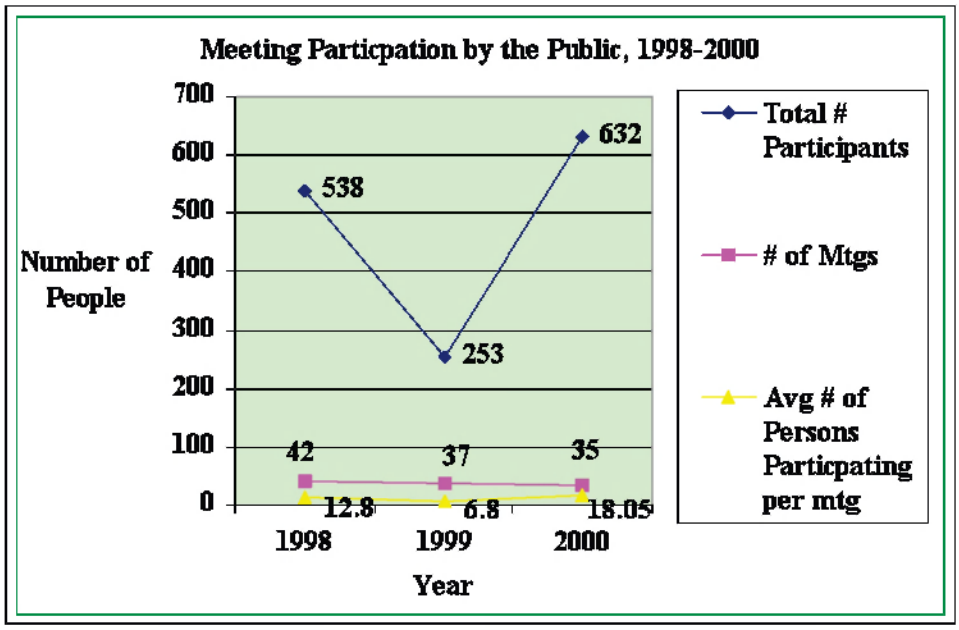
Citizen participation was the lowest in 1999. An average of 6.8 persons spoke at each meeting. SOAR was mentioned in the discussion of the Juan Soria Elementary School project (November 30th, 45 comments). Other comments in 1999 relating to SOAR included comments on the greenbelt issues (November 16) and a Density Bonus Ordinance and resolution (Oct 5).

In 1998, 42 Council meetings enjoyed the participation of 538 persons with an average attendance of 12.8 persons per meeting. However, the March 3rd meeting skewed results as a result of 202 comment cards and 16 letters being submitted at that meeting, which had no SOAR related issues on the agenda. SOAR was adopted in 1998 and was a discussion topic at 5 Council meetings. There were few public comments on SOAR at those meetings. At seven other meetings, 72 comments pertaining to SOAR were recorded.

Context:

The goal of increased citizen participation or civic engagement at City Council meetings is to assure Council awareness of resident concerns so they can be addressed before committing to a certain course of action the community will find disagreeable. Citizen participation in these meetings assures the exchange of ideas, permits Council members to avoid guessing what is important to the community, and allows the council to take advantage of community member expertise and familiarity with problems in specific areas. City Council members will not be familiar with a problem like someone living next to it.

Civic engagement encourages civic pride and in communities where engagement levels are high, there are a number of benefits observed that could be correlated with participation. More specifically, where engagement is high, communities tend to have higher quality physical environments, innovative programs. As well, when community members participate in the civic process, they become educated about the fiscal issues associated with providing services making them better informed voters more inclined to vote in manner that ultimately benefits their community.



PEAK STREAMFLOW

Goal: Preserve stream banks and stream ecology with minimal disturbance to aquatic life through development that promotes infiltration of rainfall and avoids impervious areas that lead to increases in peak flows.

Measured by: Monitoring of the Santa Clara River discharge (in cubic feet per second) by the US Geological Survey.

Findings: Extremes of peak flows are uncommon but do occur without apparent increases in recent years.

Context: The maximum volumes of runoff produced by rainfall events increases when a water shed experiences traditional urbanization. This occurs because much of the watershed area is built on or paved and water that formerly infiltrated into the soil quickly flows into channels and into the river. The increased flows can be very damaging to riverbanks and stream bottoms and to the plants and aquatic organisms that live there. Development that minimizes impervious areas and that channels runoff to infiltration areas and temporary catchment basins and ponds will prevent increases in river peak flows and the damage they cause. Downstream flooding hazards are also prevented.

ENDANGERED SPECIES

Goal: Development that provides natural habitat areas for native species and wildlife corridors for their movement.

Measured by: The Ventura County Plan data from the California Natural Diversity Data Base listing State designated endangered and rare species as well as federal designated threatened and candidate species.

Findings: The County Plan data for 1987 listed 8 extinct species in the county and 34 species on one of the lists above. Of those listed, 11 were in the Oxnard area and 3 were in the Ventura area.

Context: Loss of natural wildlife and native plant habitat to farming and urban development is the major cause of the loss of biodiversity. The loss of species poses unknown risks to the natural stability of ecosystems and to their pest-control functions. The loss also results in an impoverished environment from an aesthetic point of view.

Development and farming that destroy large areas of natural habitat will increase the number of plants and animal species considered threatened, rare or endangered. Development that preserves green spaces and encourages wildlife movement by providing safe corridors, prevents loss of species, and the loss of their genetic diversity (an indirect threat to their long term survival).

Health Indicator

AIR POLLUTION

Desired Goal: Reduce air pollution with corresponding aesthetic, health, and economic benefits and encourage development that promotes less vehicle-generated air pollution (smog) and dust.

Findings: Ventura County Air Pollution Control District monitoring data show large reductions in number of days when ozone levels exceeded the California 1-Hour standard of 0.09 ppm. The PM_{10} data show significant reductions in the early 1990s.

Measured by: Monitoring air for ozone and fine particle (PM_{10}) concentrations.

Context / Comment: Much of the smog in Southern California is caused by the reactions of pollutants emitted by motor vehicles. Oxidants in smog are generally measured by testing for ozone and the particle smog by PM_{10} which are particles less than 10 microns in size (more respirable). Both are harmful to health at higher concentrations. Urban development that minimizes vehicle traffic or promotes mass transportation will help prevent smog formation. Encouraging carpooling, pedestrian and bicycle use and reducing travel through mixed-use development is also useful as is the use of low or zero-emission vehicles.

(Missing Chart)

Health Indicator

BEACH CLOSURES

Desired Goal: Minimize beach water pollution through development that reduces the amount of impervious runoff area and volume of storm water to reduce runoff bacteria, viruses, and beach closures after rainstorms. Improved bacteriological quality of storm water is also desired.

Findings: A large number of beach closures result from storm water at Ventura County beaches with an apparent increase in the last year.

Measured by: Monitoring of beach water is done by testing for indicators of fecal contamination, namely fecal coliforms and enterococci.

Context / Comment: The indicators fecal coliforms and enterococci are harmless but do show the presence of fecal matter that could contain disease causing bacteria and viruses. Sources of feces include livestock, birds, pets, sewage leaks and urban stormwater runoff. Weekly testing of the beaches and after rainfall events is done to determine whether the beach area should be closed to swimming. The State swimming water standards are single values of 400 fecal coliforms/100 ml and 104 enterococci /100 ml. (Geometric monthly means of 200 and 35/100 ml respectively). Urban development that minimizes or eliminates impervious runoff collection areas will reduce the amount of storm water reaching the ocean. Vegetated areas that intercept runoff allow infiltration of rainfall as do temporary catchment basins. Street cleaning and care with pet droppings are also useful.

Environmental and Community Health Indicator

CARDIOVASCULAR DISEASE HEART ATTACKS DEATHS PER 100,000

Desired Goal: Development which promotes a healthy lifestyle especially physical activities such as walking and bicycling. Improved health and longevity of the population.

Findings: **Rates for Ventura County are lower than California rates and dropped 11% from 1993-1998, but still remain the number one and number two causes of death.**

Measured by: Death statistics for cardiovascular diseases (heart attacks) and cerebro-vascular diseases (strokes or brain attacks).

Context / Comment: Recent trends have been downward for cardiovascular deaths but an ominous cultural shift toward sedentary activities and high-fat foods has created a more overweight population especially among the young. These are significant risk factors for premature deaths. Development that encourages pedestrian activity and bicycling and outdoor recreation opportunities can counteract the rising sedentary trend.

Heart Attack Death Rates (Age Adjusted / 100,000)

Ventura County		*California*
1993-1996	*1996-1998*	*1996-1998*
82.2	*75.62*	*93.9*

Environmental and Community Health Indicator

DIABETES DEATHS PER YEAR

Desired Goal: Development which promotes a more active lifestyle such as walking and bicycling and outdoor recreation to help prevent obesity which is a major risk factor for type II diabetes. Reduced morbidity and mortality from diabetes especially type II diabetes (adult onset diabetes).

Findings: Diabetes deaths for Ventura County were reported as 168 for 1998. Diabetes is the number 7 cause of death in California and is responsible for 2.6% of all fatalities.

Measured By: Reported death rates for diabetes.

Context: Risk factors for adult onset diabetes appear similar to those for cardiovascular disease: sedentary lifestyle and obesity. An epidemic of this form of diabetes is occurring among children. Diabetes causes many health problems and disabilities and probably contributes to many more deaths than those listed. Development that encourages walking and outdoor recreation can help prevent obesity and greatly reduce the risks for type II diabetes.

HEALTH: Pedestrian Deaths

Goal: Development which provides safe sidewalks and walkways, safe crosswalks and stop signs, lower traffic speeds, etc., for a pedestrian friendly environment.

Measured by: Statistics on numbers of pedestrians killed or injured.

Findings: Ventura County ranked in the top 10 Counties in the state for the first time in 1999 with 13 pedestrian fatalities and 243 injuries. There were 10 deaths and 224 injuries in the County in 1998. In that year 2 of the fatalities were in Ventura and 3 in Oxnard.

Context: There are predictable hazards for pedestrians and they include poor or missing sidewalks, wider boulevards and faster traffic, poor placement of stop signs, poor visibility and short stop lights among other things.

Development must be carefully planned to encourage safe pedestrian travel. According to a recent study, so few people are walking that pedestrians are becoming "an endangered species".

Source: *http://www.chp.ca.gov/*
http://www.dhs.cahwnet.gov/hisp/chs/OHIR/1998countyleadingcaousedeath.htm
http://www.dof.ca.gov/

Environmental and Community Health Indicator

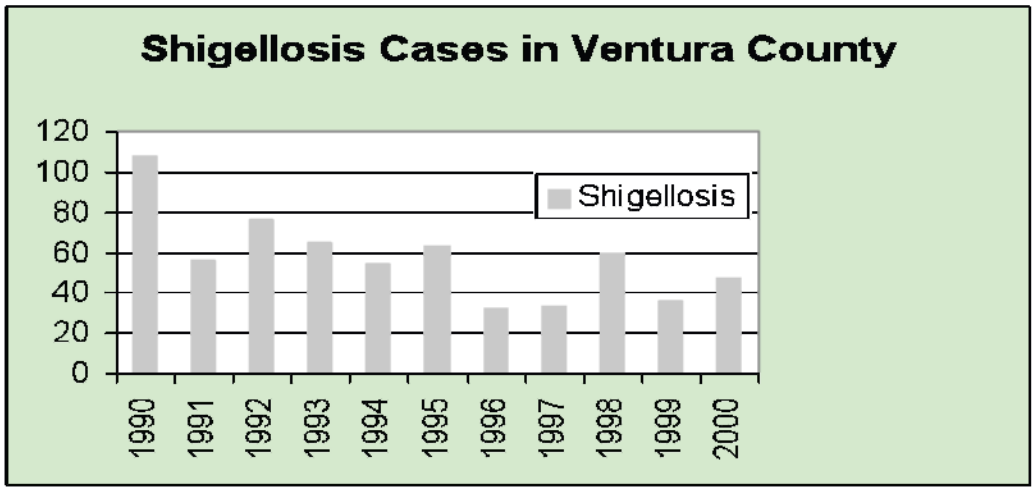
COMMUNITY HYGIENE: SHIGELLOSIS INCIDENCE PER YEAR

Desired Goal: Development that provides housing with hot running water and safe sewage disposal and assures homes and restaurants that are safe from the spread of human intestinal diseases.

Findings: Shigellosis has been declining somewhat in Ventura County in the last few years. There were 47 cases reported in the County in 2000 compared to 108 in 1990.

Measured By: Rates of reported Shigellosis which is a serious disease caused by a human intestinal bacterium.

Context / Comment: Because Shigellosis is almost exclusively a disease caused by human fecal contamination and is serious enough to warrant medical attention and reporting in most cases, it is a good indicator of the degree of sanitation and hygiene in a community. Development that provides safe sewage disposal and proper indoor toilet and hand washing facilities helps reduce the risk of human intestinal diseases such as Shigellosis and Hepatitis A. Likewise, overcrowded dwellings with inadequate facilities have been shown in the past to contribute to high rates of intestinal disease transmission.



Source: California Department of Health Services, Division of Communicable Disease Control, Surveillance and Statistics Section

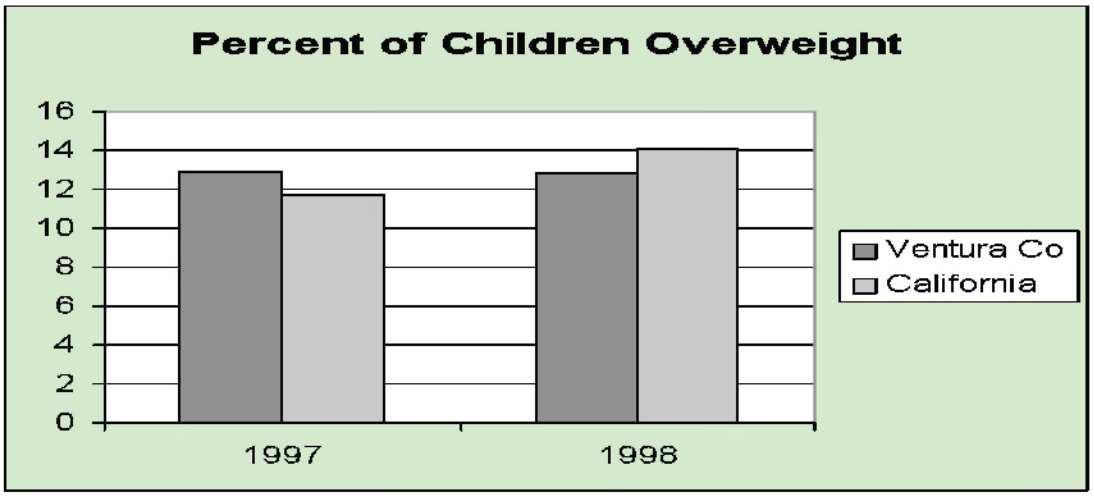
HEALTH: Childhood Obesity

Goal: Development which promotes a more active lifestyle among children and youth by encouraging outdoor sports and recreation, walking and bicycling. These contribute to a desired low rate of obesity (< 5%) among 0-17 year olds and corresponding health benefits.

Measured by: Proportion of children who exceed the 95th percentile for body weight.

Findings: Ventura County children had a higher rate of obesity in 1997 than California as a whole, but that was reversed in 1998. The proportion of overweight County children is still more than twice the national goal.

Context: Children have been experiencing an increase in obesity largely because of more passive kinds of entertainment like television and computer games and high calorie and fat diets. Unfortunately, obesity is something that tends to stay in adulthood and health problems such as diabetes are increased. Development that promotes physical activity among children and teenagers would help stop the trend toward overweight Americans and a host of related health problems. Places for roller skating, skate boarding, bicycling, etc., should be encouraged as well as safe, well-equipped play-grounds.



Source: Erika Takada, California Project Lean, CHDP Pediatric Nutrition Surveillance
Children's Medical Service Branch

SOCIAL HEALTH: Teen Birth Rate

Goal: Development which provides learning and recreational opportunities for teens and which minimizes social conflict and substance abuse. Healthy and well-adjusted teens who are likely to contribute to the sustainable growth and quality of life in the community.

Measured by: Statistics for teen birth rates, teen motor vehicle deaths, alcohol-related motor vehicle deaths, juvenile misdemeanor vandalism arrests, juvenile felony drug arrests, and total juvenile felony arrests.

Findings: Ventura County teen birth rates are lower than statewide rates by almost half. Ventura teen birth rates are about half those of Oxnard (1998 rates of 19 and 40/1000 respectively). Motor vehicle deaths for the 16-20 year old group were 8 & 10 for 1997 and 1998 in Ventura County. Injured were 71 and 65 respectively. Total juvenile arrests for 1999 were 2410 for Oxnard and 747 for Ventura. Total juvenile felony arrests were 180 and 210 for 1998. Juvenile misdemeanor vandalism arrests were 185 and 45 and juvenile felony drug arrests were 6 and 13 for Oxnard and Ventura respectively. Alcohol-related motor vehicle deaths and injuries (19 and 617) for Ventura County were down slightly from previous years.

Context: Many factors affect youth statistics. The family and community support that teens experience and perceive is critical as are actual economic opportunities in their communities. They have a keen sense of social justice also. Development that provides recreational and learning opportunities for teens will contribute to their collective welfare. Development that provides more opportunities for families and neighbors to spend quality social time together also may contribute to the healthy development of teens. For example more family time and less stress could be benefits of reducing time spent in traffic.

Sources: *http://www.dhs.cahwnet.gov/hisp/chs/phwceh/cprofile2000/profile2000.htm*
http://justice.hdcdojnet.state.ca.us/cjc_stats/prof99/56/17.htm

http://www.dhs.ca.gov/epic/html/injury_date.html
http://www.chp.ca.gov/
Ventura County Public Health Community Health Status Report & Program Review, 2000. www.ventura.org/hca/

Environmental and Community Health Indicator ***SOCIAL HEALTH: HATE CRIMES PER YEAR***

Goal: Development that minimizes social inequities, or perceived inequities, and promotes cultural, racial, and ethnic diversity to achieve community social justice and tolerance for diverse cultural, racial and ethnic groups and expression.

Measured By: FBI statistics on hate crimes based on bias motivation regarding race, religion, sexual orientation, ethnicity, or disability.

Findings: Ventura has experienced more hate crimes, as defined by federal law, than Oxnard for the reporting periods 1996-1998.

Context: Segregation and visible economic disparity are two factors involved in hate crimes. Tolerance of diverse peoples and customs can be taught and encouraged. Making communities as mixed as possible and promoting diverse community cultural events are important steps in the evolution of communities that respect and value diversity. Such communities seldom experience hate crimes.

Reported Hate Crimes

		Oxnard	Ventura
1996	Race	1	7
1996	Religion	0	1
1996	Sex.Orient	0	1
1996	Ethnicity	0	2
1997	Race	2	14
1997	Religion	0	2
1997	Sex.Orient	0	4
1997	Ethnicity	0	1
1998	Race	1	10
1998	Religion	0	1
1998	Sex.Orient	0	3
1998	Ethnicity	0	3

Source: http://www.fbi.gov/ucr.htm

PAVED ROADS

Goal: To effectively circulate people, goods, and services through systems while minimizing any adverse effects on the natural environment and community.

Measured by: Annual tally of the linear miles of newly paved roadway within the City of Oxnard.

Findings: Currently, Oxnard has 380 linear miles of paved roadway. Since January 1998, The City of Oxnard has constructed 8.1 miles of newly paved roadway, not including the repaving of already existing road. This is an average of 2.7 linear miles of newly paved roadway per year from January 1998 to December 2000. Most of the new paved roadway has been laid for new residential area use. In these instances, the building developer finances the road construction. If the developer is widening an already existing major road, the city will reimburse the developer. In terms of sustainable growth, the City of Oxnard is practicing sustainable growth so long as future growth (residential, industrial, roadway, etc.) does not consume the existing agricultural open space.

Context: Roads are considered an impetus for growth that may destroy the natural open space. Economically, it costs the city money to fund construction, lighting, maintenance, etc. When considering social costs, new roads have the potential to encourage more growth and lead to heavier traffic congestion causing more lost time for community members. Measuring linear miles of newly paved roadway within the City of Oxnard is useful as an indicator of sustainable development because it allows citizens to determine how many linear miles of pavement are being constructed in their area. Also, citizens will be able to decide if they are satisfied with the growth as much of the road construction is for new residential areas. To find out more on road construction, contact the City of Oxnard's Planning department.