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**FINAL
ENVIRONMENTAL ASSESSMENT/
ENVIRONMENTAL IMPACT REPORT**

FOR

**LAND ACQUISITION AND
AIRPORT DEVELOPMENT
AT
OXNARD AIRPORT
OXNARD, CALIFORNIA**

**Prepared for the
VENTURA COUNTY DEPARTMENT OF AIRPORTS
and the
FEDERAL AVIATION ADMINISTRATION**

February 1999

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**By:
Coffman Associates, Inc.
Airport Consultants**

February 1999

State Clearinghouse Number: 98111039

The Ventura County Environmental Report Review Committee recommends that the decision making body find that this document has been completed in compliance with the *California Environmental Quality Act*.

Chair, ERRC

Date

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA Official.

Responsible FAA Official

Date

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Environmental Assessment /
Environmental Impact Report

SUMMARY

SUMMARY

The Oxnard Airport Environmental Assessment for Land Acquisition and Airport Development, and Environmental Impact Report for the *Draft Airport Master Plan Update* (EA/EIR) has been organized to comply with both federal and state guidelines for the content of environmental documents. The following briefly describes the contents of this report.

Chapter One provides a description of the purpose and need for the proposed action, a summary of the *Draft Airport Master Plan Update*, a description of the proposed federal action, and a description of the long-term planned improvements to the airfield and landside facilities as described in the *Draft Airport Master Plan Update*.

Chapter Two summarizes the five alternatives which were evaluated during the course of the *Draft Airport Master Plan*, including their feasibility and environmental consequences. In addition to the proposed improvements (provided as Alternative A: Proposed Action), two on-airport alternatives, two off-airport alternatives, and the No Action alternative, were evaluated.

Chapter Three describes the project setting and affected environment, particularly the characteristics of the airport and the local community. The chapter is intended to provide a description of the existing conditions of the airport and the community-at-large. Where applicable, these facilities and socioeconomic characteristics are discussed in more detail in Chapter Four.

Chapter Four provides specific detail of the existing conditions on and around the airport for the purpose of determining the environmental consequences of the Proposed Action and all feasible

alternatives. Where necessary and appropriate, mitigation measures are discussed which would reduce or eliminate the anticipated environmental impacts. The environmental categories specified in this chapter are required under either FAA or state regulations.

Chapter Five is intended to address federal requirements for an evaluation of the Proposed Action's impact on other considerations, specifically approved federal, regional, state and local land use plans and policies.

Chapter Six is intended to address *California Environmental Quality Act* (CEQA) requirements for an evaluation of the Proposed Action's cumulative impacts to governmental services and natural resources.

Chapter Seven lists the preparers and evaluators, as required to meet FAA criteria.

The appendices include a copy of the Initial Study, a list of all agencies contacted as part of the initial scoping effort, copies of all responses received, a copy of the Airport Layout Plan and Land Use Assurance Letter, and copies of the technical analyses completed as part of this study. Following the public review and hearing, the Final EA/EIR document also will include the public hearing documentation (i.e., copies of advertisements and legal notices, transcript of the hearing, and letters received during the public comment period) and written responses to comments received at the hearing and in writing.

APPROACH

Determination of Effect. To comply with both the *National Environmental Policy Act* (NEPA) and *California Environmental Quality Act* (CEQA) requirements, two different threshold criteria are used in this document to determine the impacts of the Proposed Action. As required by the *National Environmental Policy Act* (NEPA) and the Federal Aviation Administration (FAA), lead agency for the Environmental Assessment, the environmental analysis included in this document is based on provides a comparison of the impacts of the Proposed Action (future year with implementation of the proposed project) with those of the No Action alternative (future year without implementation of the Proposed Action). This approach also meets requirements of the *California Environmental Quality Act* (CEQA, Section 15126) which dictates that the "no project" alternative be evaluated, along with its impact.

This approach recognizes that may appear different from that used in most EIRs for development projects where the effects of the proposed project are compared to those of the existing condition. In those cases, however, the planned development is usually proposed for undeveloped or vacant land, in which the existing condition represents the no project. Oxnard Airport is an existing aviation facility and will continue to operate whether or not any of the identified projects are constructed or implemented. It is also reasonable to expect that use of the airport will continue to

increase over the next 20 years, both by passengers and private aircraft operators, as population and economic growth continues in the area.

In accordance with CEQA Guidelines, CEQA impacts are determined based on a comparison of the Proposed Action to the existing condition, or environmental setting (Section 15125). This environmental setting “normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant (Section 15125(a)).”

Each environmental resource category discussed in Chapter Four provides both determinations of effect: Proposed Action to No Action and Proposed Action to existing condition. Appropriate mitigation measures are included for each issue area.

~~The preparation of the *Draft Airport Master Plan Update* for Oxnard Airport is intended to identify potential future facility demands and provide the County with the means to address those demands. At airports, demand is reflected in the number of operations, based aircraft, and passenger enplanements projected for a given facility. The Airport Master Plan does not generate this additional activity, rather it is intended to respond to it. The additional activity is generated by local and regional population and economic growth, which is external to the control of the airport. Because the increased aeronautic activity at Oxnard Airport is expected to occur regardless of any physical changes to the facility, CEQA’s “no project” alternative is better represented by the future year’s no action scenario. This allows for an “apples-to-apples” comparison of the environmental consequences of the relevant alternatives.~~

Project Impacts, Cumulative, and Growth-inducing Impacts. According to the *State CEQA Guidelines*, all phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operations (Section 15126). An EIR is intended to limit its examination to changes in the existing physical conditions in the affected area. Also required, however, is a discussion of significant or potentially significant cumulative or growth-inducing impacts. Cumulative impacts refer to the incremental effects of the project which may be individually less-than-significant, but taken as a whole (along with impacts from other projects in the area) may be considerable. Growth-inducing impacts refer to economic and/or population growth which are directly or indirectly associated with the project. The project impacts are discussed in Chapter Four of this report. Cumulative impacts are referenced in Chapter Four, and discussed in more detail in Chapter Six. Growth-inducing impacts are discussed in Chapter Six.

In the field of airport planning, it is the accepted industry standard that implementation of an Airport Master Plan, in and of itself, does not generate additional airport activity or, by extension, local/regional socioeconomic growth, rather it is intended to respond to it. The preparation of an Airport Master Plan is intended to identify potential future facility demands (as reflected in the number of operations, based aircraft, and passenger enplanements) and provide the airport sponsor with the means to address those demands. The demands themselves are a byproduct of local and regional population and economic growth, which are forecasted by others and are external to the

control of the airport. Under this approach, the Proposed Action would have project and cumulative impacts, but no growth-inducing effect.

It is, however, reasonable to assume that the proposed improvements would generate some increase in activity as a direct result of making the airport more attractive and convenient for its users. Similarly, it is also reasonable that the No Action would result in reduced demand for the facility (less attractive, inconvenient). Whether the aviation demand forecasts prepared for the Airport Master Plan, and used in this document, represent the Proposed Action or the No Action is undeterminable at this point in time. There is currently no methodology for calculating the difference between demand for an improved airport and an unimproved airport in instances where the project does not result in any significant increase in airport capacity (represented by the Annual Service Volume). For this reason, the Oxnard Airport's aviation demand forecasts, which were calculated based on external local and regional socioeconomic forecasts, represents the reasonably foreseeable future demand for the airport facility with or without the proposed improvements.

Program EIR. This document has been designed to serve as a Program EIR under CEQA (Section 15168). Under this approach, the EA/EIR is prepared on a series of actions defined in the *Draft Airport Master Plan Update* which are related to each other both geographically and as “logical parts in a chain of contemplated actions.” The advantages of this approach are that the County of Ventura can consider the cumulative whole effects of the 20-year plan and allow for consideration of airport-wide policy alternatives and mitigation measures early in the development and planning process.

This approach is particularly relevant because the *Draft Airport Master Plan Update* is designed and intended to be used as a demand-based document. This means that improvements identified in the report and included in the Proposed Action would only be developed or implemented when operations, enplanements, or other activity at Oxnard Airport warrants them. Because of the long-term nature of the document, actual design and location of various improvements are subject to modification as a result of changing conditions at the Airport. A Program EIR allows the County to evaluate subsequent improvement plans to determine whether they are in keeping with the original plan and projected environmental effects, or whether additional environmental analysis will be necessary. This is also referred to as tiering in the State CEQA Guidelines.

PURPOSE AND NEED

Two overall objectives constitute the primary purpose and need for the Proposed Action: (1) to enhance safety and security at Oxnard Airport and (2) to accommodate projected future aviation demand.

The FAA has developed design guidelines for airports which include the dedication of space around runways for aviation uses. These defined spaces include the Object Free Area (OFA) and Runway Protection Zone (RPZ). The OFA is an area on the ground which is provided to enhance safety of aircraft operations by having the area free of objects. FAA guidelines indicate that the OFA at Oxnard Airport should be 800 feet wide (centered on the runway) and extend 1,000 feet from each

runway end. Currently, portions of this area fall off airport property. RPZs are areas off of runway ends which experience a high number of low overflights. The FAA encourages airports to control these areas in order to enhance the protection of people and property on the ground. At Oxnard Airport, the majority of the RPZ for Runway 25 and most of the RPZ for Runway 8 are privately owned.

In addition, because Oxnard Airport is a Part 139 airport, meaning that it has scheduled passenger and cargo services, it is necessary for the airport to comply with certain guidelines related to its Federal Aviation Regulation (FAR) Part 139 certification. This includes the provision of aircraft rescue and firefighting facilities, security fencing and lighting, and properly maintained pavement.

Oxnard Airport serves businesses and residents in the region. It accommodates commercial service operations, providing residents and business travelers with direct access to Los Angeles International Airport. It also accommodates business aircraft, air taxi, and air cargo operations, as well as recreational flyers. In general, these airport users either reside or have business in the area. As population and business development continues to grow, so too will the use of the airport. As more residents or businesses move into the area, the number of passenger enplanements at Oxnard Airport are expected to increase, increasing the number of flights per day in order to accommodate the passenger demand. As more residents and businesses move into the area, the number of businesses with corporate aircraft are expected to increase, as are the number of residents that own airplanes and desire to hangar them near where they live or work. Combined, these will result in further increases in the number of aircraft operations at Oxnard Airport as these businesses and residents use their aircraft. With the increase in economic development, it is also likely that business aircraft that are not based at Oxnard Airport will utilize the facility on a transient basis.

The *Draft Oxnard Airport Master Plan Update* identifies the following aviation demand levels which are anticipated for Oxnard Airport over the 20-year planning period (see **Table A**). These forecasts reflect the estimated demand for aviation use of Oxnard Airport resulting from the projected changes in population and economic growth. They do not reflect demand that would only be expected to occur if facility improvements were made, but demand that is expected to exist, regardless of the availability of facilities.

TABLE A Aviation Demand Forecasts			
	Actual (1994)	Planning Horizons	
		Short Term	Long Term
Annual Operations			
Commuter	9,300	10,600	14,900
General Aviation	76,104	120,000	160,000
Air Taxi	8,057	12,700	16,900
Military	1,963	2,200	2,200
Total Operations	95,424	145,500	194,000
Passenger Enplanements	39,989	55,000	130,000
Based Aircraft	159	180	225

Source: *Draft Airport Master Plan Update*

PROJECT DESCRIPTION

Ventura County Department of Airports has prepared an update to the existing *Oxnard Airport Master Plan*. The Proposed Action of this EA/EIR document constitutes replacement of the existing *Airport Master Plan* (1987) with the recently completed *Draft Airport Master Plan Update*. This update is proposed to satisfy project objectives and include a range of projects and/or actions as listed in **Table B**.

As this is a joint NEPA and CEQA document, the project was divided into two phases: short-term and long-term. Under FAA guidelines, federal environmental documentation is assumed to be valid for only the first three to five years of proposed development; projects scheduled for beyond this period require subsequent consideration under federal guidelines. The NEPA element of this document, therefore, applies only to the development projects planned for the first five years (short-term). CEQA, however, requires consideration of all of the proposed projects, both short-term and long-term. The items identified in **Table B** are all included in this Program EIR, because of the long-range nature of this document, however, timing and specific design is subject to change.

TABLE B	
Proposed Action	
Short-term Improvements — NEPA and CEQA Projects	
<ul style="list-style-type: none"> • Extend Perimeter Security Fencing • Improve Airport Drainage — Phase I and II • Install Apron Security Lighting • Replace Rotating Beacon • Reconstruct Hangar and Taxiway Area • Upgrade Taxiway Lighting • Prepare Consolidated Fuel Farm Site • Replace ARFF Vehicle • Construct Terminal Ramp Lighting • Construct Perimeter Service Road • Construct ARFF Shelter • Construct East Terminal Parking Lot - Phase I • East RPZ Acquisition Program (31.34 acres) • Reconstruct and Extend Terminal Ramp • Install PAPI-4 on Runway 7-25 	<ul style="list-style-type: none"> • Relocate Hangar Area Fencing • Slurry Seal Runway 7-25 and Exit Taxiways • Acquire Parcel East of Terminal (7.9 acres) • Construct GA Ramp, Lighting and Fencing • Reconstruct, Fence and Security Light Apron • Hangar Area Taxiway Improvements - Phase I • Replace 12-unit with 20-unit T-hangar and Relocate 25 Port-a-ports • Slurry Seal Ramp • Slurry Seal East Side Ramp • Remove 5-unit T-hangar • Install Security Lighting, East Side GA • Replace 12-unit with 20-unit T-hangar and Relocate 29 Port-a-ports and 8 Executive Hangars
Long-term Improvements — Additional CEQA Projects	
<ul style="list-style-type: none"> • Complete MALSR System • Expand Terminal Building • Construct Terminal Loop Return Lane • Extend Hangar Area Access Road • Move Terminal Entrance Road East • Extend Parking Lot East • Construct Two Exit Taxiways • Construct Employee/Overflow Parking Lot 	<ul style="list-style-type: none"> • Straighten Terminal Access Road • Replace two 12-unit with two 20-unit T-hangars • North Property Acquisition Program (11.94 acres) • Relocate Rental Car Lot • Avigation Easement Program (111.15 acres)

ALTERNATIVES

The Proposed Action, the No Action, and four other alternatives were developed and evaluated as a part of this EA/EIR. Alternatives were evaluated with regard to their potential to generally satisfy project need, their feasibility to implement, and the environmental consequences anticipated. Those alternatives that were not considered feasible, did not generally satisfy project needs, or would not result in a notable reduction in environmental impacts, were noted. The alternatives are summarized as follows.

Alternative A: Proposed Action. Implementation of this alternative will expand the passenger terminal facility in its existing location and provide additional auto parking to the east of the existing terminal parking lot. The on-airport roadway would be enhanced through the development of a terminal facility “loop” road. Additional aircraft ramp would be developed and the existing hangar areas reconfigured and expanded in order to provide for better hangar separation and the development of longer hangar rows. Additional corporate hangars and box hangars would be added. A Fixed Base Operator (FBO) facility and the Aircraft Rescue and Firefighting (ARFF) facility would each be relocated. Land interests would be acquired both in fee simple and by avigation easement to protect the approach surfaces, the object free area and transitional surfaces, and to provide an area for the expanded landside facilities.

Alternative B. This alternative is similar to Alternative A except for variations in the design for the terminal access road/loop road, location and design of parking facilities, location of the fuel farm, and the configuration of the hangar complex.

Alternative C. This alternative is also similar to Alternative A except for variation in the configuration and location of the various landside facilities.

Alternative D - Development of a New Airport. This alternative evaluated the feasibility of constructing a new airport in the vicinity of Oxnard Airport to meet the aviation needs of the region. Development of a new airport costs millions of public dollars and, due to the demand for a large, undeveloped land area, potentially results in significant impacts to natural, biological, and cultural resources, as well as to residents not currently located in the vicinity of an airport.

Alternative E - Transferring Service to Another Airport(s). This alternative would transfer some or all of the additional aviation demand projected for Oxnard Airport to another airport in the region. While Camarillo and Santa Paula Airports also serve the region, both are currently faced with capacity problems and would not be able to accommodate the general aviation and related operations without great expense; also neither of these airports is capable of accommodating commercial service operations. The most likely option in this regard would be designating NAWS Point Mugu as a joint-use facility, as recently studied. Indications have been that should Pt. Mugu be so designated, general aviation operations would not be permitted at the facility until and unless the

military function is abandoned or realigned. Because of that limitation, the proposed improvements to the airfield and the landside configuration at Oxnard Airport, particularly in regard to the hangar developments and the approach surfaces protection, would still be necessary. Improvements to the terminal building or ARFF facility, however, would not.

Alternative F - No Action. The No Action alternative essentially considers keeping the airfield in its present condition without providing for any improvements to the existing facilities. Under CEQA, however, the existing facilities could be maintained and replaced in-kind and in-place.

Summary. Alternatives B and C were eliminated from further study because they were not prudent when compared with Alternative A, the preferred alternative. Their environmental impacts are expected to be the same or similar to those of Alternative A, but airport operations would be less efficient; therefore, there would be no advantage to implementing either of these alternatives over Alternative A. Alternative D was eliminated because of the excessive public costs and the potential for significant impacts to environmental resources when compared with Alternative A. It was found to be neither reasonable nor prudent. Alternative E was eliminated because none of the existing aviation facilities in the area would be able to fully accommodate the projected increase in demand identified in the *Draft Airport Master Plan* for Oxnard Airport; therefore, this alternative was found to be neither prudent nor feasible.

Alternative A was found to be reasonable and feasible and represents the Proposed Action. Alternative F was found to be neither feasible nor prudent because it restricts the County of Ventura from acquiring the land for enhanced safety and security, contrary to the stated purpose and need. It also forces the County, with its limited land resources, to maintain an inefficient landside facility configuration and limits their ability to effectively and efficiently accommodate the projected increase in aviation demand at Oxnard Airport. No Action is, therefore, not the environmentally preferred alternative. The environmental consequences of Alternative F were further evaluated, however, as required by *FAA Order 5050.4A* and the *California Environmental Quality Act*.

AFFECTED ENVIRONMENT

Oxnard Airport is located within the City of Oxnard, County of Ventura, California. It is approximately halfway between Santa Barbara to the northwest and Los Angeles to the southeast. The regional socioeconomic and land use conditions, both existing and projected, are described in detail in Chapter Three, as is the existing airport facility.

PROJECT IMPACTS

Table C summarizes the existing condition and the environmental consequences of the No Action alternative. It also summarizes the environmental consequences, required ~~and voluntary~~ mitigation measures, and the environmental consequences after mitigation of the Proposed Action (Alternative

A) under both NEPA and CEQA criteria. Required mitigation measures are identified for noise, compatible land use, social, water supply, historical/cultural resources, and construction impacts, the only categories with potential significant effects directly attributable to the Proposed Action. ~~Because of projected increases in the off-site effects of the airport operations on the surrounding community, both with and without the Proposed Action, Ventura County proposes to implement additional mitigation measures to reduce or eliminate those effects in the areas of noise, compatible land use, traffic/circulation, solid waste, and water quality, as required. These measures are voluntary on the part of the County and are provided in response to the projected increased environmental effects of airport operations as a result of the increased demand for the facility in the future, regardless of the implementation of the Proposed Action.~~ For a more detailed discussion, refer to Chapter Four, Environmental Consequences and Mitigation Measures.

CUMULATIVE IMPACTS

Table D summarizes the cumulative environmental impacts of the Proposed Action and the associated mitigation measures. Cumulative impacts were identified for Noise, Compatible Land Use, and Traffic and Circulation. Potentially significant cumulative impacts were identified for water supply and wastewater treatment, and solid waste disposal. Mitigation measures provided reduce these cumulative or potentially cumulative impacts to a level of less-than-significant. Cumulative impacts regarding Air Quality were found to be *de minimus*.

**Table C
Summary of Environmental Consequences and Mitigation Measures**

			Proposed Action		
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Potentially Significant Issues					
Noise	<u>Area within 65 CNEL contour is 0.38 square miles.</u>	<u>In the short-term, area within 60 CNEL contour increases by 0.2 square miles and area within 65 CNEL contour (federal threshold of significance) increases by 0.09 square miles over the existing condition, to 0.47 square miles. In the long-term, area within 65 CNEL contour reduces to 0.44 square miles. The majority of this increased area is over existing/proposed airport property.</u>	<u>Same as No Action. In the short-term, area within the 65 CNEL contour increases by 0.09 square miles over the existing condition, to 0.47 square miles. In the long-term, the area reduces 0.03 square miles to 0.44 square miles.</u>	<u>Ventura County Department of Airports will purchase or sound insulate dwelling units on Little Farms Road through a voluntary program with homeowners. Thirty dwelling units have been identified to participate in this program. (CEQA)</u> <u>The County of Ventura will implement those measures of the Federal Aviation Regulation Part 150, Noise and Land Use Compatibility Study (Part 150 Study) currently underway, which are approved and/or accepted by the FAA. The County of Ventura will approve and/or implement those measures under its jurisdiction and will work with other jurisdictions to implement other measures of the Noise Compatibility Program section of the Part 150 Study.</u>	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Proposed Action		
			Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Compatible Land Use	<u>The 65 CNEL incorporates 22 residences.</u>	Land uses within the 60-65 CNEL contour range include 66 additional residences, 2 churches, 1 community center, and 1 school over the existing condition. Land uses within the 65-70 CNEL contour range 65 CNEL contour includes 25 residences, 3 more than the existing condition. 3 fewer residences and within the 70+ contour 6 additional residences over the existing condition.	Same as No Action. <u>Both the short and long-term 65 CNEL contours incorporate 25 residences, 3 more than the existing condition.</u>	Same as described under Noise.	Less-than-significant
Social	<u>No impact</u>	None	Acquisition of land requires the relocation of a Masonic Temple, National Guard Armory, School Administration offices, and school bus maintenance facility.	Ventura County Department of Airports will comply with federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which provides homeowners, business owners, farmers, and tenants with assistance in finding a new home, site, or farm, and in relocation costs. (NEPA and CEQA)	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Proposed Action		
			Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Traffic and Circulation	<u>Average daily traffic (ADT) is 935 vehicle trips, of which 93 occur in the a.m. peak hour and 131 in the p.m. peak hour.</u>	Increase in average daily traffic (ADT) of 1,282 vehicle trips. Increase in a.m. peak hour of 116 vehicle trips. Increase in p.m. peak hour of 152 vehicle trips.	Same as No Action. <u>ADT will increase by 1,282 vehicle trips over the existing condition. Morning peak hour vehicle trips will increase by 116 and p.m. peak hour vehicle trips will increase by 152.</u>	Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action. New Construction projects will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads. If it is determined that the proposed project will have impacts, the Director of Airports and a County and/or City representative will <u>negotiate determine the appropriate fee needed to mitigate the project impact.</u>	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

			Proposed Action		
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Air Quality	<u>Region is in federal and state non-attainment for ozone and state non-attainment for PM_{10s}.</u>	<u>Less-than-significant. N/A (No Action is the baseline condition.)</u>	Less-than-significant	None required	Less-than-significant
Water Supply/Quality	<u>Water supply and sewage disposal needs are adequately met by the City of Oxnard. Airport complies with the Clean Water Act requirements for a Section 402(p) permit (NPDES). Drainage problems exist both on-airport and in the immediate vicinity of the airport. Fueling facilities comply with EPA requirements.</u>	Increases in potable water and wastewater treatment demands. Continued stormwater management problems. Potential effects from existing fuel farm (potential for leaking underground storage tanks).	Same increases in potable and wastewater treatment demands. Implementation of the Oxnard Airport Storm Drain Master Plan Study (1996) will result in beneficial water quality impacts. New fuel farm will comply with current standards and regulations.	<u>None required.</u> The County of Ventura will meet standard requirements of the City of Oxnard, Federal, State (NPDES Permit) and the Uniform Building Code to conserve potable water, ensure adequate water-flow, and, as appropriate, participate in the funding for improvements to the water distribution system and sewage collection system.	Less-than-significant impacts to potable and wastewater treatment purveyors. Beneficial impacts regarding stormwater management and fuel farm design and operation.

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

			Proposed Action		
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Historic, Architectural, Archaeological, and Cultural Resources	<u>Limited information is available. No known cultural or historical resources are located in the Area of Potential Effect.</u>	None	Unknown	An archaeologist will be retained to monitor all ground disturbing activities associated with the airport improvements identified in the Draft Airport Master Plan Update. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the National Historic Preservation Act. <u>Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Oxnard Airport and submit the report to the FAA and the SHPO.</u>	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Proposed Action		
			Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Floodplains	<u>Oxnard Airport is not located within the 100-year floodplain; however, flooding does occur in the area due to the limited storm drain system.</u>	Oxnard Airport Storm Drain Master Plan Study (1996) would not be implemented; therefore, existing flooding problems would remain.	Beneficial Impact: Oxnard Airport Storm Drain Master Plan Study (1996) would be implemented and thereby eliminate existing flooding problems.	None required	Beneficial
Farmland	<u>Airport is located south, east, and north of actively cultivated farmland.</u>	None	Less-than-significant. 30.11 acres of agricultural land would be acquired for landside development and protection of the object free area and runway protection zone. This area is designated as "airport compatible" in the City of Oxnard 2020 General Plan and is, therefore, not expected to remain in agricultural production.	None required	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

			Proposed Action		
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Construction Impacts	<u>Not applicable.</u>	None	Potentially significant short-term air and water quality-related impacts	Use of Ventura County Air Pollution Control District's construction-related mitigation measures. Use of best management practices to reduce erosion, minimize sedimentation, and control non-stormwater discharges.	Less-than-significant
Induced Socioeconomic	<u>The economic benefit of the airport was estimated to be \$55.4 million in gross revenues and \$40.8 million in value added.</u>	Less-than-significant (Risk of loss of passenger service)	Less-than-significant	None required	Less-than-significant
U.S. Department of Transportation, Section 4(f) Lands	<u>No Section 4(f) lands occur in the area of potential effect.</u>	None	None	None required	No Impact

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

			Proposed Action		
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Issues Found Not To Be Significant					
Biotic Communities	<u>Area around the airport is predominantly urban or agricultural. No sensitive habitat occurs.</u>	None	None	None required	No Impact
Endangered and Threatened Species	<u>No protected species or their habitat occurs on-airport property or in the acquisition areas.</u>	None	None	None required	No Impact
Wetlands and Waters of the U.S.	<u>Not applicable.</u>	None	None	None required	No Impact
Coastal Zone Management	<u>Not applicable</u>	None	None	None required	No Impact
Coastal Barriers	<u>Not applicable.</u>	None	None	None required	No Impact
Energy Supply and Natural Resources	<u>No energy production or supply facilities are located at the airport.</u>	Less-than-significant	Less-than-significant	None required	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Issues Found Not To Be Significant					
Light Emissions	<u>Both landside and airside lighting is present on the airport.</u>	None	Less-than-significant	Should complaints/concerns arise regarding lighting and glare from landside lighting, Ventura County Department of Airports will redirect the lighting and/or install shields to direct the lighting away from the sensitive site. Because of the need for airfield lighting to be seen from the sky, the rotating beacon, runway and taxiway lighting, visual approach aids, and lighted windcone are required to maintain safe operations in the vicinity of the airport; these lighting sources would not be redirected. None required.	Less-than-significant

Table C, continued
Summary of Environmental Consequences and Mitigation Measures

			Proposed Action		
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Solid Waste Impact/Disposal	<u>Solid waste is collected by the Ventura County General Services Agency.</u>	Less-than-significant	<u>Project impacts are less-than-significant.</u>	<u>None required.</u> Compliance with Ventura County's Source Reduction and Recycling Element. Specifically, (1) diverting construction and demolition debris from the waste stream, to the extent feasible, (2) allocating interior and exterior storage space for recycling containers, and (3) incorporating xeriscaping and low growth vegetation into project plans to the fullest extent practical.	Less-than-significant

Table D**Summary of Cumulative Environmental Consequences and Mitigation Measures**

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Proposed Action		
			Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Noise	Area within 65 CNEL contour is 0.38 square miles.	In the long-term, the 65 CNEL contour encompasses 0.44 square miles, 0.06 square miles more than the existing condition. There are no other sources of airport noise in the immediate vicinity of Oxnard Airport.	In the long-term, the area within the 65 CNEL contour is 0.44 square miles, 0.06 square miles larger than the existing condition. There are no other sources of airport noise in the immediate vicinity of Oxnard Airport.	Ventura County Department of Airports will purchase or sound insulate up to 30 dwelling units on Little Farms Road through a voluntary program with homeowners. Thirty dwelling units have been identified to participate in this program.	Beneficial
Compatible Land Use	The 65 CNEL contour encompasses 22 residences.	In the long-term, the 65 CNEL contour encompasses 25 residences, 3 more than the existing condition.	In the long-term, the 65 CNEL contour encompasses 25 residences, 3 more than the existing condition.	Same as described under Noise.	Beneficial

Table D, continued

Summary of Cumulative Environmental Consequences and Mitigation Measures

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Proposed Action		
			Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Traffic and Circulation	Average daily traffic (ADT) is 935 vehicle trips of which 93 occur in the a.m. peak hour and 131 in the p.m. peak hour.	Increase in ADT of 1,282 vehicle trips. Increase in a.m. peak hour of 116 vehicle trips and in p.m. peak hour of 152 vehicle trips.	Increase in ADT of 1,282 vehicle trips. Increase in a.m. peak hour of 116 vehicle trips and in p.m. peak hour of 152 vehicle trips.	Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the Proposed Action. New construction projects will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential cumulative impact to County and/or City roads. If it is determined that the proposed project will have cumulative impacts, the Director of Airports and a County and/or City representative will determine the appropriate fee needed to mitigate the project impact.	Less-than-significant

Table D, continued

Summary of Cumulative Environmental Consequences and Mitigation Measures

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Proposed Action		
			Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Air Quality	Region is in federal and state non-attainment for ozone and state non-attainment for ozone and PM ₁₀ .	De minimus. Increase in emissions associated with airport activity would occur within the region, regardless of improvements to Oxnard Airport.	De minimus. Increase in emissions associated with airport activity would occur within the region, regardless of improvements to Oxnard Airport.	None required.	De minimus
Water Supply/Quality	Water supply and sewage disposal needs are adequately met by the City of Oxnard.	Increases in potable water and wastewater treatment demands.	Increases in potable water and wastewater treatment demands.	The County of Ventura Department of Airports will participate in the funding for improvements to the water distribution system and sewage collection system.	Less-than-significant.
Solid Waste Impact/Disposal	Solid waste is collected by the Ventura County General Services Agency.	A slight increase in the demand for solid waste disposal facilities as a result of the increased demand for the airport	A slight increase in the demand for solid waste disposal facilities as a result of the increased demand for the airport.	Compliance with Ventura County's Source Reduction and Recycling Element. Specifically, (1) diverting construction and demolition debris from the waste stream, to the extent feasible, (2) allocating interior and exterior storage space for recycling containers, and (3) incorporating xeriscaping and low growth vegetation into project plans to the fullest extent practical.	Less-than-significant



Chapter One PURPOSE AND NEED / PROJECT DESCRIPTION

Environmental Assessment /
Environmental Impact Report

Chapter One

PURPOSE AND NEED/ PROJECT DESCRIPTION

It is the objective of this chapter to describe the environmental process under which this document was prepared; provide a description of the proposed project; and identify the purpose, need, and overall objectives of the proposed project.

INTRODUCTION/ DESCRIPTION OF ENVIRONMENTAL PROCESS

The County of Ventura has prepared an update to the existing Master Plan for Oxnard Airport. This plan recommends a number of specific short-term improvements/actions to be implemented over the next five (5) years. It also includes long-term projects which, should use of the airport warrant them, would be developed over the next twenty years. These actions require compliance with local, state and federal environmental statutes.

Pursuant to the Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*, Part 1506.2, this Environmental Assessment (EA)/Environmental Impact Report (EIR) document has been designed to satisfy the requirements of the *National Environmental Policy Act of 1969* (NEPA), as amended, the *California Environmental Quality Act* (CEQA) of 1970, and the *County of Ventura, Administrative Supplement*

to State CEQA Guidelines of 1994. The Federal Aviation Administration (FAA) is the *lead federal agency* for NEPA compliance; the County of Ventura is the *lead agency* for CEQA compliance.

APPROACH

Organization and Terminology

Because this project is subject to both CEQA and NEPA review, a joint-document has been prepared. In response to CEQA Section 15226, which advises state and local agencies to “cooperate with federal agencies to the fullest extent possible to reduce duplication,” the organization of this EA/EIR document complies with NEPA requirements, as defined by the FAA in *Order 5050.4A*. **Table 1A, Document Organization**, identifies the locations within this document of both NEPA and CEQA required material.

TABLE 1A Document Organization		
Section	NEPA Requirements	CEQA Requirements
Summary	N/A	Summary of discussion contained in the Draft EA/EIR
Table of Contents	Table of Contents	Table of Contents
Chapter One	Purpose and need for project, identification of proposed federal action	Project description, identification of environmentally superior alternative, required approvals and permits
Chapter Two	Alternatives, including No Action	Alternatives, including No Project (e.g., No Action)
Chapter Three	Affected environment	Environmental setting
Chapter Four	Existing condition, environmental consequences of all prudent and feasible alternatives and the No Action alternative, mitigation measures	Environmental setting, environmental consequences, mitigation measures
Chapter Five	Other considerations	Consistency with local plans, areas of known controversy on environmental grounds
Chapter Six	Cumulative impacts, short-term uses v. long-term productivity , irreversible commitment of resources	Cumulative impacts, short-term uses v. long-term productivity , irreversible commitment of resources, and growth inducing impacts
Chapter Seven	Preparers	Preparers
Appendices	Agencies contacted, correspondence received, Airport Layout Plan, land use assurance letter, public hearing documentation	Initial Study, correspondence received, public hearing documentation

Typically, in a joint effort, a CEQA Initial Study is paired with a NEPA Environmental Assessment (EA) and a CEQA Environmental Impact Report (EIR) is paired with a NEPA Environmental Impact Statement (EIS). This pairing, however, is inconsistent with FAA guidelines for NEPA documentation which generally pairs an Initial Study with a Categorical Exclusion. For this reason, this joint-document reflects a pairing of a NEPA EA with a CEQA EIR.

Along with the format, this document also utilizes NEPA terminology regarding the environmentally preferred alternative. As with CEQA's definition of the term "project," a NEPA "action" represents a policy, rule, regulation, plan, program, or specific project requiring permits or regulatory decisions. Throughout this document, the environmentally preferred alternative (proposed project in CEQA terms) is referred to as the Proposed Action and the no project is referred to as the No Action.

Environmental Alternative Analysis

To comply with both NEPA and CEQA requirements, two different threshold criteria are used in this document to determine the impacts of the Proposed Action. As required by the FAA of all NEPA-related documents, Consistent with both NEPA and CEQA requirements; the environmental analysis included in this document is based on provides a comparison of the impacts of the Proposed Action (future year with implementation of the proposed project) with those of the No Action alternative (future year without implementation of the Proposed Action). In accordance with CEQA Guidelines, CEQA impacts are determined based on a comparison of the Proposed Action to the existing condition, or environmental setting (Section 15125). This is the approach required by the FAA of all NEPA-related documents and meets the requirements of CEQA Section 15126 which dictates that the "no project" alternative be evaluated, along with its impact.

The NEPA approach recognizes that On the surface, this approach may appear different from that used in most EIRs for development projects where the effects of the proposed project are compared to those of the existing condition. In those cases, however, the planned development is usually proposed for undeveloped or vacant land/facilities, in which the existing condition represents the no project. Oxnard Airport is an existing aviation facility and will continue to operate whether or not any of the identified projects are constructed or implemented. It is also reasonable to expect that the use of the airport will continue to increase over the next 20 years, both by passengers and private aircraft operators, as population and economic growth continues in the area. This increase in use is the result of projected growth in the area not an effect of improvements made to the airport.

The CEQA approach evaluates the change from the existing, or baseline, physical conditions to allow for an understanding of how the local environment will change over the long-term. This evaluation considers all phases of the project, including planning, acquisition, development, and operations. The impact of all of these phases represents the "project impacts." CEQA also requires an evaluation of the cumulative impacts, which refers to the incremental effects of the project which may be individually less-than-significant, but taken as a whole (along with impacts from other

projects in the area) may be cumulatively considerable, and growth-inducing impacts, which refers to economic and/or population growth which is directly or indirectly associated with the project.

Project impacts of the Proposed Action are discussed in Chapter Four. These impacts are evaluated under both the NEPA and CEQA requirements. Where appropriate, mitigation measures are provided. Cumulative impacts are discussed both in Chapter Four and in Chapter Six. Again, where appropriate, mitigation measures are provided in Chapter Four. Growth-inducing impacts are discussed in Chapter Six.

Program EIR

This EA/EIR has been designed to serve as a Program EIR under CEQA (Section 15168). Under this approach, the EA/EIR is prepared on a series of actions defined in the *Draft Airport Master Plan Update* which are (a) related to each other geographically, (b) represent logical parts in a chain of contemplated actions, (c) represent connected parts of a continuing program, and (d) are carried out under the same authorizing statute or regulatory authority and have similar environmental impacts that can be mitigated in similar ways. The advantages of this approach are that the County of Ventura can consider the cumulative effects of the 20-year plan and allow for consideration of airport-wide policy alternatives and mitigation measures early in the development and planning process.

This approach is particularly relevant because the *Draft Airport Master Plan Update* is designed and intended to be used as a demand-based document. This means that improvements identified in the report and included in the Proposed Action would only be developed or implemented when operations, enplanements, or other activity at Oxnard Airport warrants them. Because of the long-term nature of the document, actual design and location of various improvements are subject to modification as a result of changing conditions at the Airport. A Program EIR allows the County to evaluate subsequent improvement plans to determine whether they are in keeping with the original plan and projected environmental effects, or whether additional environmental analysis will be necessary.

DRAFT AIRPORT MASTER PLAN

The *Draft Airport Master Plan for Oxnard Airport* was completed in August 1996. (Until it is certified under CEQA, the document is referenced as a “draft.” Upon certification, the document will be considered “final.”) The *Draft Airport Master Plan Update* reflects the process of estimating the demand for services at Oxnard Airport, the ability of existing facilities to accommodate that demand, and (where facilities are not adequate) consideration of alternative development/improvement plans to meet that demand. Following this analysis, the document provides the recommended strategy for improving the airport facility, as illustrated on the Airport Layout Plan (ALP) Set and the Capital Improvement Program. These last two sections reflect the

heart of the *Airport Master Plan* as they provide the direction for the Airport Sponsor in the location, design and timing of improvements at the airport facility. For that reason, they also reflect the Proposed Action, discussed later in this chapter.

The following subsections summarize the analysis included in the *Draft Airport Master Plan* which identified future aviation demand and facility requirements. For a discussion of the existing facilities at Oxnard Airport, refer to **Chapter Three, Affected Environment**. For a discussion of the alternatives identified in the *Draft Airport Master Plan*, refer to **Chapter Two, Alternatives**.

AVIATION FORECASTS

The proper planning of an airport begins with a definition of the demand that may occur over a specific period. At airports, demand is reflected by the number of passenger enplanements, based aircraft, and aircraft operations. Demand forecasts are developed by reviewing and updating previous forecasts prepared by various agencies. These forecasts are both aviation-related and socioeconomic in nature (e.g., income, population, employment).

The primary objective of an aviation forecasting effort is to define the magnitude of change that can be expected over time. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking twenty years into the future. Trends, however, can be established which identify long-term growth potential. While a single line is often used to express anticipated growth, actual growth is expected to fluctuate above and below this line.

Since the development of these forecasts, the Southern California Association of Governments (SCAG), has revised their socioeconomic forecasts slightly downward for the region (see Appendix K). The long-term aviation demand forecasts for Oxnard Airport remain unchanged, however, because they are used here as a planning tool and only represent an estimate of operations in a given year.

Airline Activity

Airline activity at Oxnard Airport currently consists exclusively of commuter air carriers. Forecasts for this activity are divided into enplanements and operations. Enplaning passengers are those who board and depart from an airport using commercial service airlines. Operations are those arrivals and departures of commercial service aircraft.

Enplanements. In addition to estimating commercial operations, enplanement estimates are used to determine the need for passenger facilities, including the terminal building, gates, parking spaces, and rental car demand. In developing enplanement forecasts, the *Draft Airport Master Plan Update* considered historical enplanements at Oxnard Airport, Oxnard's market share to total U.S.

enplanements, FAA forecasts, results of an origin-destination survey by the Southern California Council of Governments, and local economic variables. Historical enplanements at Oxnard have fluctuated greatly because of a variety of factors, including airline deregulation, competition, level of service, and air fares. Most recently, enplanements have been on the rise at Oxnard; in 1994, there were 39,989 enplanements at Oxnard Airport. The 1993 SCAG survey indicated that Ventura County is the origin or destination for 1.15 million enplaned passengers.

The results of the enplanement forecasts prepared for Oxnard Airport are demand levels of 55,000 enplanements for the short-term and 130,000 enplanements for the long-term.

Commercial Operations. Commercial operations are used to estimate the number of gates needed, the size of the terminal ramp, and the size of aircraft parking spaces on the terminal ramp. In addition to passenger enplanements, the “boarding load factor” is considered in estimating the number of airline operations at a given facility. Boarding load factor represents the average percentage of seats that are filled for each departure and is determined based on the number of enplanements and the aircraft seating capacity. It is important to an airline because it is the basis for determining what aircraft (if any) serves a given market or flies a certain route. Currently, 100% of passenger aircraft at Oxnard Airport seat fewer than 20 passengers. Commuter airlines as a whole, however, are experiencing a broadening of aircraft fleet. These newer aircraft tend to be larger and have a greater seating capacity, some of which are expected to serve Oxnard Airport in the future. In 1994, there were 9,300 commercial operations at Oxnard Airport.

The results of the commercial operations forecasts for Oxnard Airport reflect a short-term demand of 10,600 operations and a long-term demand for 14,900 operations. In the short-term, 75 percent of the commercial operations are expected to continue to be by aircraft in the Beech 1900 class, while 25 percent would be by larger aircraft, including the Embraer Brasilia and the DeHavilland Dash 8. In the long-term, only 30 percent of commercial operations are expected to be by the Beech 1900-class, 40 percent by the Brasilia and Dash 8-class, 20 percent by the Dash 7 and Avions de Transport Regional (ATR) 42-class (seating capacity between 40 and 59 passengers), and 10 percent by the ATR 72 and Fokker 70 (seating capacity of up to 79 passengers).

General Aviation

General aviation is defined as that portion of civil aviation which encompasses all facets of aircraft activity except commercial operations. It includes training operations, business use, and the private flyer. Forecasts for this activity are divided into based aircraft, based aircraft fleet mix, and annual operations. Based aircraft are those which are “stationed” at Oxnard Airport; they may use other airports periodically or on a transient basis, but are primarily parked at Oxnard Airport. Based aircraft fleet mix describes the types of aircraft that are expected to be “stationed” at Oxnard Airport, from single-engine piston to turbojet to helicopter. Operations are those arrivals and departures of general aviation aircraft. Unlike commercial operations, general aviation operations are generally divided into itinerant (e.g., operations performed by an aircraft with a specific origin or destination away from the airport) and local (e.g., training flights).

Based Aircraft. The number of based aircraft is usually the most basic indicator of general aviation demand at an airport such as Oxnard Airport. It is used to determine the need for general aviation facilities such as hangars and fuel supply. Information considered in developing the forecasts for based aircraft include an evaluation of historical levels of based aircraft at Oxnard Airport (159 in 1994) and of aircraft ownership in Ventura County (registered aircraft in Ventura County has increased from 2.6 percent of the active aircraft in the FAA’s Western Pacific Region in 1983 to 3.6 percent in 1994), and socioeconomic factors. A series of statistical analysis were then prepared.

The results of the based aircraft forecasts prepared for Oxnard Airport are demand levels of 180 aircraft in the short-term and 225 aircraft in the long-term.

Based Aircraft Fleet Mix. The types of based aircraft are used to properly size airport facilities. Aircraft with larger wing spans require wider runways/taxiways/taxilanes, greater separation between runways/taxiways/taxilanes, and larger hangar facilities. Heavier aircraft require greater pavement strengths. On a national level, the overall trend is towards a higher percentage of larger, more sophisticated aircraft.

The results of the based aircraft fleet mix forecast for Oxnard Airport, as included in the *Draft Oxnard Airport Master Plan*, is illustrated on **Table 1B, Based Aircraft Fleet Mix**.

TABLE 1B Based Aircraft Fleet Mix						
	Piston		Turbine			
Year	Single Engine	Multi-Engine	Turboprop	Jet	Rotor	Total
Actual						
1994	131	14	1	0	13	159
Forecast						
Short-term	145	16	4	1	14	180
Long-term	170	20	10	5	20	225
Source: <i>Draft Airport Master Plan Update</i> , 1996.						

General Aviation Operations. Numbers of general aviation operations are most commonly used to determine the need for additional airfield facilities, such as a parallel runway. Historical operations levels were evaluated at Oxnard Airport as part of the forecasting effort, as well as FAA forecasts. Historical operations at Oxnard include a high of 117,734 in 1990 and a low of 76,104 in 1994.

The results of the general aviation operations forecasts for Oxnard Airport are: 120,000 in the short-term and 160,000 in the long-term. These are expected to be evenly divided between itinerant and local operations.

Air Taxi

Air taxi activity at Oxnard Airport is independently reported by the airport traffic control tower. At Oxnard Airport it includes passenger and all-cargo airline operations, and for-hire general aviation operations. Commercial airline operations were discussed earlier. In 1994, other air taxi operations totaled 8,057.

The results of the air taxi operations forecasts for Oxnard Airport are 12,700 in the short-term and 16,900 in the long-term.

Military

Annual operations by military aircraft accounts for the smallest proportion of total activity at Oxnard Airport. In 1994, there were less than 2,000 military operations at Oxnard. According to the *Draft Airport Master Plan Update*, there are no planned changes that would significantly alter this use of the facility.

Annual military operations forecasts at Oxnard Airport are expected to remain at 2,200 operations throughout the planning period.

Forecasts Summary

Table 1C, Forecasts Summary, provides an overview of the demand forecasts identified in the *Draft Airport Master Plan Update*.

	Forecasts		
	1994	Short-term	Long-term
Annual Operations			
Commercial	9,300	10,600	14,900
Other Air Taxi	8,057	12,700	16,900
General Aviation	76,104	120,000	160,000
Military	1,963	2,200	2,200
Total	95,424	145,500	194,000
Enplanements	39,989	55,000	130,000
Based Aircraft	159	180	225

Source: *Draft Airport Master Plan Update*, 1996

AIRFIELD DEMAND CAPACITY

Capacity and delay at Oxnard Airport, assuming the forecasted activity levels, were calculated using *FAA Advisory Circular 150/5060-5, Airport Capacity and Delay*. The purpose of this analysis is to determine the adequacy of the existing airfield system by calculating the existing systems “capacity,” represented by estimating its annual service volume (ASV), and estimating total delay. The capacity of an airport is affected by several factors, including airfield layout, meteorological conditions, aircraft mix, runway use, percent arrivals, percent touch-and-go’s, and exit taxiway locations. An airport can exceed its identified ASV; however, delays at these airports are generally considered excessive.

In 1994, Oxnard Airport accommodated 95,424 aircraft arrivals and departures. Its ASV was (and is) 177,000 operations, indicating that the Airport operated at 51.3 percent of its ASV at that time. ASV is calculated based on an evaluation of an airport’s weighted hourly capacity (which reflects the average capacity of the airfield considering all weather conditions) and its demand (the number of operations during specific periods of time: peak hour, average day, and peak month). When compared with an airport’s operations information, ASV provides information regarding the airport’s potential for operational delays which, in turn, identifies the need for capacity-enhancing facility improvements.

According to the operational forecasts included in the *Draft Airport Master Plan Update*, Oxnard Airport is expected to exceed the airport’s ASV within the long-range planning horizon. Aircraft operations in excess of the ASV may result in significant delays, which ultimately increase travel time and costs. When an airport’s operations increase, delay increases exponentially. As shown in **Table 1D, Demand/Capacity Summary**, annual delay at Oxnard Airport is currently estimated at 636 hours. If improvements are not made to accommodate the projected increase in demand, annual delay at Oxnard Airport can be expected to reach 10,023 hours per year over the next twenty years. It should be noted that many airports operate with even greater delays, so this is not expected to significantly change the aviation demand forecasts.

Planning Horizons	Annual Operations	Annual Service Volume	Average Delay Per Operation (minute)	Total Annual Delay (hours)
1994	95,424	177,000	0.4	636
Short-term	145,500	178,000	1.0	2,425
Long-term	194,000	186,000	3.1	10,023

FACILITY REQUIREMENTS

Airport facility requirements are derived from an analysis of the forecasts and the existing facilities. For example, there is an accepted correlation between the size and number of aircraft expected to use an airport and the design of the airfield system. Airports which accommodate larger jets generally require longer, wider runways with greater pavement strength, and greater separation between the runways and taxiways. Airports which have high numbers of jets and propeller operations may require a parallel runway system to separate the traffic. The same is also true of landside facilities. The greater the number of enplanements, the larger the needed terminal building and the more gates are required. The greater the number of based aircraft, the greater the size of aircraft parking apron and/or number of hangars is needed.

The following sections summarize the facility requirement analysis presented in the *Draft Airport Master Plan Update* for Oxnard Airport.

Airfield Facility Requirements

Runway/Taxiway System. No change to the runway orientation, length, width, or pavement strength is needed to accommodate the forecasted operational demands. No change to the existing full-length parallel taxiway or connecting taxiways are required. The report does identify that provision of exit taxiways will enhance the operational efficiency of the single-runway facility.

Navigational Aids and Lighting. Airport management was encouraged to monitor the use of and improvements to Global Positioning System (GPS) technology for instrument approaches to Oxnard Airport. The Facility Requirements Chapter of the *Draft Airport Master Plan Update* did identify the need to improve the instrument approaches to Oxnard Airport by lowering the approach minimums. Subsequent to the alternatives analysis, this proposal was dropped and is not part of the proposed Airport Layout Plan.

A visual glide slope indicator was identified for Runway 25. Runway 7 is already equipped with such a device, called a visual approach slope indicator (VASI). Runway end identifier lights were identified for Runway 7, to provide a pilot with a rapid and positive identification of the runway end. Runway 25 is already equipped with a medium intensity approach lighting system aligned with the runway (MALSR).

Landside Facility Requirements

Airline Terminal. The existing airline terminal area facilities were evaluated based on planning guidelines described in *FAA Advisory Circular 150/5360-9, Planning and Design of Airport Terminal Facilities at Non-hub Locations*. The methodology utilized considered design hour passenger demands. The existing terminal building is approximately 11,500 square feet. While this

facility size is adequate over the short-term, using the Advisory Circular, a terminal of 21,900 square feet is expected to be required to accommodate long-term enplanement levels.

Also over the long-term, two additional gate positions will be needed. The existing apron area is, however, adequate for the future demand.

General Aviation Hangars. The space required for hangar facilities is dependent upon the number and type of aircraft expected to be based at the airport and an analysis of the existing facilities and demand at the airport (e.g., including waiting lists for hangars). For example, due to Oxnard Airport’s proximity to the ocean, many aircraft owners prefer to house their aircraft in hangars to protect them from damage due to the salty air. Hangars are also considered more secure than tiedowns.

Table 1E, T-Hangar and Conventional Hangar Area Facility Requirements, provides a summary of the hangar facility requirements described in the *Draft Airport Master Plan Update* for Oxnard Airport. These estimates assume that (1) the principal users of conventional hangars are for large aircraft storage, storage during maintenance, and for housing fixed base operator activities; (2) executive hangars accommodate new businesses locating in the Oxnard area; and (3) in excess of 90 percent of based aircraft owners will prefer to hangar their aircraft as opposed to tying them down on an apron.

TABLE 1E T-Hangar and Conventional Hangar Area Facility Requirements			
	Existing	Short-term	Long-term
Based Aircraft	159	180	225
Aircraft to be Hangared	148	170	216
Aircraft to Utilize Tiedowns	11	10	9
Hangar Positions:			
T-Hangar Positions	106	115	137
Executive Hangar Positions	15	29	35
Conventional Hangar Positions	27	26	44
Note: These numbers do not correspond with the Proposed Action. Source: Table 4E, Alternatives Chapter, <i>Draft Airport Master Plan Update, 1996.</i>			

(It is important to note that these numbers do not correspond directly with the Proposed Action. Through the subsequent elements of the master planning process, specifically the alternatives analysis and the finalization of the Draft Airport Layout Plan, the distribution of hangars did change. Implementation of the Proposed Action would result in 133 T-hangars, 32 executive hangars, 3 corporate hangar parcels, and five conventional hangars (approximately 40 aircraft positions).)

Aircraft Parking Apron. An aircraft parking apron is generally provided for at least the number of locally-based aircraft that are not stored in hangars, as well as transient aircraft. *FAA Advisory Circular, 150/5300-13, Airport Design*, provides a methodology by which apron requirements can be determined from knowledge of busy-day operations. **Table 1F, Aircraft Parking Apron Requirements**, summarizes the results of this analysis, as provided in the *Draft Airport Master Plan*. As indicated, the existing tiedown facilities at Oxnard Airport exceed the long-term demand for such facilities.

	Existing	Short-term	Long-term
Locally Based Aircraft Apron Based Aircraft Positions	11	12	15
Apron Area (square yards)	3,350	3,750	4,380
Itinerant Aircraft Apron Busy Day Itinerant Operations	170	245	325
Itinerant Aircraft Positions	30	43	57
Apron Area (square yards)	10,700	15,450	20,500
Total Aircraft Apron Positions	87 ¹	55	71
Total Apron Area (square yards)	44,000 ¹	19,200	24,880

Note: ¹ These reflect the available number of tiedown positions and apron area, which exceeds demand.
Source: Table 4F, Facility Requirements Chapter, *Draft Oxnard Airport Master Plan, 1996*.

General Aviation Terminal Facilities. General aviation terminal facilities have several functions separate from those of the airline terminal building, including passenger waiting, pilot’s lounge, flight planning, concessions, management, storage, and other needs. This space is not necessarily limited to a single-separate terminal building, but also includes the space offered by fixed base operators for these functions and services. According to the *Draft Airport Master Plan Update*, 11,000 square feet of general aviation terminal area facilities are required over the long-term; 10,000 square feet is currently available.

Aviation Support Facilities

Additional airport facilities serve a support function for either the landside and/or the airside facilities. These include airport access and vehicle parking, aircraft rescue and firefighting facilities, and fuel storage.

Airport Access and Vehicle Parking. Access to Oxnard Airport is available from Fifth Street, a two-lane roadway leading to downtown Oxnard. The *Draft Airport Master Plan Update* refers to the City of Oxnard’s 2020 *General Plan* recommendation for improvements to the Patterson

Road/Fifth Street intersection, indicating that the provision of traffic lights in this area will result in better access/egress to the airline terminal area.

Vehicle parking demands were estimated based on an evaluation of the existing airport use and industry standards. A standard of 3.5 parking spaces per 1,000 annual enplanements was used to determine the spaces required for public airline parking. Employee parking requirements were based upon ten percent of the total spaces designated to public airline use. General aviation parking spaces were estimated by multiplying the design hour itinerant passenger by the industry standard of 1.8. **Table 1G, Automobile Parking Requirements**, summarizes the results of this analysis.

TABLE 1G Automobile Parking Requirements			
	Existing	Short-term	Long-term
Airline Terminal Parking Spaces	305	260	565
General Aviation Parking Spaces	70	115	160
Total Automobile Parking Requirements	375	375	725

Source: Table 4H, Facility Requirements Chapter, *Draft Airport Master Plan Update, 1996*.

Aircraft Rescue and Firefighting Facilities. Requirements for aircraft rescue and firefighting (ARFF) services and facilities at an airport are established under *Federal Aviation Regulation (FAR) Part 139, Certification and Operations: Land Airports Serving Air Carriers*. This regulation governs airports with scheduled passenger service by aircraft with seating capacities over 30. At the time the *Draft Airport Master Plan Update* was written, Oxnard Airport was served by aircraft with 19 passenger seats or less. Currently, however, the airport is served by Embraer 120's, a 30-passenger seat aircraft, as such, the airport is required to comply with FAR part 139.

Fuel Storage. Fuel storage at Oxnard Airport is provided by the fixed base operators. The Facility Requirements chapter of the *Draft Airport Master Plan Update* noted that fuel storage requirements were, therefore, dependent upon the distributors to the FBO's and were outside the control of airport management. Subsequently, it was determined that the Ventura County Department of Airports would provide a consolidated fuel farm site to insure compliance with FAA requirements for above ground fuel storage tanks by 1999.

PROPOSED ACTION

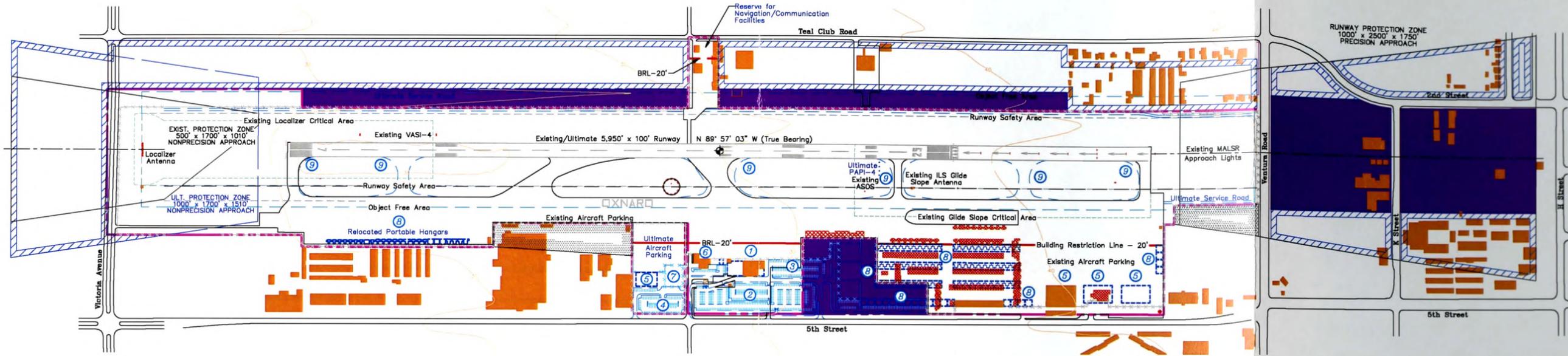
As previously indicated, the Proposed Action reflects the implementation portion of the *Draft Airport Master Plan Update for Oxnard Airport*. Specifically, it includes the Airport Layout Plan and the Capital Improvement Program (Chapters 6 and 7 of the *Draft Airport Master Plan Update*.)

PROPOSED CEQA ACTION

The proposed CEQA action is to provide environmental clearance for the implementation of the 20-year development program at Oxnard Airport, as described in the *Draft Airport Master Plan Update* and as summarized in **Table 1H, Proposed Action: Improvement Schedule**, and illustrated on **Exhibit 1A, Proposed Action**. CEQA applies to projects where a governmental agency has discretionary power to carry out or approve a project; the agency with this responsibility is considered the *Lead Agency*. For this project, the Ventura County Department of Airports is the *Lead Agency* under CEQA and the County Board of Supervisors will be responsible for certifying the EIR element of this document.

The EA/EIR will also be used as an informational document by Responsible and Concerned Agencies and the public. Responsible agencies are all public agencies, other than the Lead Agency, which have discretionary approval power over the project. As required by the *Ventura County CEQA Administrative Supplement*, this draft document will first be reviewed by the Ventura County Environmental Report Review Committee (ERRC). After the Public Hearing, ERRC will make a recommendation to the Board of Supervisors regarding certification of the EIR portion of this document. No other responsible agencies have been identified at this time. The Ventura County Transportation Commission, City of Oxnard, Southern California Association of Governments, and Oxnard Redevelopment Commission serve as other concerned public/local agencies which may use the EA/EIR for environmental information, but which have no decision-making authority over airport projects and are, therefore, not considered *Responsible Agencies* under CEQA.

TABLE 1H	
Proposed Action: Improvement Schedule	
Short-term Improvements — NEPA and CEQA Projects	
1998¹ Improvements	
<ul style="list-style-type: none"> • Extend Perimeter Security Fencing • Improve Airport Drainage - Phase I • Install Apron Security Lighting • Replace Rotating Beacon 	<ul style="list-style-type: none"> • Reconstruct Hangar and Taxiway Area • Upgrade Taxiway Lighting • Prepare Consolidated Fuel Farm Site
1999¹ Improvements	
<ul style="list-style-type: none"> • Replace ARFF Vehicle • Construct Terminal Ramp Lighting • Construct Perimeter Service Road 	<ul style="list-style-type: none"> • Construct ARFF Shelter • Construct East Terminal Parking Lot - Phase I • East RPZ Acquisition Program (31.34 acres)
2000¹ Improvements	
<ul style="list-style-type: none"> • Reconstruct and Extend Terminal Ramp • Install PAPI-4 on Runway 7-25 • Relocate Hangar Area Fencing 	<ul style="list-style-type: none"> • Slurry Seal Runway 7-25 and Exit Taxiways • Acquire Parcel East of Terminal (7.9 acres)



LEGEND:

- STRUCTURE TO BE REMOVED OR RELOCATED
- AVIGATION EASEMENT
- PROPERTY ACQUISITION

IMPROVEMENTS TO BUILDINGS AND FACILITIES

- ① Passenger Terminal Facility
- ② Terminal Parking
- ③ Rental Car Parking
- ④ Employee/Overflow Parking
- ⑤ FBO Facilities
- ⑥ Airport Maintenance Facility
- ⑦ Fuel Farm
- ⑧ Hangars
- ⑨ Taxiway Improvements



TABLE 1H cont.	
Proposed Action: Improvement Schedule	
Short-term Improvements — NEPA and CEQA Projects	
2001¹ Improvements	
<ul style="list-style-type: none"> • Construct GA Ramp, Lighting and Fencing • Reconstruct, Fence and Security Light Apron • Hangar Area Taxiway Improvements - Phase I • Replace 12-unit with 20-unit T-hangar and Relocate 25 Port-a-ports 	<ul style="list-style-type: none"> • Slurry Seal Ramp • Slurry Seal East Side Ramp • Remove 5-unit T-hangar • Install Security Lighting, East Side GA
2002¹ Improvements	
<ul style="list-style-type: none"> • Improve Airport Drainage - Phase II 	<ul style="list-style-type: none"> • Replace 12-unit with 20-unit T-hangar and Relocate 29 Port-a-ports and 8 Executive Hangars
Long-term Improvements — Additional CEQA Projects	
<ul style="list-style-type: none"> • Complete MALSR System • Expand Terminal Building • Construct Terminal Loop Return Lane • Extend Hangar Area Access Road • Move Terminal Entrance Road East • Extend Parking Lot East • Construct Two Exit Taxiways • Construct Employee/Overflow Parking Lot 	<ul style="list-style-type: none"> • Straighten Terminal Access Road • Replace two 12-unit with two 20-unit T-hangars • North Property Acquisition Program (11.94 acres) • Relocate Rental Car Lot • Avigation Easement Program (111.15 acres)
Note: ¹ Reflects Federal Fiscal Year.	

PROPOSED FEDERAL ACTION

While this EA/EIR document addresses environmental consequences of implementing the *Draft Airport Master Plan Update* in its entirety, Ventura County specifically requests federal environmental approval of those projects/actions that would be implemented in the first stage of the planning period. Pursuant to Section 102 of *FAA Order 5050.4A*, federal environmental documentation is assumed to be valid for only the first three to five years of proposed development; therefore, projects scheduled for beyond that period need subsequent consideration under federal guidelines. Projects which have been identified as occurring in the short-term are listed in **Table 1G** and are illustrated on **Exhibit 1A**.

PURPOSE AND NEED FOR PROPOSED ACTION

Two overall objectives constitute the primary purpose and need for the Proposed Action, as follows.

- To enhance safety and security.

- To efficiently accommodate projected future demand for aviation services within the Oxnard Airport service area.

OBJECTIVE ONE: ENHANCE SAFETY AND SECURITY

Safety, both air and ground, was given a high priority during the master plan update process. Improvements included in the Proposed Action focus on preserving and improving compliance with the federal safety design standards. Currently, Runway 7-25 does not comply with FAA's runway Object Free Area (OFA) design standard. The OFA is an area centered on the runway which is intended to be clear of all ground based objects protruding above the runway safety area edge elevation, unless the object in question is fixed by purpose and serving air or ground navigation (such as runway lights). The size of the runway and its length off the runway ends is dependent on the approach speed of aircraft which utilize the airport on a regular basis. At Oxnard Airport, federal guidelines indicate the OFA should be 800 feet wide (centered on the runway) and extend 1,000 feet from each runway end. At Oxnard Airport, the northern 100 feet of the OFA fall outside of airport property and the eastern 250 feet fall across Ventura Road from the Airport.

Because Oxnard Airport is a Part 139 airport, meaning that it has scheduled passenger and cargo services, it is necessary for the airport to comply with the FAA's guidelines wherever feasible. In addition, *FAA Order 5190.6A, Airport Compliance Requirements*, specifies that airports accepting and receiving Federal grant funds comply with FAA requirements to ensure safe and properly maintained airports that are operated in a manner which protects the public's interest and investment. Most of the FAA's design standards are specified in *FAA Advisory Circular 150/5300-13, Airport Design*.

In addition, a number of hangars are located within the runway's building restriction line. These hangars will need to be relocated behind the line to enhance safety at the airport.

Because Oxnard Airport accommodates scheduled commercial service, airport security is also an important issue. Fencing and lighting provide significant benefits toward maintaining a safe and secure facility.

OBJECTIVE TWO: ACCOMMODATE FUTURE AVIATION DEMAND

The analysis included in the *Draft Airport Master Plan Update* for Oxnard Airport indicated that the provision of exit taxiways between the runway and parallel taxiway would facilitate the airport's efficient accommodation of operations and minimize delay. Based on the operations forecasts, Runway 7-25 (with a length of 5,950 feet, width of 100 feet, and pavement strength of 30,000 pounds single wheel loading and 60,000 pounds dual wheel loading) meets both the existing and future projected aviation demands at Oxnard Airport. The *Draft Airport Master Plan Update* does not identify a need to extend or strengthen the existing runway.

In addition to the demand for airside facilities, an increase in the demand for landside facilities is also expected. This demand is primarily for aircraft storage and passenger accommodations. Based aircraft at Oxnard Airport are expected to increase from the existing 159 to 180 in the short-term and 225 in the long-term (see previous discussion). Per the *Draft Airport Master Plan Update*, an increase in based aircraft is dependent on the aircraft ownership interests of the local population and the airport's role within the regional transportation system. Given the congestion at other airports in the greater Los Angeles area, Oxnard Airport is significantly more attractive to pilots and aircraft owners who live or work in the area. These aircraft will need to be accommodated through the provision of hangars and/or tiedowns.

According to the aviation forecasts, passenger enplanements at Oxnard Airport are expected to increase from 39,989 to 55,000 in the short-term and 130,000 in the long-term. These forecasts were prepared considering local market share, level of service, air fares, historical trends, and estimates developed by other agencies. They reflect the convenience of Oxnard Airport for the regional population. The number of enplanements and their destination affect the types of aircraft airlines fly at a given facility (i.e., number of passenger seats) and also the need for terminal facilities, including gates, passenger waiting area, and ticketing areas. (See previous discussion in this chapter.)

DESCRIPTION OF PROPOSED IMPROVEMENTS

The proposed improvements, as illustrated on **Exhibit 1A**, are divided into two sections: airside and landside. Both the airside and landside improvements are then further categorized as short-term projects (those anticipated to occur over the next five years) and long-term projects (those anticipated to occur between six and twenty years). Short-term projects will be evaluated under both NEPA and CEQA. Those projects which are anticipated to occur in the long-term will be evaluated for CEQA certification only. As indicated previously, those projects anticipated to occur during the long-term may require additional NEPA approval prior to their implementation.

Airside Improvements

Improvements to the airside facilities at Oxnard Airport include taxiway system improvements and upgrades to the navigational aids, as described below.

Short-term Improvements (NEPA and CEQA). Many of the airfield projects proposed for the short-term planning period focus on enhancing safety and security.

In-field Drainage Improvements. Drainage improvements identified in the *1996 Storm Drain Master Plan Study* for Oxnard Airport (completed in association with the *Draft Airport Master Plan Update*) are proposed to prevent ponding of water and to enhance stormwater runoff capabilities in the runway safety area (RSA). *FAA Advisory Circular 150/5300-13, Airport Design* outlines the guidelines for the RSA. It defines the runway safety area as a "surface surrounding the runway

prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.” Per the FAA, the RSA must be drained by grading or storm sewers to prevent water accumulation. Improvements to the drainage system would relieve standing water problems at the airport, thereby enhancing safety.

Navigational Aids. It is proposed that a PAPI-4 unit be installed for Runway 25. A precision approach path indicator (PAPI) is a navigational aid which pilots can utilize under visual flight conditions. The system serves to provide the pilot with a visual approach slope reference to the runway end. Runway 7 is already equipped with a similar system: visual approach slope indicator (VASI) lights. The PAPI system is a newer design, providing more discernable visual lighting and also requires less maintenance than the VASI system. The installation of the PAPI-4 would compliment the instrument landing system (ILS) approach by providing regular approach guidance to Runway 25 with a specific approach slope to the runway end.

RPZ/Buffer Property Acquisition. Ventura County proposes to acquire in fee simple or obtain easements over a total of approximately 162 acres of land surrounding the airport. Of this total acreage, the highest priority is the acquisition of a clear corridor in the runway protection zone (RPZ) to Runway 25 (31.34 acres). The RPZ is a trapezoidal shaped area centered along the extended runway centerline. Its function is to enhance the protection of people and property on the ground. The RPZs are intended to provide as clear an area as possible for aircraft takeoffs and landings. FAA encourages airport ownership and/or control over the RPZs so that obstructions jeopardizing safe approach and departures are not constructed.

Structures in this area would be either razed or relocated. Future use of this area would be permitted, provided it is compatible with the airport use (i.e., frequent, low aircraft overflights). This acquisition will serve to enhance the safety of those on the ground and in the air by providing a buffer zone between the airport and non-airport land uses. Ultimately, the remainder of the RPZ would be protected and the uses restricted through aviation easements. This is discussed under the Long-term Improvements subsection.

Other. Additional airside improvements in the short-term provide for upgrading the existing taxiway lighting, replacing the existing rotating beacon, and maintaining the runway and taxiway surfaces.

Long-term Improvements (CEQA). Projects included in the long-term airside improvements include further enhancements to the navigational aids and taxiway system, and the continuation of the property acquisition program and general maintenance activities.

Navigational Aids. The existing instrument approaches to Runway 25 would be improved by completing the existing Medium Intensity Approach Lighting System (MALSR). The existing MALSR lacks two light stations on the east end. Installation of these light stations would improve safety for arriving aircraft.

Taxiway Improvements. Two additional exit taxiways from the runway to existing parallel taxiway are recommended at Oxnard Airport. Located approximately 800 feet from the western runway end and 1,000 feet from the eastern runway end, these taxiways would provide arriving aircraft with additional opportunities to exit the runway, reducing runway occupancy time and clearing the

runway for use by another aircraft. These taxiways would, therefore, improve airfield efficiency and reduce aircraft operational delays over the long-term planning horizon.

RPZ/Buffer Property Acquisition. Ventura County proposed protecting the remainder of the east RPZ area (25.84 acres, between Ventura Road and H Street) by acquiring aviation easements. These would allow for the continuing use and future development of the area as compatible land uses (i.e., uses which are compatible both with the noise and with the frequency of overflights). This area includes the site of the former high school which is currently being used as an adult and continuing education center.

In addition, approximately 12 acres on the north side of the airfield would be acquired in fee simple. This area would place Runway 7-25's object free area (OFA) under the control of the airport, as recommended by the FAA guidelines.

Additional area on the north and west sides of the Airport are recommended for aviation easements (approximately 85.31 acres). **Exhibit 1B, Property Acquisition**, illustrates the areas surrounding the airport that are proposed for acquisition during both the short-term and long-term horizons by either fee simple acquisition or aviation easement.

Landside Improvements

Improvements to the landside facilities at Oxnard Airport focus on constructing/renovating aprons and hangars, enhancing airport security, improving automobile circulation and general maintenance activities. Such developments are described in detail below.

Short-term Improvements (NEPA and CEQA). Short-term landside projects include the land acquisition, development of aircraft hangar facilities, *Federal Aviation Regulation (FAR) Part 139* improvements, and expanded automobile parking facilities.

Property Acquisition. Ventura County proposes to acquire approximately 7.9 acres of land on the south side of the airfield, east of the terminal building and west of existing hangars. This property represents the last parcel available for aviation-related development in this area. This property will be used for a variety of uses, including automobile access and parking; corporate and conventional hangars; and taxilane access.

Hangar Development. While weather conditions at Oxnard Airport are not severe, due to the airport's close proximity to the ocean, the air can become saturated with salt. Prolonged exposure to the salty air can cause aircraft to rust. Because of this, aircraft owners prefer to hangar their aircraft in order to preserve their significant investment. Oxnard Airport currently has a total of 123 hangar facilities. At the present time, all of the T-hangar and executive hangar positions are occupied and the County maintains a waiting list.

In order to increase hangar storage on the airport, provide more clearance from the runway, and improve circulation, it is proposed that the T-hangar area be reconfigured. Along with the reconfiguration, additional hangar units would be installed (17 executive hangars, 80 T-hangars, and

three corporate parcels). This will accommodate the projected growth in the number of based aircraft as well as those who are currently waiting for space. Existing portable hangars located inside the 20-foot building restriction line (BRL) would be relocated to the ramp at the west end of the airport; improving airspace clearances.

During the short-term, five existing hangar units would be removed, 54 port-a-ports and 8 executive hangars would be relocated, and two existing 12-unit T-hangar buildings would be replaced with two 20-unit T-hangar buildings. Other specified areas on the airport would be reserved for additional hangar development, including one new fixed base operator (FBO) hangar, one expanded FBO hangar, and one relocated FBO hangar.

ARFF Shelter. A shelter to accommodate the Aircraft Rescue and Fire fighting (ARFF) vehicle, chemicals and personnel would be constructed adjacent to the airport maintenance facility.

Perimeter Fencing. Since Oxnard Airport is a Part 139 facility, security fencing around the airport is required. As recommended in the *Draft Airport Master Plan*, the existing perimeter security fencing would be extended, hangar area fencing relocated, and new fencing installed in the general aviation area during the short-term period.

Security Lighting. In addition to the security fencing, Ventura County proposes to install security lighting on the aircraft parking aprons, terminal ramp, and eastside general aviation area.

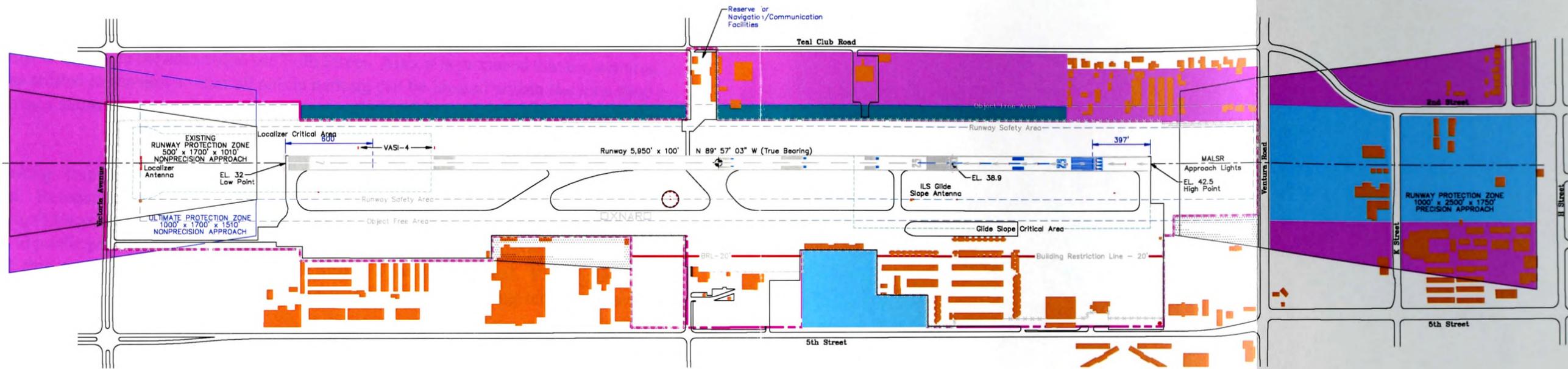
Automobile Parking. Currently, Oxnard Airport has a total of approximately 375 automobile parking spaces available on the airport. The majority of these (305) serve the airline terminal area. In order to accommodate the forecasted increase in passenger traffic, additional automobile parking spaces will be required. The Proposed Action includes the construction of a parking lot along Fifth Street, immediately east of the existing terminal parking lot (115 spaces).

Maintenance. Periodically, it is necessary to provide general maintenance on the airport's paved surfaces. Over the short-term, it is proposed that the terminal ramp and taxiways associated with the hangar area would be reconstructed. In addition, a slurry seal would be applied to the aircraft parking ramp and the east side ramp.

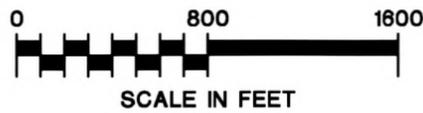
Perimeter Road. The construction of a paved perimeter service road would also occur in the short-term. This improvement would provide for safe access to all areas of the airfield for maintenance and inspection purposes. The perimeter road would be located within the secure area and would not be available for public use.

Long-term Improvements (CEQA). Improvements proposed to occur over the long-term include expanding the terminal building, reconfiguring automobile access to the terminal area, extending the automobile parking lot, and reconfiguring the hangar area.

Terminal Building. Should enplanements increase as projected, Oxnard Airport will experience a demand for additional space in the terminal building, including ticket counter and queuing areas, airline office/operations areas, gates, baggage claim, rental car counter/offices, and restrooms. The current passenger terminal building is approximately 11,500 square feet and can accommodate the



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LEGEND:

- Property Purchase For OFA
- Avigation Easement Acquisition
- Property Purchase For RPZ
- Property Purchase For Landside Development



short-term forecasted enplanement level of 55,000 passengers. By the end of the long-term horizon, however, enplanement levels are expected to increase to 130,000 which, according to the *Draft Airport Master Plan*, would require a terminal area of 21,900 square feet, including the addition of two gate areas.

Relocation of FBO. The *Draft Airport Master Plan* proposes that the existing passenger terminal facility be expanded to the west in order to accommodate the increase demand. Additional ramp for commuter aircraft parking would be developed to the west with the relocation of the fixed base operator (FBO) to the recently acquired parcel just west of its current location. The existing FBO building would then be converted for use as an airport maintenance facility.

Roadway Improvements. Several improvements to the current roadway system are proposed to take place during the long-term planning period in order to accommodate increased traffic and improve automobile access within the airport. Due to the extension of the terminal building to the west, the airport access road would correspondingly need to be realigned. In addition, a terminal loop return lane is planned along the south side of the parking lot, north of Fifth Street. This would eliminate the need for traffic returning to the terminal to use Fifth Street. Also, it is proposed that the terminal entrance road be shifted to the east so that all public parking can be located within the loop road. This would enhance automobile circulation and consequently provide more efficient access to the terminal area.

Automobile Parking. Improvements to automobile parking will continue throughout the long-term planning period. Relocating the rental car parking lot to an expanded lot on the east side of the terminal building (155 spaces) would provide more spaces and permit the current rental car spaces to be converted to public parking. A smaller lot is planned to the west of the existing parking lot and Patterson Road; this would serve as an employee and overflow lot (117 spaces). Finally, the east terminal lot which was started in the short-term would be expanded during the long-term (35 spaces).

Hangar Development. As the general aviation activity increases, the reconfiguration of the T-hangar area will continue with the construction of replacement hangars and the extension of the hangar area access road. Most of the existing hangars in the T-hangar area would be phased out over time to provide for better hangar separation and the development of longer hangar rows. Two existing 12-unit T-hangars would be replaced with two 20-unit T-hangars. In addition, an area for corporate hangar development would be provided at the west end of the hangar area.



Environmental Assessment /
Environmental Impact Report

Chapter Two ALTERNATIVES

Chapter Two

ALTERNATIVES

This chapter summarizes the alternatives to the Proposed Action evaluated during the course of this environmental analysis. These include both on-airport development, other development, and non-development alternatives. Each alternative was developed and evaluated with regard to its potential to generally satisfy the project objectives, its feasibility to implement, and its expected environmental consequences. Those alternatives which did not generally satisfy the project objectives, were not considered feasible, or would unduly affect the environment are noted in this chapter.

The alternatives evaluated within this document were initially evaluated during the preparation of the *Draft Airport Master Plan Update* for Oxnard Airport. As required by CEQA, they represent a range of reasonable alternatives which could feasibly attain most of the basic project objectives or which would avoid or substantially lessen any of the potentially significant environmental impacts.

ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

Under NEPA, the FAA allows alternatives to be eliminated from further consideration when they are found to be neither feasible nor prudent. In general, a project is infeasible if it is neither reasonable nor practical to implement, such as constructing a new general aviation airport in the middle of a bay, where the costs would likely exceed the benefits. A project is not prudent where it does not meet the identified purpose and need or where the environmental consequences are

excessive, particularly when compared to other alternatives which do meet the purpose and need. NEPA does require that the No Action alternative be evaluated, regardless of whether it is feasible or prudent.

CEQA has similar requirements for identifying and rejecting alternatives from further consideration. An EIR is required to include a range of alternatives which allow for a reasoned choice. The alternatives are limited to those that would avoid or substantially lessen one of the significant environmental effects of the project. Of these, the County of Ventura, as the lead agency, is only required to evaluate those which can feasibly attain most of the basic objectives of the project. As required by NEPA, CEQA also requires that the No Action (or No Project) alternative be evaluated.

Based on the analysis provided in subsequent sections of this chapter, Alternative A was selected as the Proposed Action because it (1) meets the identified purpose and need for the project, (2) does so in an efficient manner, and (3) does not result in significantly greater, unmitigatable impacts than those of the No Action alternative. The required Object Free Area (OFA) is obtained through fee-simple acquisition of property along the north side of the runway. Interest in and/or control of the Runway Safety Areas (RSA) is also obtained through a combination of fee-simple acquisition and avigation easements. Finally, identified security needs are met, including the installation of a security fence around the airport. Combined, these three items meet the first objective stated in **Chapter 1**, enhanced safety and security. The construction of high-speed exit taxiways, additional hangars, an expanded terminal building, and an expanded automobile parking area allow the airport to meet forecasted demand, the second objective.

In accordance with CEQA Section 15126, , Alternative A is the environmental superior alternative because it addresses the safety and security concerns, and facility demands, and does not result in any significant impacts which cannot be adequately mitigated to a level of less-than-significant.

Alternative F: No Action, while considered imprudent, is evaluated in **Chapter Four**, as required under *FAA Order 5050.4A, Environmental Handbook*, and pursuant to the Council on Environmental Quality regulations and California Environmental Quality Act.

Based on the alternatives analysis described below, Alternatives B (on-airport alternative), C (on-airport alternative), D (Development of a New Airport), and E (Transferring Service to Another Airport) were eliminated from further consideration. The reasons for this are as follows.

- The environmental impacts associated with Alternative B are expected to be the same or similar to those anticipated under Alternative A: Proposed Action. Implementation of Alternative B, however, would result in less efficient use of airport property. The location of the rental car parking area would be inconvenient for passenger drop off due to the one-way loop road. Rental car patrons would be required to walk from the designated parking lot with luggage in hand or drop off their luggage and then loop around back to the rental car lot. In addition, the location of the fuel farm on the western edge of the airfield would result in lengthy travel times for fuel trucks, making the proposed location inconvenient.

- The environmental impacts associated with Alternative C are expected to be the same or similar to those anticipated under Alternative A: Proposed Action. Implementation of Alternative C, however, does not result in any operational or capacity improvements over Alternative A. There are no advantages, therefore, to implementing Alternative C over Alternative A.
- Alternative D provides for the development of a new airport in the area. This alternative would reduce the noise, compatible land use, and traffic impacts identified for both the Proposed Action and No Action alternatives at this location. The expected environmental and economical impacts associated with the construction of a new airport facility, however, are greater than those impacts associated with development at the existing site. Because Oxnard Airport is fully capable of accommodating the long-term aviation demands of the area and because of the expected increase in environmental impacts, it is neither feasible nor prudent to construct a new airport.
- Alternative E assumes that the operational demand for Oxnard Airport would be transferred to another, existing aviation facility. This alternative would also reduce aviation noise and traffic impacts associated with Oxnard Airport under both the Proposed Action and No Action alternatives at the existing location. Based on the analysis included in the *Draft Airport Master Plan Update* and subsequent analysis for this EA/EIR document, the general aviation airports within the vicinity of Oxnard Airport are incapable of accommodating commercial services and/or the additional general aviation capacity. Although NAWA Point Mugu could potentially accommodate commercial airline services, the general aviation could not be accommodated due to military restrictions. Because there are insufficient or inadequate facilities for meeting the project demand, other than at Oxnard Airport, it is not prudent to implement Alternative E.

The following sections provide more information regarding the alternatives evaluated for this EA/EIR document.

ON-AIRPORT DEVELOPMENT ALTERNATIVES

Airside developments, designed to enhance safety and increase operational efficiency, are identical for each on-airport development alternative. In each of the alternatives, the runway would remain physically the same (5,950 feet in length and 100 feet in width), runway improvements would focus on enhancing operational safety. This would include clearing and controlling the OFA to the maximum extent practical, as well as establishing positive control over the areas within the RPZ on both ends of the runway. The acquisition and protection of the OFA and RPZ are described in detail in **Chapter One, Purpose and Need/Project Description**.

With acquisition of the RPZ area across Ventura Road, two additional light stations would be added to complete the approach lighting system (MALSR) to Runway 25.

In and of themselves, these projects would have no effect on the airport's ability to meet its forecasted demand, but do address objective #1 of the purpose and need for the project: enhanced safety and security.

Taxiway improvements included in all on-airport development alternatives provide for the construction of two additional exit taxiways. These taxiways would be located approximately 800 feet from the west end and 1,000 feet from the east end of the runway and would increase the opportunities for aircraft to exit the airfield. This reduction in time an aircraft is on the runway would reduce delays and further enhance safety for aircraft arriving and departing the airport.

All three of the on-airport development alternatives would also provide for the drainage improvements identified in the *Oxnard Airport Storm Drain Master Study (1996)*. These improvements address on-going flooding problems in the immediate vicinity of the airport.

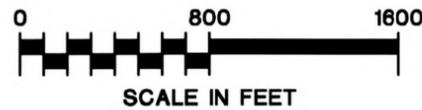
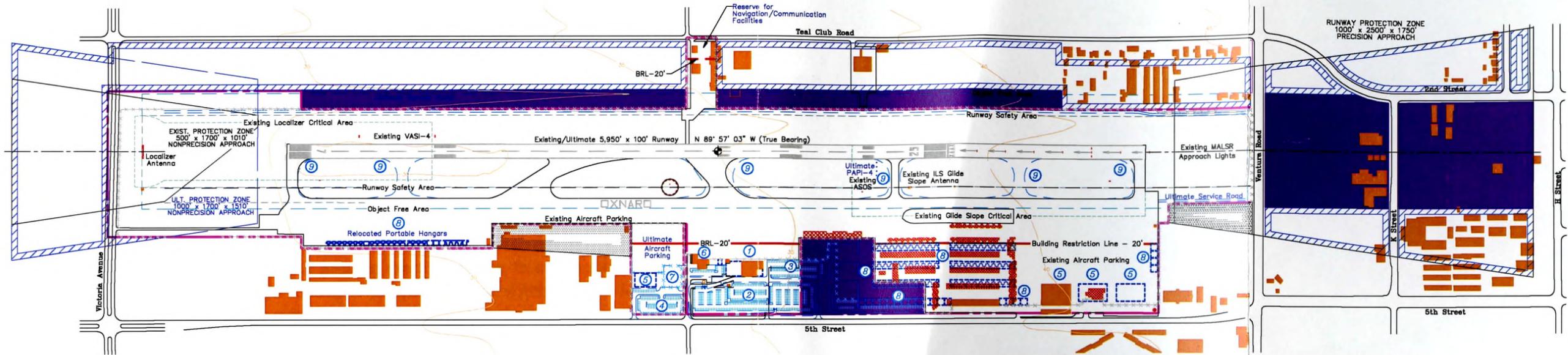
The remaining airport improvements relate to the landside facilities primarily on the south side of the runway. Each of the on-airport development alternatives present improvements for additional automobile parking, expansion of the terminal building and the relocation/construction of hangars to address objective #2 of the purpose and need: to accommodate future aviation demand.

ALTERNATIVE A: PROPOSED ACTION

Improvements listed as Alternative A are illustrated on **Exhibit 2A, Alternative A - Proposed Action**. Under this alternative, the passenger terminal facility would remain in its present location with building expansion planned to the west as demand warrants. (It should be noted that expanding the building on both sides simultaneously, or to the north or the south would likely be more costly and disruptive because the facility would have to be totally remodeled. By expanding to the east or west, the existing structure could be improved upon without the costs associated with a complete remodeling project.)

Additional auto parking is planned primarily to the east of the existing terminal parking lot. This would include additional long term parking east of the existing entrance road and the ultimate relocation of rental car parking. Rental car parking would be relocated to an expanded lot on the east side of the terminal building. A smaller lot is planned to the west of the existing parking lot and Patterson Road to serve as a combined employee and overflow lot.

A return lane would be developed along the south side of the parking lot (north side of Fifth Street) that would result in a loop road and would establish an on-airport traffic circulation system. The development of this loop road would eliminate the need for traffic returning to the terminal to use Fifth Street. In addition, the entrance road to the passenger terminal is planned to be moved further to the east so that all public parking will be located within the loop road. While the primary access to the Airport will remain at Fifth Street, an internal circulation system will be developed that will permit vehicles to circulate from the Fixed Base Operator (FBO) locations to and from the terminal building without traversing Fifth Street or breaching secure airport operations area. This will have



LEGEND:

-  STRUCTURE TO BE REMOVED OR RELOCATED
-  AVIGATION EASEMENT
-  PROPERTY ACQUISITION

IMPROVEMENTS TO BUILDINGS AND FACILITIES

- ① Passenger Terminal Facility
- ② Terminal Parking
- ③ Rental Car Parking
- ④ Employee/Overflow Parking
- ⑤ FBO Facilities
- ⑥ Airport Maintenance Facility
- ⑦ Fuel Farm
- ⑧ Hangars
- ⑨ Taxiway Improvements



the benefit of removing some vehicle trips and turning conflicts from Fifth Street, a busy public street.

FBO facilities located next to the terminal would be relocated west of its current location. Additional ramp for commuter aircraft parking would be developed to the north of the relocated FBO. This would allow the existing FBO building to be converted for use as an airport maintenance facility. The Aircraft Rescue and Firefighting (ARFF) facility would be co-located with the maintenance facility. Currently, the airport maintenance facilities are located on the north side of the airfield and the ARFF facility is located on the apron at the base of the airport traffic control tower. Relocating the airport maintenance facilities would open up the north parcel to be used for navigational aids and communication facilities that do not need to be located in the terminal area.

Other FBO facilities would remain at the east end of the airport. A dual-bay hangar with an attached 12,000 square foot, two-story office space has been constructed at the location where the large hangar was lost to fire. The other two FBO facilities would ultimately be replaced with similar facilities. At the east end of the aircraft parking ramp, five additional box hangars would be constructed.

A new consolidated fuel farm location is proposed just west of the terminal facility. This location provides access from both airside and landside, eliminating the mixing of fuel delivery trucks with aircraft on the ramp and in hangar areas. The site of the existing fuel farm would then be used for additional hangar development.

The existing T-hangar area would be reconfigured to provide more clearance from the runway, improve circulation and increase hangar storage. Portable hangars located within the 20-foot building restriction line will be relocated to the ramp at the west end of the airport. The major hangar area will remain in its present location, but most of the existing hangars in the T-hangar area will be phased out or relocated in order to provide for better hangar separation and the development of longer hangar rows.

At the west end of the hangar area, corporate hangar development is planned. This involves three parcels that would allow for the development of hangars which are sufficient in size to accommodate corporate flight departments. Additional T-hangar units and conventional hangars are also planned for this area.

Alternative A will meet both objectives of the purpose and need for the project: it will enhance safety and security through the acquisition of the OFA and RPZ areas and the installation of security fencing and other projects; and it will accommodate the projected aviation demand through the construction of the high-speed, exit taxiways, the provision of additional hangar units, the expansion of the terminal building, the redesign of the on-airport access road, and the provision of additional and relocated automobile parking spaces.

Due to the land acquisition, Alternative A will result in greater social impacts than those of the No Action alternative. It is also expected to result in construction impacts, which would not be a factor

under the No Action alternative. All other impacts are expected to be the same or similar to the No Action, including noise, compatible land use, air quality, and traffic and circulation.

ALTERNATIVE B

Exhibit 2B, Alternative B, depicts those improvements proposed as Alternative B. Airside improvements are the same as those proposed for Alternative A. Under Alternative B, the passenger terminal facility would again be expanded to the west. In addition, the terminal access road would be elongated in order to provide more curb space for passenger pick-up and drop-off traffic. The terminal access road would also serve as a loop road with the addition of a one-way lane located on the outer west edge of the existing parking lot.

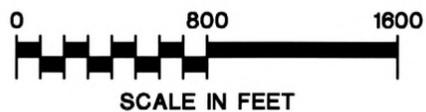
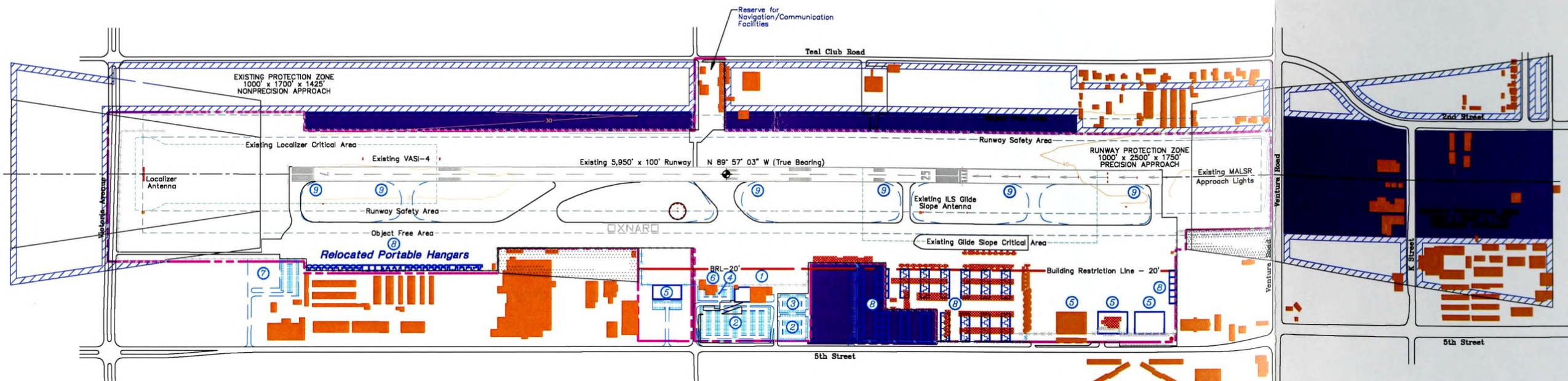
A new parking lot designated for car rental and long term parking would be constructed east of the existing entrance road, increasing the number of spaces available for short and long term parking. Additional employee parking would become available with the relocation of the general aviation facility currently adjacent to the terminal building. The new site for the rental car parking lot may prove to be inconvenient for passenger drop-off due to the one-way loop road. Rental car patrons must walk from the designated lot with their luggage or drop off their luggage and loop around back to the car rental lot.

FBO facilities currently located next to the terminal would be relocated to the west of their current location. As with Alternative A, this would allow the existing building to be converted for use as an airport maintenance facility. The FBO hangars on the east side of the airport would be replaced with larger structures.

Also, a new fuel farm facility would be provided on the west end of the airfield with access provided by the construction of a new road originating from Fifth Street. The location of the fuel farm may prove to be inconvenient because it is located further away from the aircraft, making it less convenient to refuel. Fuel trucks would have to travel to the western edge of the airfield and then travel back to the aircraft waiting to be refueled.

Executive hangars would be constructed at the west end of the general aviation area flighting, near the airline terminal, with access provided by the construction of a new road. T-hangars would be developed perpendicular to the runway configuration. Several existing T-hangar units would be relocated along the fence line on the southwest portion of the airfield with access provided by a new access road.

Alternative B will meet both objectives of the purpose and need for the project: it will enhance safety and security through the acquisition of the OFA and RPZ areas and the installation of security fencing and other projects; and it will accommodate the projected aviation demand through the construction of the high-speed, exit taxiways, the provision of additional hangar units, the expansion of the terminal building, the redesign of the on-airport access road, and the provision of additional and relocated automobile parking spaces.



LEGEND:

-  STRUCTURE TO BE REMOVED OR RELOCATED
-  AVIGATION EASEMENT
-  PROPERTY ACQUISITION

IMPROVEMENTS TO BUILDINGS AND FACILITIES

- ① Passenger Terminal Facility
- ② Terminal Parking
- ③ Rental Car Parking
- ④ Employee/Overflow Parking
- ⑤ FBO Facilities
- ⑥ Airport Maintenance Facility
- ⑦ Fuel Farm
- ⑧ Hangars
- ⑨ Taxiway Improvements



As with Alternative A, due to the land acquisition, Alternative B will result in greater social impacts than those of the No Action alternative. It is also expected to result in construction impacts, which would not be a factor under the No Action alternative. Both of these impacts would be the same as those of Alternative A. All other impacts are expected to be the same or similar to the No Action (Alternative F) and Alternative A, including noise, compatible land use, air quality, and traffic and circulation.

While Alternative B is expected to have similar environmental impacts to those of Alternative A, it does not provide as efficient a use of space for automobile parking and hangar development as those improvements listed in Alternative A. Because Alternative B does not result in any significant operational or capacity improvements over Alternative A, nor will it result in a reduction of environmental impacts, it was not considered prudent and was, therefore, not evaluated further.

ALTERNATIVE C

Airside improvements proposed as Alternative C are identical as those proposed under Alternatives A and B. Alternative C, as illustrated on **Exhibit 2C, Alternative C**, shows the expansion of the passenger terminal facility to the east and elongating the terminal access road and drop-off lane. The terminal access road would also provide easy access to the terminal parking lot. A loop would be constructed for one way circular flow around the parking lot.

The airline terminal parking facilities would be enlarged due to the relocation of the terminal access road. Short-term parking would be added on the east side of the new access road. Long-term parking would be increased because of the construction of the short-term parking lot and the relocation of the rental car spaces. Rental car and employee parking would be located in the space that was previously occupied by Aspen Helicopters. Additional parking would accommodate the long-term demand level described in the Master Plan and the location of the employee and rental car parking provides ease of access.

The FBO facility located just west of the passenger terminal facility will be relocated west of its current location. The existing FBO building would then be converted for use as an airport maintenance facility. A new FBO facility would also be constructed on the east end of the Airport.

The fuel farm would be relocated to the west of the existing facility. Locating the fuel farm near midfield will provide ease of access for general and airline use.

T-hangars would be relocated to the west end of the airfield along the fence line. New T-hangars and corporate hangars would be constructed parallel to the runway orientation on the east side of the airport.

As with both Alternatives A and B, Alternative C will meet both objectives of the purpose and need for the project: it will enhance safety and security through the acquisition of the OFA and RPZ areas and the installation of security fencing and other projects; and it will accommodate the projected

aviation demand through the construction of the high-speed, exit taxiways, the provision of additional hangar units, the expansion of the terminal building, the redesign of the on-airport access road, and the provision of additional and relocated automobile parking spaces.

Due to the land acquisition, Alternative C will result in greater social impacts than those of the No Action alternative. It is also expected to result in construction impacts, which would not be a factor under the No Action alternative. All other impacts are expected to be the same or similar to the No Action, including noise, compatible land use, air quality, and traffic and circulation.

Alternative C is expected to have similar environmental impacts to those of Alternative A; however, it does not result in any significant operational or capacity improvements over Alternative A, nor will it result in a reduction in environmental impacts. Alternative C was, therefore, found not to be prudent and is not further evaluated in the environmental document.

OTHER ALTERNATIVES

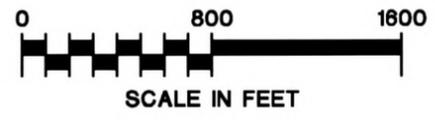
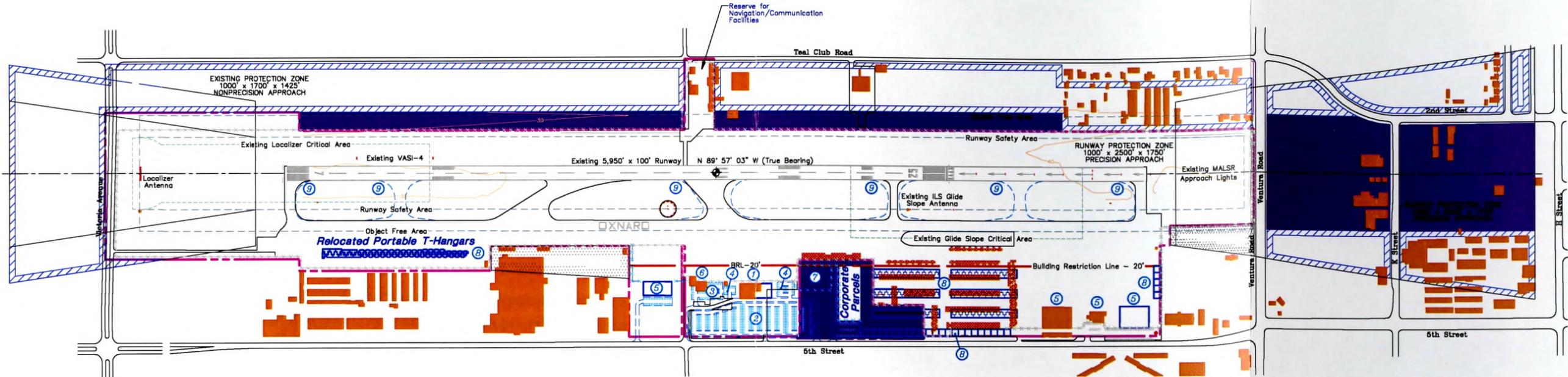
ALTERNATIVE D - DEVELOPMENT OF A NEW AIRPORT

Constructing a new facility near a highly-developed area is a difficult and costly action. The development of a new airport requires a tremendous financial commitment of public funds for land acquisition, site preparation and the construction of airport facilities. In addition, closing Oxnard Airport would mean the loss of a substantial public investment in an existing facility.

The development of a new aviation facility would require a commitment of a large land area in excess of 350 acres. Typically, the location of a new site is relatively undeveloped. As a result, the potential for impacts to natural, biological, cultural resources, and, particularly in Ventura County, prime farmland are generally greater than those at an existing site with the capacity for expansion.

A new airport also requires the duplication of investment in airport facilities and supporting access and infrastructure that are already available at Oxnard Airport. The new airport site would require construction of a new airfield, landside facilities and support facilities. In addition, utilities such as water, sewer, electricity and gas would have to be either extended to the site or developed on site. Major access and utility development further compounds the potential costs and impacts associated with a new site. Furthermore, the development of a new airport similar to Oxnard Airport would likely take a minimum of ten years to implement.

Alternative D would meet both objectives of the purpose and need for the project: it would provide for enhanced safety and security through the acquisition of land area large enough to encompass both the OFA and RPZ areas and compliance with FAR Part 139 regarding security requirements. It would also provide an aviation facility which could accommodate the projected aviation demand for Oxnard Airport through the construction of an adequate airfield system and landside facilities (including terminal building, hangar units, access roadways, and automobile parking areas).



LEGEND:

-  STRUCTURE TO BE REMOVED OR RELOCATED
-  AVIGATION EASEMENT
-  PROPERTY ACQUISITION

IMPROVEMENTS TO BUILDINGS AND FACILITIES

- ① Passenger Terminal Facility
- ② Terminal Parking
- ③ Rental Car Parking
- ④ Employee/Overflow Parking
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- ⑥ Airport Maintenance Facility
- ⑦ Fuel Farm
- ⑧ Hangars
- ⑨ Taxiway Improvements



Alternative D would, however, result in significantly greater environmental impacts than either Alternative A or the No Action alternative (Alternative F). First, an area that currently is not subject to aircraft noise would become so, potentially resulting in both noise and compatible land use impacts. Also, it is expected that natural resources would be affected in order to construct the new facility, including prime farmland and biotic communities. It is also highly possible that the construction of a new facility will result in additional impacts to water quality, historic/cultural resources, floodplains, waters of the U.S., protected species, and other factors. Construction-related impacts would also be expected to be greater under Alternative D than any of the on-airport development alternatives.

The alternative of developing a new airport facility in Ventura County to meet the area's aviation demand was, therefore, found to be neither feasible nor prudent due to the economic and environmental considerations.

ALTERNATIVE E - TRANSFERRING SERVICE TO ANOTHER AIRPORT(S)

The alternative of relocating services to another airport in the area was also considered. Existing airports within the vicinity of Oxnard Airport are shown on **Exhibit 2D, Alternative E**.

Shifting aviation services to NAWS Point Mugu was considered during the preparation of the *Draft Airport Master Plan Update*. NAWS Point Mugu had been considered to be a possible selection for closure by the Base Realignment and Closure Committee (BRACC). Ultimately, NAWS Point Mugu was not targeted for closure and, remains an active military facility.

A joint-use feasibility study was undertaken in order to determine if NAWS Point Mugu could qualify as a joint-use commercial service/military facility. If Point Mugu were to open up to air carrier service, it is uncertain as to whether or not airlines would choose to relocate to Point Mugu. There are three air carrier airports within one to two hours driving distance from Point Mugu: Los Angeles, Burbank and Santa Barbara. Because the airlines have already attracted passengers from that vicinity, it is unlikely that an air carrier would pull services out of one of the aforementioned airports. Capacity issues at Los Angeles and Burbank, however, may become an overriding factor. As delay becomes excessive, airlines could elect to supplement their service at the existing airports with service at Point Mugu. In addition, airspace capacity constraints in the Los Angeles area and increasing passenger travel time due to roadway congestion may increase the attractiveness of airline service at Point Mugu. If large jet air carrier service were introduced to Point Mugu, commercial services from Oxnard Airport could be transferred to Point Mugu.

While the transfer of commercial service to NAWS Point Mugu would resolve the demand for the terminal expansion and some of the automobile parking, it does not address the demand for general aviation services. Even should NAWS Point Mugu become a joint-use facility, it is expected to retain a military restriction on its use by general aviation aircraft, meaning that an alternative site would need to be identified for these demands (both operations and landside facilities).

Transferring general aviation demand to other airports in the area was also considered. Camarillo Airport is located approximately five miles east of Oxnard Airport. Santa Paula Airport is located approximately fifteen miles northeast of Oxnard Airport. While both of these airports are readily accessible, they are both faced with capacity problems and would not be able to immediately accommodate the general aviation and related operations without great expense. Also, should NAWA Point Mugu not become a joint-use facility, neither Camarillo nor Santa Paula are fully capable of accommodating commercial service operations. Additional commercial service facilities would need to be located, designed, and constructed at either or both of these facilities in order to accommodate this identified demand.

Alternative E does not meet the identified objectives of the purpose and need because there is no reasonable assurance that the future aviation demand at Oxnard Airport can be accommodated at the other existing airports in the region, nor would the safety and security concerns at Oxnard Airport be addressed for those operations which would remain at Oxnard Airport.

Based on this analysis, at this time it is neither feasible nor prudent to transfer either existing or forecasted aviation demand to an existing aviation facility in the area. NAWA Point Mugu is not currently available for any public use and, even if converted to a joint-use facility, would still not accept general aviation activity. The remaining two airports in the area do not have the facilities to accommodate the commercial service demand, nor can they accommodate the identified general aviation facilities demand without the development of new or expanded facilities. Consequently, Oxnard Airport would need to plan accordingly to accommodate forecasted demand.

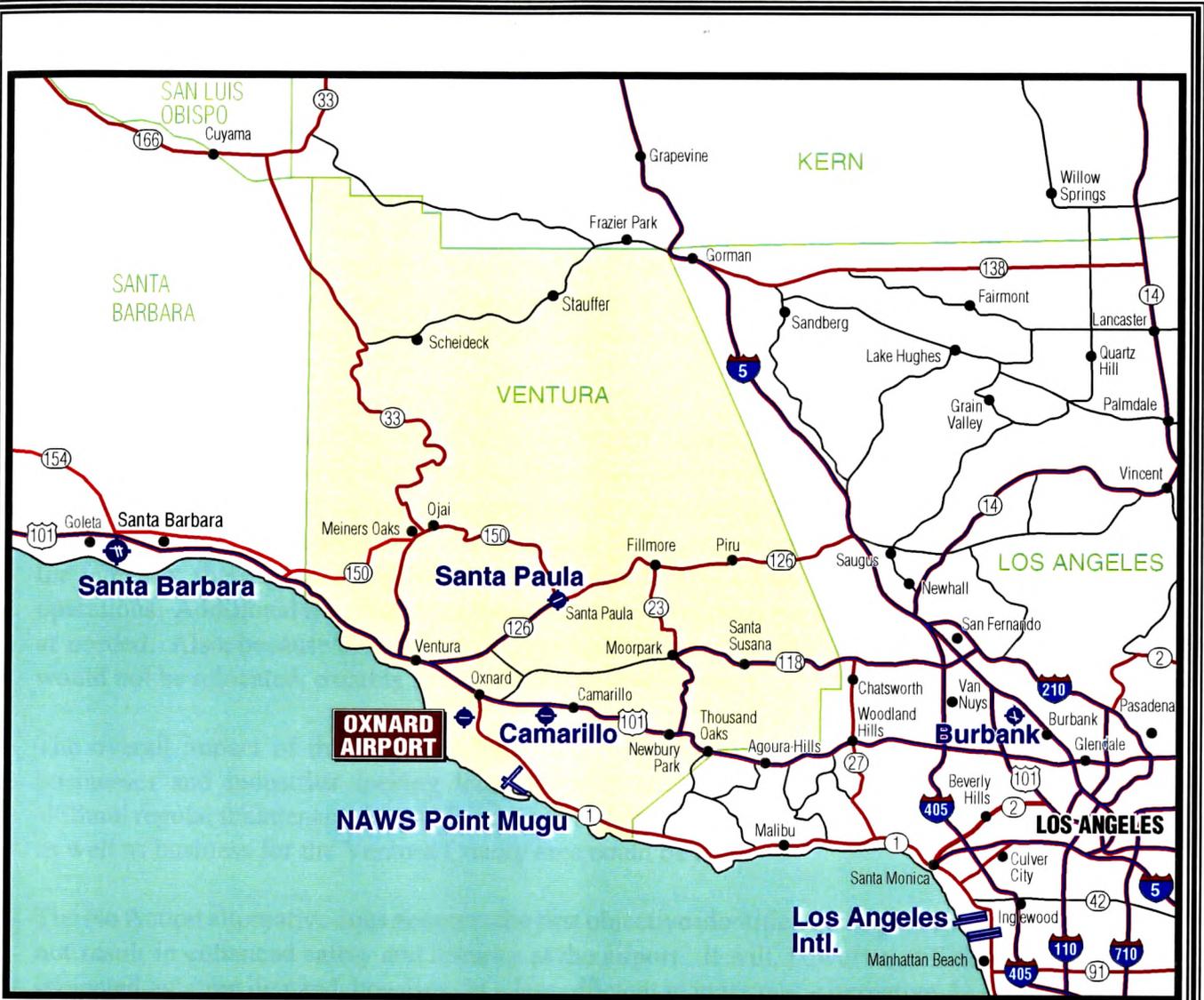
ALTERNATIVE F - NO ACTION

The No Action Alternative essentially considers keeping the airfield in its present condition without providing for any improvements to the existing facilities. The primary result of this alternative would be the eventual inability of Oxnard Airport to safely satisfy the increasing demands of the airport service area. Without improvements to both airside and landside facilities, safety would not be enhanced and users of the airport would be constrained from taking maximum advantage of the airport's air transportation capabilities.

Although significant improvements are recommended in the terminal areas to meet forecasted demand, no major airside facility expansion or construction project is planned. The sum effect of the proposed airfield and landside development will be increased safety, reductions in operating costs for the airfield users and the traveling public, convenience of scheduling for airline operations, and ability to meet aircraft owner demand for hangar facilities.

The lack of control of the OFA and RPZ areas will not reduce the demand for the use of Oxnard Airport, it will, however, result in increased risks to off-airport properties and users resulting from aircraft excursions from runways, landing undershoots (aircraft that land short of the runway), and departure overruns (aircraft that reach the end of the runway prior to lifting off the ground).

The lack of the high-speed exit taxiways will not result in a reduction in the number of operations expected to occur at Oxnard Airport, it will, however, result in increased delay for operations, which



LEGEND:

-  Hard-surface runway greater than 8069 ft.
-  Hard-surface runway 1500ft. to 8069 ft.
-  Services available



will increase costs to both the aircraft owner and passengers. It may also require aircraft operations to extend into what are not “off hours” (periods of no or limited use) in order to accommodate the demand for the runway facilities.

The lack of the terminal expansion will not result in a reduction in the projected number of enplanements or commercial service operations at Oxnard Airport, it will, however, require the use of the existing facility to occur over an extended period of time. For example, assuming the demand for the facility would be to accommodate the business traveler, with the larger facility (Alternative A, four gates), operations would be expected to occur between roughly 7:00 a.m. and 7:00 p.m.. With the smaller facility (2 gates), it may be necessary for the use of the facility to expand into off-hours in order to accommodate the additional enplanements: between 6:00 a.m. and 9:00 p.m..

The lack of additional hangars will not necessarily result in a reduction in the projected number of based aircraft or general aviation operations at Oxnard Airport, it will, however, require more based aircraft to utilize existing tie-down spaces, instead of parking their aircraft in a hangar, as preferred. It may also result in more aircraft being parked in the existing conventional hangars, which hold multiple aircraft. There are currently 240 aircraft parking spaces at Oxnard Airport. According to the forecasts, there is a demand for 225 based aircraft. This leaves 15 parking spaces for itinerant operations. Additional itinerant aircraft could be located in other portions of the existing ramp area, as needed. Also, because the hangars that are currently located within the building restriction line would not be relocated, existing safety concerns would remain.

The overall impact of the No Action Alternative is to the ability of the region to attract new businesses and industries seeking locations with adequate and convenient aviation facilities. Without regular maintenance and additional improvements, potential users and income for the airport as well as business for the Ventura County area could be lost.

The No Action alternative does not meet the first objective identified in the purpose and need. It will not result in enhanced safety and security at the airport. It will, however, still accommodate the projected aviation demand, however, in a less efficient manner than Alternative A. The No Action alternative is, therefore, found not to be either feasible or prudent.

While Alternative F was found not to be feasible or prudent, in accordance with *FAA Order 5050.4A, Paragraph 47C, Subparagraph 2, Airport Environmental Handbook*, it is further analyzed with regard to its potential environmental impact in **Chapter Four Environmental Consequences**, of this environmental document.

SUMMARY COMPARISON

Table 2A, Summary Comparison of Anticipated Environmental Impacts from all Alternatives, provides an overview of the potential and/or likely environmental impacts of each alternative. Each of the alternatives were compared with the twenty environmental impact categories described in *FAA Order 5050.4A*, as well as Traffic and Circulation. Impacts were classified as either none, less-than-significant, less-than-significant with mitigation, significant, or unknown (N/A).

TABLE 2A
Summary Comparison of Anticipated Environmental Impacts from all Alternatives
Compared with the Existing Condition

Environmental Category	Alternatives					
	Proposed Action A	B	C	D	E	No Action F
Noise ⁺	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	Less-than-significant w/ mitigation
Compatible Land Use ⁺	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	Less-than-significant w/ mitigation
Social	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	None
Traffic and Circulation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	Less-than-significant w/ mitigation
Air Quality	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	<u>Less-than-significant</u> N/A (new baseline)
Water Quality	<u>Less-than-significant w/ mitigation</u> None	<u>Less-than-significant w/ mitigation</u> None	<u>Less-than-significant w/ mitigation</u> None	N/A	N/A	<u>Less-than-significant w/ mitigation</u> None
Historic/Cultural	<u>Less-than-significant w/ mitigation</u> None	<u>Less-than-significant w/ mitigation</u> None	<u>Less-than-significant w/ mitigation</u> None	N/A	N/A	None
Floodplains	None	None	None	N/A	N/A	None
Farmland	None	None	None	N/A	N/A	None
Construction	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	None
Socioeconomic	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	Less-than-significant
Section 4(f)	None	None	None	N/A	N/A	None
Biotic Communities	None	None	None	N/A	N/A	None
Protected Species	None	None	None	N/A	N/A	None
Waters of the U.S.	None	None	None	N/A	N/A	None

TABLE 2A cont.

Summary Comparison of Anticipated Environmental Impacts from all Alternatives Compared with the Existing Condition

Environmental Category	Alternatives					
	Proposed Action A	B	C	D	E	No Action F
Coastal Zone Mgt.	None	None	None	N/A	N/A	None
Coastal Barriers	None	None	None	N/A	N/A	None
Wild and Scenic Rivers	None	None	None	N/A	N/A	None
Energy Supply and Natural Resources	None	None	None	N/A	N/A	None
Light Emissions	<u>Less-than-significant</u> None	<u>Less-than-significant</u> None	<u>Less-than-significant</u> None	N/A	N/A	None
Solid Waste Impact	<u>Less-than-significant w/ mitigation</u> None	<u>Less-than-significant w/ mitigation</u> None	<u>Less-than-significant w/ mitigation</u> None	N/A	N/A	<u>Less-than-significant w/ mitigation</u> None

Note: [†] Noise and compatible land use impacts under any of the development alternatives are identical to those of the No Action Alternative because they are the result of the increase in operations forecasted to occur at Oxnard Airport and are not effected by the development program. These impacts are currently being evaluated as part of the preparation of an FAR Part 150, Noise and Land Use Compatibility Study. Mitigation of these impacts is not required because they are the same as the No Action. This EA/EIR does, however, provide as voluntary mitigation that Ventura County Department of Airports will comply with the FAA approved Noise Compatibility Program of the FAR Part 150, Noise and Land Use Compatibility Study.



Chapter Three **AFFECTED ENVIRONMENT**

Environmental Assessment /
Environmental Impact Report

Chapter Three

AFFECTED ENVIRONMENT

It is the purpose of this chapter to identify or highlight any important background material which may help to explain the present proposal. Characteristics of the surrounding area, including land uses and growth potential in the airport vicinity, are described in the following paragraphs.

AIRPORT BACKGROUND AND LOCATION

Oxnard Airport is a primary commercial service airport located equidistant between Santa Barbara to the northwest and Los Angeles to the southeast. It is situated along the coastal edge of the 200-square mile Oxnard Plain, one and one-half miles east of the Pacific coastline. The airport is located on approximately 216 acres of land in the northwest portion of the City of Oxnard.

Highway access to both the City of Oxnard and Oxnard Airport is via the Pacific Coast Highway (State Route 1) and the Ventura Freeway (Highway 101). The airport itself is located between Ventura Road and Victoria Avenue on Fifth Street. **Exhibit 3A, Location Map**, depicts the airport in its regional setting.

Exhibit 3B, Study Area and Jurisdictional Boundaries, identifies an area ranging from Channel Islands Boulevard to the south, Pacific Avenue to the east, extending north to Highway 101, and then

west to the Pacific Ocean as the study area. It also includes parts of the cities of Oxnard, Port Hueneme, Ventura, and parts of unincorporated Ventura County.

Oxnard Airport is located within Ventura County in southwestern California. Adjacent counties include Santa Barbara to the northwest, Kern to the north, and Los Angeles to the southeast.

CLIMATE AND WEATHER

The Oxnard area experiences what is considered a “Mediterranean” climate. The winters remain mild while the summers are normally cool and dry. The average daily mean temperature is 59.4 degrees Fahrenheit. Average daily mean temperatures range from 53.3 degrees in January to 64.8 degrees in July.

The average annual precipitation in Oxnard is 15 inches. Most of the precipitation falls between the months of November and March. The summers are relatively dry.

Oxnard Airport experiences daily land/sea breeze cycles because of its close proximity to the Pacific Ocean coastline. These cycles are created due to the uneven heating and cooling rates of the land as opposed to the water. During most of the daylight hours a sustained breeze flows inland (sea breeze) and at night the breeze reverses itself and flows toward the ocean (land breeze). Santa Ana winds are also prevalent in the Oxnard area.

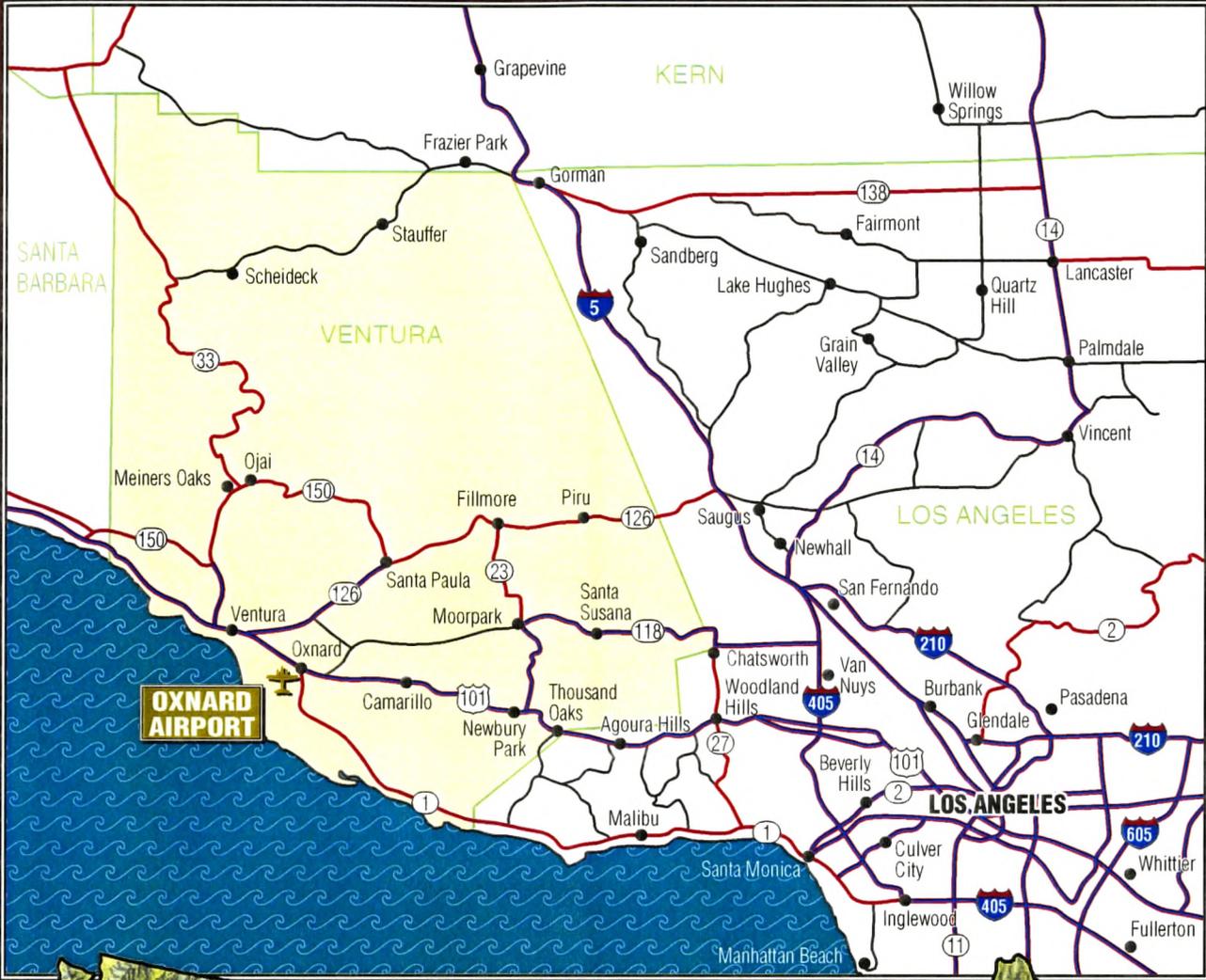
AIRPORT DEVELOPMENT HISTORY

In 1934, Oxnard Airport was officially commissioned by the County of Ventura with a 3,500-foot runway. Four years later the runway was paved with asphalt and Hangar Two was erected. In 1940, the airport was established as a primary pilot training facility base for the U.S. Army Air Corps, and was renamed the Mira Loma Flight Academy. During that same year, the Army built Hangars One and Three.

In 1944, the Navy acquired the facility and used the airport as an interim facility while Point Mugu was under construction. Then in 1945, the Navy moved to Point Mugu and the County resumed control of the airport. One year later, commercial passenger service was initiated at the airport.

In 1960, the Federal Aviation Administration (FAA) opened a new airport traffic control tower on the airport. Three years later, Runway 7-25 was extended to its present length of 5,950 feet. In 1968, the first commuter air flights were made available on Cable Airlines.

During the 1970s, several major airport improvements were completed. The passenger terminal building was erected, taxiway lighting was installed, radar approach control was established at Point

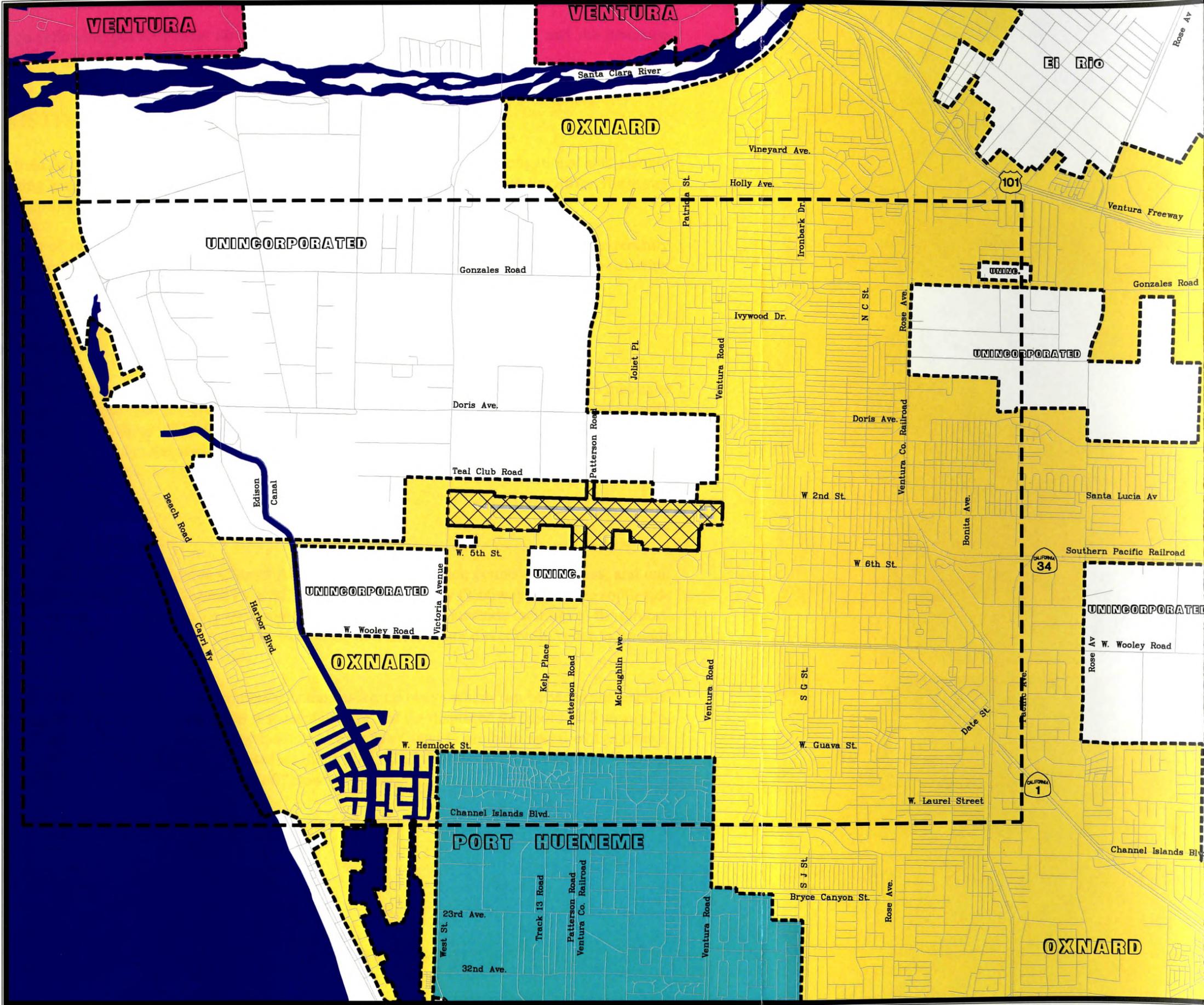


NORTH

NOT TO SCALE



Exhibit 3A
LOCATION MAP



LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property
- City of Oxnard
- City of Port Hueneme
- City of Ventura
- Unincorporated Ventura County



Mugu (allowing positive radar coverage to aircraft into and out of Oxnard), and the precision instrument landing and approach lighting systems were installed.

EXISTING AIRFIELD FACILITIES

Airfield facilities at Oxnard Airport include runway and taxiway systems, navigational aids, airfield lighting and aircraft and terminal aircraft activity areas. **Exhibit 3C, Existing Facilities**, illustrates the facilities described below.

A copy of the proposed Airport Layout Plan (ALP), which was developed during the recently completed Master Plan process, can be found in **Appendix D**. The ALP illustrates both the existing and ultimate airport facilities.

RUNWAY

Oxnard Airport is served by a single runway that is oriented east-west. Runway 7-25 measures 5,950 feet long and 100 feet wide. It is constructed of asphalt/concrete and has a pavement strength of 30,000 pounds Single Wheel Loading (SWL) and 60,000 pounds Dual Wheel Loading (DWL). Due to obstructions in the east approach, the landing threshold for Runway 25 has been displaced 1,372 feet to the west; as a result, the landing length available for Runway 25 is 4,578 feet.

TAXIWAYS

The existing taxiway system at Oxnard Airport consists of parallel, connecting, access, and exit taxiways. Runway 7-25 is served by a full length parallel taxiway (Taxiway A) on the south side of the runway. It is 75 feet wide and provides direct access to all landside facilities at the airport. Taxiway A also serves as end taxiways, extending in a north-south direction in order to provide access for aircraft to the runway ends.

The runway is served by three additional entrance/exit taxiways which run between the parallel taxiway and the runway. Taxiway B is located just west of the displaced threshold on Runway 25. It is 50 feet wide and is oriented north-south. Taxiways C and D are high speed exit taxiways. Taxiway C is 125 feet wide and is located midfield, directly north of the terminal building. Taxiway D is 100 feet wide and is located west of Taxiway C.

LIGHTING

A variety of lighting aids are available at Oxnard Airport to facilitate identification, approach, landing, and taxiing operations at night and in adverse weather conditions. These systems are further described below.

Identification Lighting

The location and presence of the airport at night is indicated by a rotating beacon equipped with an optical system that projects two beams of light, one green and one white. At Oxnard Airport, the rotating beacon is located on the southeast side of the airfield, adjacent to Hangar One.

Approach Lighting

Approach lighting systems are used to facilitate aircraft landings to designated runways. They are also adjuncts to electronic navigational aids for the final portion of Instrument Flight Rule (IFR) conditions and visual guides for nighttime approaches under Visual Flight Rule (VFR) conditions. Approach lighting systems provide the pilot with visual clues concerning aircraft alignment, roll, height, and position relative to the runway threshold.

At Oxnard Airport, Runway 25 is equipped with a medium intensity approach lighting system with runway alignment indicator lights (MALSR) to compliment the precision Instrument Approach System (ILS).

Visual Approach Slope Indicator Lights (VASI) serve as additional approach lights at Oxnard Airport. VASIs are a system of lights near the runway end which may provide visual descent guidance information during an approach to the runway in relatively good weather conditions. They typically have a range of about four miles. Runway 7 has a four-box VASI located on the left side of the runway.

Runway Lighting

Runway 7-25 is equipped with Medium Intensity Runway Lights (MIRL) which outline the runway with white lights for nighttime operations. At Oxnard Airport, the MIRLs are part of a pilot-controlled lighting system.

Taxiway Lighting

The taxiway system is equipped Medium Intensity Taxiway Lights (MITL). These blue lights illuminate the taxiway during night and low visibility conditions to assure safe and efficient aircraft movement between landing and parking area.

97SP09-3C-3/4/98



DATE OF PHOTO: JANUARY 8, 1996

Victoria Avenue

Teal Club Road

Airport Maintenance Building

Airport Property Line

VASI

Displaced Threshold

Localizer

5,950' x 100' Runway

MALSR

Segmented Circle

Glide Slope

Ventura Road

ATCT

Passenger Terminal

FBO

FBO

Terminal Parking

Airport Property Line

Fifth Street

Airport Beacon

Patterson Road



NAVIGATIONAL AIDS

Navigational aids (navaids) include any visual or electronic devices, which provide direction, range, and position information to pilots. They are usually classified as either enroute or terminal navaids. The enroute navaids provide point-to-point navigation, and terminal navaids provide approach and landing guidance. Some navaids can be used in both enroute and terminal roles.

Enroute Air Navigational Aids

Enroute navaids consist of two basic types of equipment, the VOR (Very high frequency Omnidirectional Range) and the VORTAC (VOR/tactical air navigation). The VOR provides bearing (direction) information to pilots. Commonly, the VOR is linked to a DME (Distance Measuring Equipment) to provide nearly identical service as the VORTAC. The VORTAC links the VOR to the Military TACAN (tactical air navigational system) to provide distance measuring information. The VOR, a VHF (Very High Frequency) facility, and the TACAN, a UHF (Ultra High Frequency) facility, are limited to line-of-sight transmissions; their ranges are affected by the altitude of the aircraft.

The Camarillo VOR/DME is located on the Camarillo Airport, five nautical miles east of Oxnard Airport. The VOR/DME broadcasts on VHF frequency 115.8, and provides the pilot with directional and distance information to and from the airport. The beacon transmits a continuous three letter identifier code "CMA" using International Morse Code.

The Ventura VOR is located approximately nine nautical miles southeast of Oxnard Airport and transmits on frequency 108.2 MHz. The beacon transmits a continuous three-letter identifier code "VTU".

Another VOR/DME is located at Van Nuys, approximately thirty-five nautical miles east of Oxnard Airport. It transmits on VHF frequency 113.1 and channel 78. The beacon broadcasts the three letter code "VNY".

There are two VORTACs located within a thirty-five mile radius from Oxnard Airport, the San Marcus VORTAC and the Fillmore VORTAC. The San Marcus VORTAC is located approximately thirty nautical miles northwest of Oxnard Airport. The VOR transmits on VHF frequency 114.9 MHz and TACAN channel 96. The beacon broadcasts the three letter identifier code "RZS".

The Fillmore VORTAC is located approximately fifteen nautical miles northeast of the airport. The VOR operates on a frequency of 112.5 MHz and TACAN channel 72. The beacon transmits a continuous three-letter identifier code "FIM".

Terminal Area Navigation and Landing Aids

Terminal area nav aids are those located at or in proximity to the airport and serve to assist the pilot in flying an appropriate direction or glidepath to the runway end. A number of these nav aids are located at and in the vicinity of Oxnard Airport.

As previously mentioned, the San Marcus VORTAC and the Fillmore VORTAC are located in proximity to Oxnard Airport. These VORTACs are used both to locate the airport and for straight-in approaches with IFR minimums of at least one mile visibility and a 500-foot cloud ceiling.

In addition to the VORTAC, VOR signals are used in conjunction with DME fixes to ensure adequate terrain and obstructions clearances during final approach to the runway. These approaches use on-board computers to set up way-points at any location within the reception range of the VOR/DME. The VOR/DME is also used for a holding fix or missed approach procedures. Runway 7 utilizes a VOR/DME nonprecision approach. The Camarillo VOR/DME and San Marcus VORTAC facilities define the SQUID intersection. Pilots first intercept the Camarillo VOR/DME, arrive at the SQUID intersection on the correct bearing and distance, and continue on until Oxnard Airport is in visual range.

Runway 25 has published nonprecision and precision approaches. Aircraft approaching Oxnard Airport from the east intercept the 67 degree radial from the Camarillo VOR/DME and fly a heading of 247 degrees until the airfield is in visual range, providing a nonprecision approach to the airport.

In addition, Runway 25 at Oxnard Airport is equipped with an Instrument Landing System (ILS) which is an approach and landing aid designed to identify an approach path's exact alignment with a runway end. ILS systems are installed to allow approaches during periods of low visibility. It provides three functions: guidance (provided vertically by a glide slope beacon and horizontally by a localizer beacon), range (furnished by marker beacons), and visual alignment (supplied by the approach lighting system and runway edge lights).

As part of its ILS approach system, a localizer antenna is located beyond the far end of Runway 25, approximately 1,000 feet west of the Runway 7 threshold. The antenna emits VHF signals that provide the pilot with course deviation left or right of the runway centerline and the degree of deviation. The UHF glide slope (GS) transmitter is located on the south side of the runway, approximately 200 feet south of the Runway 25 threshold. The transmitter provides a signal indicating whether the aircraft is above or below the desired glide path.

To further enhance the ILS approach, up to three marker beacons are installed to furnish range information and indicate how far along the approach path the aircraft has progressed. These beacons indicate the outer marker (OM), the middle marker (MM), and the inner marker (IM). The Runway 25 ILS approach utilizes two of these markers. A 3.0 degree glide slope intercepts the OM signal at five nautical miles from and 2,000 feet above the runway. The MM, located 0.7 nautical miles from the threshold, is designed to intercept the glide slope at the decision height of 250 feet.

EXISTING TERMINAL AREA FACILITIES

The elements comprising the terminal area facilities are described below and are also shown on **Exhibit 3C, Existing Facilities**.

PASSENGER TERMINAL COMPLEX

The passenger terminal complex is located at midfield. The terminal facility encompasses the major functions of the passenger terminal system: access, processing and flight. The west portion of the terminal building at Oxnard Airport supports airline operations, airport offices, ticketing, baggage claim, a travel agency, and ground transportation services. The east side of the terminal building features a restaurant, a lounge, and public facilities. Access to the single gate is through security located in the northeast corner of the waiting lobby. After passing through security, passengers exit the terminal building onto the aircraft parking apron for boarding.

The passenger terminal apron currently encompasses approximately 6,700 square yards of pavement directly north of the terminal building. The apron provides for aircraft parking, access, and circulation for the commuter aircraft.

The terminal curb involves one lane oriented in an east-west direction along the front of the terminal building. The curb frontage is used for picking up and dropping off passengers.

Vehicle parking for the passenger terminal complex includes public, employee and rental car space. The main parking lot is located south of the terminal building. A total of 190 parking stalls are available for public parking. Forty-six spaces on the east end are designated for short-term parking and 144 spaces on the west end are designated for long-term parking. A 71-space rental car parking area is located between the long-term and the short-term parking areas. An additional parking lot is located northwest of the terminal access road, near the base of the airport traffic control tower. This parking lot provides 48 spaces for employee parking.

GENERAL AVIATION FACILITIES

General aviation facilities at Oxnard Airport include Fixed Base Operator (FBO) facilities, aircraft hangars, aircraft parking apron, and fuel storage and dispensing equipment. The elements comprising the general aviation facilities are essential to the aircraft and pilot/passenger handling functions of the airport, and are described below.

Fixed Base and Speciality Operators

At present, two full service FBOs serve general aviation customers at Oxnard Airport. Aeroflight Flight Academy and Sam's Aircraft Service are both located on the southeast side of Runway 7-25. These FBOs provide a full range of general aviation services including aircraft maintenance, fueling, and pilot training.

Aspen Helicopters is located in a hangar directly west of the airport traffic control tower. They provide both commercial charter and flight training, using both aircraft and helicopters.

Fuel Storage

The FBOs provide all fueling services to airlines and general aviation aircraft. The aviation fuel farm is located in the eastern portion of the airfield, southwest of the Runway 25 threshold and parallel to Taxiway A. Currently, the fuel farm consists of four tanks located underground. These include two 12,000 gallon tanks and two 10,000 gallon tanks. One of each size is used for Avgas and Jet A storage.

Hangars and Tiedowns

Oxnard Airport currently has a total of 123 hangar facilities, 53 of which are County-owned and 70 which are privately-owned. Hangar facilities at the airport fall into four categories: conventional, executive, portable T-hangar (port-a-port), and fixed T-hangar.

Currently, there are 87 tie-down positions at various locations on Oxnard Airport. The tie-down positions are allotted for three separate uses: permanent (based aircraft), FBO/Business Enterprise, and visitor or transient aircraft.

AIRPORT SUPPORT FACILITIES

Airport support facilities are those facilities that are not classified as either airside or landside, but play an important role in the function of Oxnard Airport.

Airport Traffic Control Tower

The Airport Traffic Control Tower (ATCT) is the focal point for controlling flight operations within the airport's designated airspace and all aircraft and vehicle movement on the airport's runway and taxiways. FAA ATCT facilities include the tower cab, office space and communications equipment. The ATCT is located approximately midfield, just south of Taxiway A.

Air Route Traffic Control Center (ARTCC)

The Air Route Traffic Control Center (ARTCC) controls aircraft operating under Instrument Flight Rules (IFR) within controlled airspace, and while in the enroute phase of flight. An ARTCC assigns specific routes and altitudes along federal airways to maintain separation and orderly air traffic flow. Twenty-one ARTCCs have been established in the continental United States. The Los Angeles ARTCC, located in Los Angeles, California, controls IFR aircraft entering and leaving the Oxnard area.

Radar Air Traffic Control Facility (RATCF)

The ARTCC delegates certain airspace to local terminal facilities which assume the responsibility for orderly flow of air traffic arriving and departing the major terminals. The Los Angeles ARTCC has delegated airspace to Point Mugu Radar Air Traffic Control Facility (RATCF). The RATCF used direct radio communications and the latest Automated Radar Terminal tracking system to provide air traffic control services such as radar vectoring, sequencing and separation of IFR aircraft, and traffic advisories for all aircraft.

Aircraft Rescue and Firefighting Facilities (ARFF)

Federal Aviation Regulation (FAR) Part 139 requires airports servicing certificated air carriers be equipped with airport rescue and firefighting equipment and service. FAR Part 139 represents a categorical index of the various levels of fire suppression capabilities based on the number of departures conducted at a particular airport by aircraft within specific length categories. Oxnard Airport operates as an Index "A" facility.

The aircraft rescue and firefighting (ARFF) facility is currently located on the apron at the base of the ATCT. The ARFF office is located inside the base of the control tower. The unit is staffed with ten full-time officers and one part-time officer and includes one quick-response vehicle.

TRANSPORTATION NETWORK

REGIONAL HIGHWAY SYSTEM

The City of Oxnard lies in close proximity to the interstate freeway system. The Ventura Freeway provides access to all the major routes within the area including the Pacific Coast Highway (Highway 1), California Highway 34 (Lewis Road), California Highway 23, U.S. Highway 101 (Ventura Freeway), and Highway 118 (Simi Valley Freeway). The Ventura Freeway provides direct access into Los Angeles, Burbank, and Santa Barbara.

AIRPORT ACCESS AND INTERNAL CIRCULATION

Primary access to the airport is provided by Fifth Street. Victoria Avenue (west of the airport) and Ventura Road (east of the airport) run perpendicular to Fifth Street and provide access to and from the Ventura Freeway.

The terminal access road extends off of Fifth Street. It runs along the east side of the terminal parking lot and extends north toward the terminal building. The two-lane, one-way road then turns west to run between the terminal building and the parking lot. The road terminates at Patterson Road on the west side of the parking lot. Patterson Road provides access back to Fifth Street.

PUBLIC TRANSPORTATION

Inter-city and Intra-city bus service is available in the Oxnard area. The South Coast Area Transit (SCAT) provides public bus service within the Ventura County area. In addition, the Ventura County Shuttle provides shuttle bus service from the Oxnard Airport to Los Angeles International Airport.

COMPETITIVE MODES

Other transportation modes available in the proximity of Oxnard include bus, rail, ship, and truck lines. Western Greyhound provides bus service to all major cities in the United States. Amtrak provides passenger rail service and has four daily departures from Oxnard.

The Port of Hueneme, the only deep water port between Los Angeles and San Francisco, is located adjacent to Oxnard. This commercial harbor facility provides access to domestic and foreign ports.

In addition, according to the *Draft Airport Master Plan Update*, the Oxnard area is served by fifty regularly scheduled truck lines and contract carriers. These motor carriers provide freight handling and hauling to and from the vicinity. Freight also departs the area via railroad. Southern Pacific Railroad provides cargo rail service to the Oxnard area. Ventura County Railway connects the Southern Pacific line with Port Hueneme.

JURISDICTIONAL AUTHORITY

Oxnard Airport is located within the incorporated limits of the City of Oxnard, Ventura County, California. It is owned and operated by Ventura County. Ventura County is, therefore, the jurisdictional authority over the airport and the City of Oxnard is the jurisdictional authority off of airport property.

Joint Powers Agreement/Oxnard Airport Authority. The City and County have signed an agreement pertaining to airport development and the surrounding environs. The purpose of the agreement is to provide for mutual cooperation and coordination regarding improvements to the airport and land uses in its vicinity through the formation of an Airport Authority. The Airport Authority is composed of members of two members of the Ventura County Board of Supervisors, two members of the Oxnard City Council, and a fifth member selected by a majority of the other four members. The individual governments retain control of their respective areas of jurisdiction. The agreement requires that the Ventura County Board of Supervisors and the Oxnard City Council give full consideration to all recommendations of the Airport Authority and not take any action inconsistent therewith unless by at least a four-fifths vote. This agreement extends until 2030, fifty years after its signing, and may be further extended, subject to approval by both parties.

Ventura County Aviation Advisory Commission. Created by the Ventura County Board of Supervisors, this Commission advises the Board on matters pertaining to the County-owned airports (Oxnard and Camarillo), and on matters of promotion and advancement of the orderly development of air transportation in Ventura County. The Commission also advises the Ventura County Department of Airports on technical and operational matters pertaining to the airports. Except for urgency and emergency matters and any other matters requiring immediate action by the Board, all matters concerning the County airports or the air transportation system within Ventura County requiring Board action are first referred to the Commission for study and consideration. The Commission is comprised of ten members, two from each County district.

Airport Land Use Plan Commission. California's Public Utilities Code, Sections 21670 et seq., requires County Boards of Supervisors to established Airport Land Use Commission (ALUC) in each county with an airport operated for the benefit of the general public. The Ventura County Board of Supervisors designated the County Transportation Commission to serve as the ALUC for the County. ALUCs are required to formulate a comprehensive land use plan for the area surrounding each public use airport and may also formulate a plan for the area surrounding any federal military airport located in the County. These plans provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the ALUC. The plan is based on the airport's long-range master plan. The Ventura County ALUC has an approved comprehensive land use plan for the following four airports: Oxnard Airport, Camarillo Airport, Santa Paula Airport, and NAWS Point Mugu.

AREA LAND USE

EXISTING LAND USE

Exhibit 3D, Generalized Existing Land Use, shows existing land uses surrounding the Oxnard area as determined from a January 1997 aerial photograph and a Fall 1997 field survey. Most of the southern and eastern parts of the area are urbanized. Residential neighborhoods in Oxnard lie south, southeast, east, and northeast of the airport. Commercial and industrial development is concentrated

near the airport. Most of the area northwest of the airport is used for agriculture. A large park (golf course) and open space area are located north of the airport, along the Santa Clara River.

Noise sensitive institutions, including schools, places of worship, a hospital and a library are scattered through the eastern and southern regions, and are illustrated on **Exhibit 3D**.

EXISTING ZONING

The Oxnard Municipal Code provides for 19 zoning districts. The zoning districts include five residential districts, five commercial districts, and three manufacturing districts. It also provides for a “community reserve” district and a “business and research park” district. The ordinance provides for three planned development districts which permit the use of flexible development standards subject to the approval of a detailed development plan. The ordinance also has an “airport hazard overlay” district.

FUTURE LAND USE

Exhibit 3E, Future Land Use Per General Plans, shows the future land use plan for the Oxnard portion of the Oxnard Airport study area per the area’s approved General Plans (Oxnard, Port Hueneme, and Ventura County). Land to the west and northwest of the airport is designated for agriculture. Most of this area is covered by the San Buenaventura-Oxnard Greenbelt Agreement. Most of the land north and south of the airport is designated for low-density residential development.

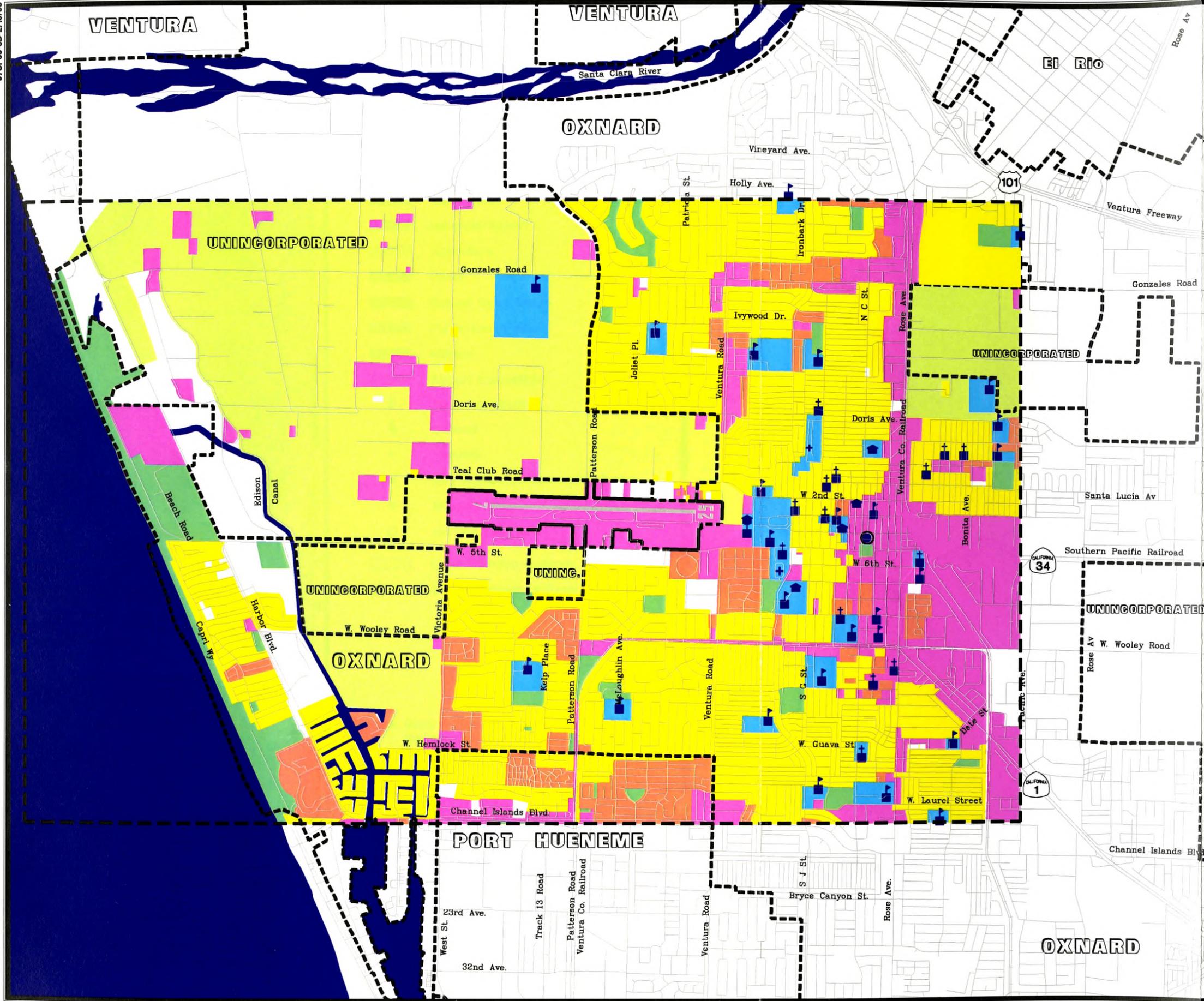
The land due east of the airport is designated for commercial and industrial uses, and includes the Oxnard central business district and the central industrial area.

SOCIOECONOMIC DATA

POPULATION

As depicted in **Table 3A, Population Trends**, Oxnard experienced a population growth rate higher than that of Ventura County and the State of California between 1980 and 1990. The population of Oxnard grew from 71,255 residents in 1970 to 108,195 residents in 1980, an annual percentage increase of 4.3 percent. During the 1980's, the growth rate slowed, but continued to increase at an annual percentage of 2.7 percent. According to the *Oxnard 2020 Plan*, the annual percentage growth rate will increase at a slower rate into the 21st Century. Oxnard is forecasted to grow at a rate of 0.8 percent annually between 1990 and 2010.

97SP09-3D-2/10/99

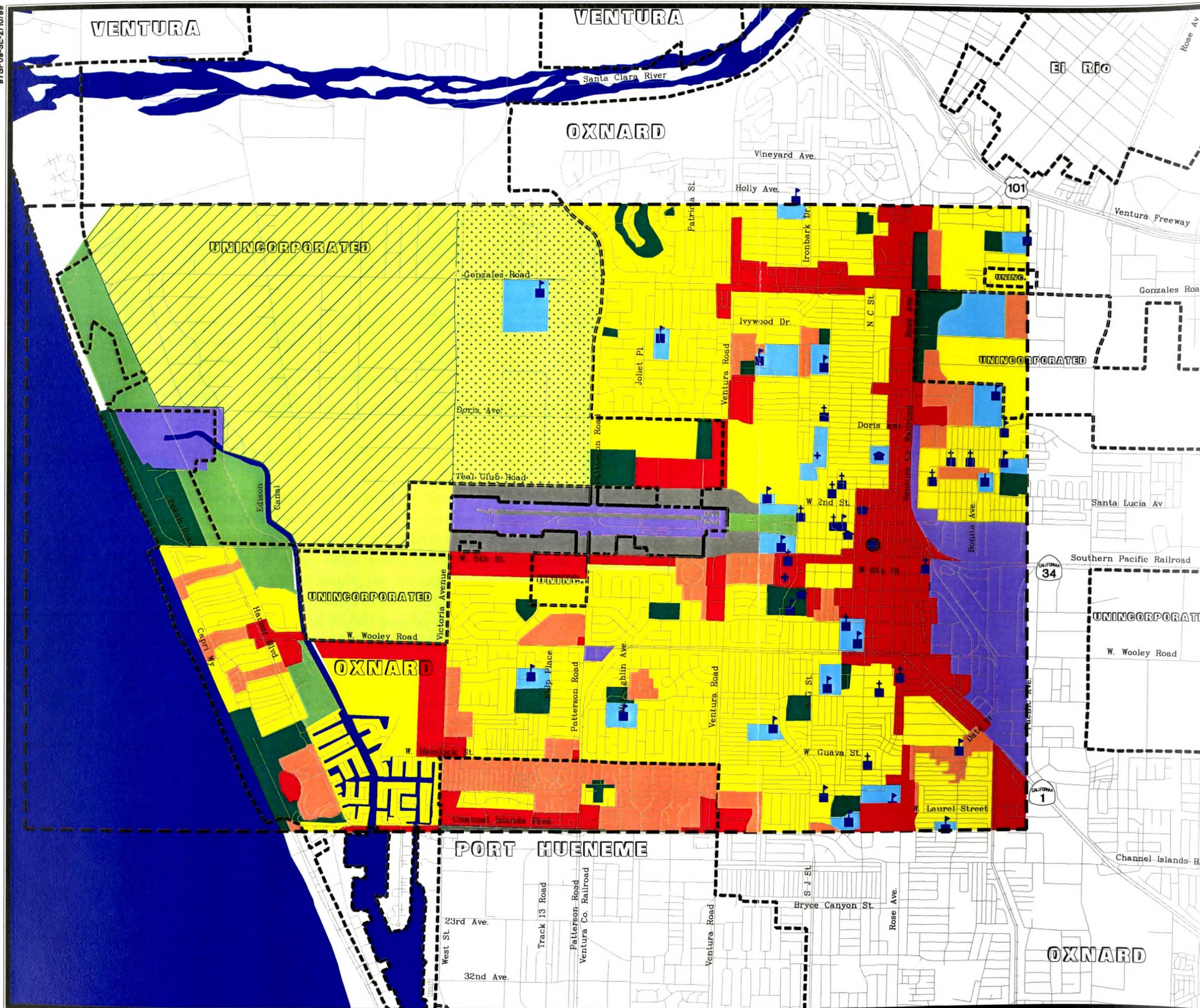


LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property
- Single-Family Residential
- Multi-Family Residential
- Commercial, Industrial, Transportation, and Utilities
- Agriculture
- Parks and Open Space
- Undeveloped
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure

Sources: Aerial Photograph, January 8, 1996;
Consultant Field Survey, Fall 1997.





LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property
- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial/Airport
- Agriculture
- Parks
- Natural Open Space
- Public/Semi-Public
- Military
- Airport Compatible
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure
- Urban/Planning Reserve
- San Buenaventura-Oxnard Greenbelt

Sources: General Plans of Oxnard, Port Huenehme, Ventura County; Aerial Photograph, January 8, 1996; Consultant Field Survey, Fall 1997.

NORTH

0 3000
SCALE IN FEET



TABLE 3A
Population Trends (1970-2020)

Year	Oxnard ¹	Average Annual % Increase	Ventura County ²	Average Annual % Increase	California ³	Average Annual Increase
Historical Population						
1970	71,255	N/A	381,200	N/A	20,023,200	N/A
1980	108,195	4.3%	525,818	3.3%	23,796,800	1.7%
1990	142,216	2.7%	699,010	2.4%	29,976,000	2.3%
Forecasted Population						
2000	154,616	0.8%	773,886	1.5%	36,444,000	2.0%
2010	167,016	0.8%	871,546	1.2%	42,408,000	1.5%
2020	179,431	0.7%	N/A	N/A	48,977,000	1.5%
Sources: <i>1996 Draft Airport Master Plan Update.</i>						
¹ Oxnard 2020 General Plan						
² Southern California Association of Governments						
³ California Department of Finance						

ECONOMY AND EMPLOYMENT STRUCTURE

As depicted in **Table 3B, Ventura County Employment by Sector 1970-1990**, employment for Ventura County shows a strong increase in employment over the last two decades. The numbers indicate that no one sector has experienced a reduction in the total number of employed, or total jobs during this period. As experienced in many other areas, the numbers do show a shift in the percentage share held by each sector. For example, the service sector has produced the largest increase in employment over the past twenty years. In 1970, the service sector employed 21,792 people, while in 1990, the same sector employed 91,662 people, which correlates into a 420 percent increase. The sector increased from 16.2 percent of the total jobs available to 27.7 percent.

Although no employment sector in Ventura County experienced a loss in the number of jobs, some sectors had experienced a loss in percentage of total employment. For example, in 1970, the government employed 36,734 people, 27.3 percent of the total number of jobs in the county. By the year 1990, 50,964 people were employed by the government, only 15.4 percent of the total job count. Total government jobs increased by 14,230, but the percentage of employment decreased by 11.9 percent.

TABLE 3B
Ventura County Employment by Sector 1970-1990

Industry	1970	1980	1990
Agriculture, Mining, Forestry & Fisheries	16,381	22,328	23,505
Construction	5,684	10,955	23,020
Manufacturing	14,065	24,932	35,568
Transportation & Public Utilities	4,516	7,392	13,392
Wholesale Trade	4,299	8,035	13,313
Retail Trade	21,873	35,297	54,832
Finance, Insurance, & Real Estate	9,223	18,682	24,947
Services	21,792	46,462	91,662
Government	36,734	45,695	50,964
TOTALS	134,567	219,778	331,203

Source: *Draft Airport Master Plan Update for Oxnard Airport, 1996*

INCOME

Per Capita Personal Income (PCPI) for Ventura County has increased since 1980. Information obtained from the United States Department of Commerce, Economics and Statistics Administration indicate that in 1980, Ventura County had a per capita income of \$11,133. In 1992, the per capita income in Ventura County had increased to \$21,977. This ranked 13th in the state and measured 106 percent of the state's average and 109 percent of the Country's average.

During the 1980's, PCPI for Ventura County increased by 90 percent, a larger increase than experienced in either the state or country.

ENVIRONMENTAL JUSTICE

In accordance with the recently approved *Executive Order (EO) 12989, Federal Action to Address Environmental Justice in Minority Populations and Low Income Populations (1994)*, information was obtained regarding the presence of minorities and/or low income persons in the vicinity of the airport.

Table 3C, Race and Income Statistics, provides information derived from the *1990 U.S. Census of Population and Housing*. Information was obtained for Ventura County, the City of Oxnard, and the census tracts which encompasses the airport site and noise contours. According to the table, the City of Oxnard has a greater percentage of minority population than does Ventura County as a

whole. In addition, the City has a lower median family and per capita income, and a higher incidence of persons living below the poverty level.

Closer to Oxnard Airport, there is a greater incidence in minority populations than occur in either the City or the County. The minority population in the census tract east of the Airport exceeds 60 percent. In the remaining area around the Airport, the minority population comprises 50 percent of the total population. Income in the census tract east of the Airport is also lower than that of the City of Oxnard as a whole, while income in the remaining census tracts which incorporate the Airport and its noise contours is greater than the City's and even exceeds the County's median family and per capita income figures.

TABLE 3C Race and Income Statistics Oxnard Airport						
	Ventura County	City of Oxnard	Census Tracts			
			#29¹	#34.01²	#36.05³	#36.06⁴
RACE						
Total Population	669,016	142,216	7,150	4,873	6,791	7,152
White	529,166	83,428	4,845	3,289	5,160	4,239
Black	15,629	7,464	505	123	450	451
American Indian	4,909	1,092	75	32	56	49
Asian	34,579	12,198	1,115	146	496	678
Other	84,733	38,034	610	1,283	629	1,735
Percent of Population⁵						
White	79%	59%	50%	38%	50%	50%
Hispanic Origin	26%	54%	13%	23%	11%	22%
INCOME						
Median Family Income	\$ 50,091	\$ 38,700	\$ 59,533	\$ 33,197	\$ 49,702	\$ 49,545
Per Capita Income	\$ 17,861	\$ 12,096	\$ 20,840	\$ 11,499	\$ 16,593	\$ 14,030
Percent of Persons Below Poverty Level	7.3	12.5	3.7	14.2	6.5	9.3
Persons per Household	2.60	3.05	2.78	2.81	2.55	3.42
Notes: ¹ Tract #29 includes the areas both north and west of Oxnard Airport. ² Tract #34.01 includes the area off the east end of the Airport. ³ Tract #36.05 includes the area south of Fifth Street and west of Patterson Road. ⁴ Tract #36.06 includes the area south of Fifth Street and east of Patterson Road. ⁵ Numbers may not add due to classification of "Hispanic Origin" which may include individuals who classify themselves as white as well.						
Source: 1990 Census						



Chapter Four **ENVIRONMENTAL CONSEQUENCES** **AND MITIGATION MEASURES**

Environmental Assessment /
Environmental Impact Report

Chapter Four

ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

INTRODUCTION

This chapter provides specific detail of the existing conditions on and around the airport as related to each environmental category for the purpose of determining the environmental consequences of the Proposed Action compared with the Existing Condition and No Action alternatives. Where necessary, mitigation measures are discussed which would reduce or eliminate anticipated environmental impacts. ~~As required by the State CEQA Guidelines, Sections 15126(a) and 15128,~~ The chapter is divided into two subsections: potentially significant issues and issues found not to be significant, based on the results of the Initial Study (see Appendix A). The following discussion addresses each of the specific impact categories outlined by *FAA Order 5050.4A, Airport Environmental Handbook, CEQA, State CEQA Guidelines, County of Ventura Administrative Supplement to State CEQA Guidelines* and *Ventura County Initial Study Assessment Guidelines*.

To comply with both NEPA and CEQA requirements, two different threshold criteria are used in this analysis to determine the impacts of the Proposed Action. The NEPA analysis bases the determination of significance on a comparison of the Proposed Action to the No Action alternative. The CEQA analysis bases significance on a comparison of the Proposed Action to the Existing Condition (State CEQA Guidelines, Section 15125). ~~As provided under both CEQA and NEPA, significant impacts are determined based on a comparison of the impacts of the No Action (No~~

~~Project) alternative with those of the Proposed Action.~~ Where the impacts are the same, the Proposed Action is not considered to result in significant impacts. Where the impacts are different, the impacts of the Proposed Action may be beneficial, less-than-significant, or significant, based on thresholds defined in each subsection.

Cumulative impacts of the Proposed Action are also evaluated. According to the revised *State CEQA Guidelines* (October 26, 1998), “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The EIR is not required to discuss impacts which do not result in part from the project evaluated in the EIR” (Section 15130(a)(1)). The revised *State CEQA Guidelines* further indicate that “a project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact” (Section 15130(a)(3)). Cumulative impacts may also be classified as de minimus, and thus not significant, if the environmental conditions would essentially be the same whether or not the proposed project is implemented (Section 15130(a)(4)).

SECTION I: POTENTIALLY SIGNIFICANT ISSUES

Impacts from either the Proposed Action or No Action alternatives which were found to be potentially significant through either the Initial Study process or during the preparation of this document, are evaluated below. These issues include: noise, compatible land use, social impacts (relocation concerns related to land acquisition), air quality, water supply and quality, historical and cultural resources, floodplains, farmland, and construction impacts.

NOISE

Aircraft sound emissions are often the most noticeable environmental effect an airport will produce on a surrounding community. If the sound is sufficiently loud or frequent in occurrence, it may interfere with various activities or otherwise be considered objectionable. To determine noise related impacts that the proposed project could have on the environment surrounding the airport, noise exposure patterns were analyzed for projected future aviation activity.

AIRCRAFT NOISE ANALYSIS METHODOLOGY

The standard methodology for analyzing the prevailing noise conditions at airports involves the use of a computer simulation model. The Federal Aviation Administration (FAA) has approved two models for use in analyzing aircraft noise — NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is used most often at military airports, while the INM is most commonly used at civilian airports and was, therefore, used here.

The INM was developed by the Transportation Systems Center of the U.S. Department of Transportation at Cambridge, Massachusetts. It is undergoing continuous refinement. The model is designed as a conservative planning tool, tending to slightly overstate noise. The model and its database are periodically updated based on the philosophy that each version should err on the side of over prediction while each subsequent update moves closer to reality. Version 5.1 is the most current version of the model at this time. It is the version used for the noise analysis described in this document.

The INM works by defining a network of grid points at ground level around the airport. It then selects the shortest distance from each grid point to each flight track and computes the noise exposure for each aircraft operation, by aircraft type and engine thrust level, along each flight track. Corrections are applied for air-to-ground acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are then summed at each grid location. The cumulative noise exposure levels at all grid points are then used to develop noise exposure contours for selected values (e.g., 60, 65, 70, and 75 CNEL). Noise contours can be plotted using the Leq or CNEL metrics.

Leq is the abbreviation for the “equivalent sound level”. It reflects the steady A-weighted sound level over any specific period that has the same acoustic energy as the fluctuating noise during that period. Leq does not make any adjustments for increased noise sensitivity during evening or nighttime. CNEL reflects the A-weighted sound levels at a given point over a 24-hour period which exceed a prescribed value. A 4.77 decibel weighting factor (penalty) is applied to evening noise events (7:00 p.m. to 10:00 p.m.) And a 10 decibel weighting factor is applied to nighttime noise events (10:00 p.m. to 7:00 a.m.). The CNEL metric is required by California law for use in airport noise studies.

In addition to the mathematical procedures defined in the model, the INM has another very important element. That is its data base containing tables correlating noise, thrust settings, and flight profiles for most of the civilian aircraft, and many common military aircraft, operating in the United States. This data base, often referred to as the noise curve data, has been developed under FAA guidance based on rigorous noise monitoring in controlled settings. In fact, the INM database was developed through more than a decade of research including extensive field measurements of more than 10,000 aircraft operations.

The database also includes performance data for each aircraft to allow for the computation of airport-specific flight profiles (rates of climb and descent).

INM Input

A variety of user-supplied input data is required to use the Integrated Noise Model. This includes the airport elevation, average annual temperature, airport area terrain, a mathematical definition of the airport runways, the mathematical description of ground tracks above which aircraft fly, and the assignment of specific aircraft with specific engine types at specific takeoff weights to individual flight tracks. In addition, aircraft not included in the model's data base may be defined for modeling, subject to FAA approval.

Activity Data. For this analysis, current aircraft operations (takeoffs and landings) data and forecasts of future 2003 and 2018 activity prepared for this study were used for noise modeling. These are briefly summarized in **Table 4A, Operations Summary**. (Note, these numbers are different from those used in the *Draft Airport Master Plan Update*, which was completed based on activity data from 1994 (see Forecasts section in **Chapter One**). FAA requires the use of the most current available data for the noise analysis in NEPA and *Federal Aviation Regulation Part 150* documentation; therefore, 1997 operations numbers were used here.)

Average daily aircraft operations were calculated by dividing total annual operations by 365 days. The distribution of these operations among various categories, users, and types of aircraft is critical to the development of the input model data.

TABLE 4A Operations Summary			
Operations	Existing 1997¹	2003²	2018²
Itinerant			
Air Taxi	18,345	23,300	31,800
General Aviation	53,072	60,000	80,000
Military	1,915	1,900	1,900
Subtotal	73,332	85,200	113,700
Local			
General Aviation	45,774	60,000	80,000
Military	300	300	300
Total	119,406	145,500	194,000
Notes: ¹ Based on airport traffic control operation records from November 1996 through October 1997. ² Forecast operations levels from the 1996 <i>Draft Airport Master Plan Update</i> .			

Fleet Mix. The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The business jet and turboprop fleet mix was developed based on airport landing fee reports for aircraft weighing more than 12,500 pounds. The smaller prop aircraft fleet mix was developed using a based aircraft list provided by airport staff. **Table 4B, Fleet Mix Data**, summarizes the fleet mix data input into the noise analysis by annual aircraft operations.

Database Selection. In order to select the proper aircraft from the INM database, a review of the current fleet mix for Oxnard Airport was conducted.

The Jetstream 31 aircraft was recorded as operating in the commuter fleet. The INM designator DHC6 was used to model the Jetstream 31 aircraft. The future commuter fleet mix includes the Saab 340, Dash 8, ATR 72, and the Canadair Regional Jet. The SF340, DHC8, HS748A, and the CL601 INM designators represent Saab 340, Dash 8, ATR 72 and the Canadair Regional Jet aircraft, respectively.

Fixed wing aircraft in the air taxi category include the Beech Super King Air, Beech-20, Beech-90, Cessna 441, Beech-95, Cessna 200, 300, 400 series, Piper 28, 31, and 32 aircraft. The INM designator DHC6 was used to model the Beech Super King Air. The CNA441 INM designator was used to represent the Beech-20, Beech-90, and the Cessna 441. The Beech-95, Cessna 200, 300, 400 series, Piper 28, 31, and 32 aircraft were modeled with INM designator BEC58P.

**TABLE 4B
Fleet Mix Data**

	1997	2003	2018
Itinerant Operations			
Commuter			
Beech 1900	7,300	7,950	4,470
SF 340	0	1,325	2,980
Dash 8	0	1,325	2,980
ATR-72	0	0	1,490
Canadair Regional Jet	0	0	2,980
Air Taxi			
Beech Super King Air	1,100	1,900	4,225
Twin Engine turboprop	1,660	3,180	5,915
Twin Engine	6,085	5,080	3,380
Bell 206 Helicopter	1,100	1,270	1,690
Bell 222 Helicopter	1,100	1,270	1,690
General Aviation			
LEAR-25	126	210	0
Gulfstream III	30	60	0
LEAR-35	108	180	720
Citation 500 series	68	110	515
Falcon 50	50	80	305
Westwind	68	110	515
Beech Super King Air	25	100	500
Convair	25	100	500
Twin Engine turboprop	1,842	2,390	3,915
Twin Engine	5,530	6,775	9,790
Light Single-Variable Pitch Propeller	14,000	14,745	17,130
Light Single-Fixed Pitch Propeller	15,200	15,940	18,110
Bell 206 Helicopter	12,000	14,400	21,000
Bell 222 Helicopter	1,600	1,920	2,800
Robinson 22	2,400	2,880	4,200
Military:			
Beech King Air	965	950	950
UH-1	950	950	950
Subtotal Itinerant	73,332	85,200	113,700
Local Operations			
General Aviation			
Twin Turboprop	2,290	3,600	6,400
Light Twin	6,860	10,200	16,000
Light Single-Variable Pitch Propeller	17,400	22,200	28,000
Light Single-Fixed Pitch Propeller	19,224	24,000	29,600
Military:			
Beech King Air	150	150	150
UH-1	150	150	150
Subtotal Local	46,074	60,300	80,300
Total	119,406	145,500	194,000

Helicopters in the air taxi category include the Bell 206 and 222. Helicopter data for these aircraft were extracted from the FAA's Heliport Noise Model (HNM) to simulate the helicopter air taxi and general aviation activity.

The INM provides data for most of the business turbojet aircraft that frequent Oxnard. The LEAR25 effectively represents the Lear 23 and 24 series aircraft. INM designator GIIB was used to model the Gulfstream III. The LEAR35 effectively represents the Lear 30 and 50 series aircraft. The INM designator MU3001 was used to model the Citation V aircraft. The Falcon 50 was modeled with the LEAR35 INM designator with 1.8 dB added to its SEL and EPNDB noise data. The IAI1125 Westwind was modeled with the INM designator IAI1125.

The FAA's substitution list indicates that the general aviation single engine variable pitch propeller model, the GASEPV, represents a number of single engine general aviation aircraft, including these include the Beech Bonanza, Cessna 177 and 180, Piper Cherokee Arrow, Piper PA-32, and the Mooney. The general aviation single-engine fixed pitch propeller model, the GASEPF, also represents several single-engine general aviation aircraft, including the Cessna 150 and 172, Piper Archer, Piper PA-28-140 and 180, and the Piper Tomahawk.

The list recommends the BEC58P, the Beech Baron, to represent the light twin-engine aircraft such as the Piper Navajo, Beech Duke, Cessna 31, and others. The CNA441 effectively represents the light turboprop and twin-engine piston aircraft such as the King Air, Cessna 402, Gulfstream Commander, and others.

Military operations at Oxnard are minimal and constitute less than 2 percent of the total annual operations at the airport. For modeling purposes the operations were divided between the Beech King Air and the UH-1 helicopter. The INM DHC6 was used for the Beech King Air and the helicopter data was extracted from the HNM to simulate the helicopter activity.

These choices are in accordance with the Pre-Approved Substitution List published by the FAA Office of Environment and Energy (AEE) branch in Washington.

Time-of-Day. The time-of-day at which operations occur is important as input to the INM due to the extra weighting of evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) flights. In calculating airport noise exposure, one evening operation has the same noise emission value as three daytime operations by the same aircraft (a weight of 4.8 extra decibels). One nighttime operation has the same noise emission value as 10 daytime operations (a weight of 10 extra decibels).

Evening operations were determined using the airport control tower activity records. The tower closes at 9:00 p.m. An additional 33 percent was added to the evening percentage to account for the hour of evening activity not recorded.

Airport nighttime activity logs (August 8 to November 11, 1997) were used to determine nighttime percentages by aircraft type. **Table 4C, Time of Day**, summarizes the time-of-day percentages used in this analysis.

Aircraft Type	Evening Percentage¹		Night Percentage²	
	Departure	Arrival	Departure	Arrival
Commuter and Air Taxi	6.0%	6.0%	13.0%	9.0%
Business Jets	8.0%	8.0%	8.0%	3.5%
General Aviation Multi-Engine	8.0%	8.0%	2.9%	0.5%
General Aviation Single Engine	8.0%	8.0%	1.5%	1.5%
Helicopter	8.0%	8.0%	1.8%	0.0%

Source: ¹ Airport control tower records
² Airport nighttime activity logs August 8 to November 11, 1997

Runway Use. Runway usage data is another essential input to the INM. For modeling purposes, wind data analysis usually determines runway use percentages; however, wind analysis provides only the directional availability of a runway and does not consider pilot selection, primary runway operations, or local operating conventions. Continuous records of the runway usage at Oxnard Airport are not kept by the air traffic control tower. Tower staff indicated that approximately 90 percent of the aircraft arrive and depart on Runway 25 (i.e., arrive from the east and depart to the west).

Flight Tracks. Flight track data was derived from discussions with air traffic controllers. These discussions were used to develop consolidated flight tracks. These consolidated flight tracks describe the average corridors that lead to and from the various flight routes to and from Oxnard Airport.

Although the consolidated flight tracks appear as distinct paths, they actually represent averages of the tower procedures and tower-observed tracks and are reflected that way on the exhibits. They illustrate the areas of the community where aircraft operations most often can be expected. At a commercial service airport such as Oxnard, aircraft traffic is expected over most areas around the airport. The density of the air traffic generally increases closer to the airport. While the observed tracks indicated variances from track to track, there were readily discernable areas of common overflights. The consolidated tracks were developed to reflect these common patterns and to account for the inevitable flight track dispersions around the airport.

Exhibit 4A, Departure Tracks, illustrates the consolidated flight tracks used for the modeling of the departure operations at Oxnard. The majority of the departure traffic from Runway 25 fly runway heading until reaching the ocean before turning to their destination headings. Three departure tracks from Runway 25 fly to the SKIFF fix approximately 10,000 feet south west of the airport before being assigned to a route or transition. Departures from Runway 25 to the east turn right until intercepting the 249 radial from the CMA VOR/DME then to an assigned route or transition.

Departures from Runway 7 generally use the same fixes used from Runway 25. Departures from Runway 7 fly runway heading or use the CMA VOR/DME. Departures from Runway 7 to the west turn left and intercept the SKIFF fix before being assigned to a route or transition.

The consolidated arrival flight tracks for Oxnard are presented in **Exhibit 4B, Arrival Tracks**. Arrival patterns from both directions are generally straight-in close to the airport with most traffic accessing the final approach course from the east. VOR and GPS approaches are available to Runway 25 from the east using global positioning equipment and the CMA VOR/DME. VOR/DME and GPS approaches are also available to Runway 7 from the west using the same navigational aids.

Exhibit 4C, Helicopter and Touch-and-Go Tracks, illustrates the touch-and-go pattern tracks and the helicopter flight tracks developed for this analysis. The concentric oval shaped track represents the touch-and-go pattern at Oxnard. The helicopter routes represent both arrival and departure traffic. Helicopter traffic is directed down to 5th Street from the airport and directed to follow 5th Street to the east or west.

Assignment of Aircraft To Flight Tracks. The final step in developing input data for the INM model is the assignment of aircraft to specific flight tracks. Prior to this step, specific flight tracks, runway utilization and operational statistics for the various aircraft models using Oxnard Airport were evaluated.

A review of tower observations and records used to delineate the consolidated flight corridors were also used to identify the proportion of traffic using each consolidated flight track. This analysis resulted in a percentage of use for each flight track. These percentages were then used to assign the different aircraft types to the flight tracks. These assignments resulted in the majority of the traffic being assigned to the arrival from the east and departure tracks to the west of the airport. This is in keeping with the standard procedures at Oxnard. Helicopter traffic and touch-and-go traffic were also assigned to tracks based on the same methodology.

Flight Profiles. The standard arrival profile used in the INM program is a three-degree approach. Conversations with air traffic controllers, the airport management, and the local FBO gave no indication that there was any variation on this standard procedure at Oxnard; therefore, the standard approach included in the model was used as representative of local operating conditions.

INM Version 5.1 which was used in this analysis, actually computes the takeoff profiles based on the user-supplied airport elevation and the average annual temperature entries in the input batch. At Oxnard Airport, the elevation is 43 feet mean sea level (MSL) and the average annual temperature is 60.3 degrees F. If other than standard conditions (temperature of 59 degrees F. and elevations of zero feet MSL) are specified by the user, the profile generator automatically computes the takeoff profiles using the airplane performance coefficients in the data base and the equations in the Society of Automotive Engineers Aerospace Information Report 1845 (SAE/AIR 1845).

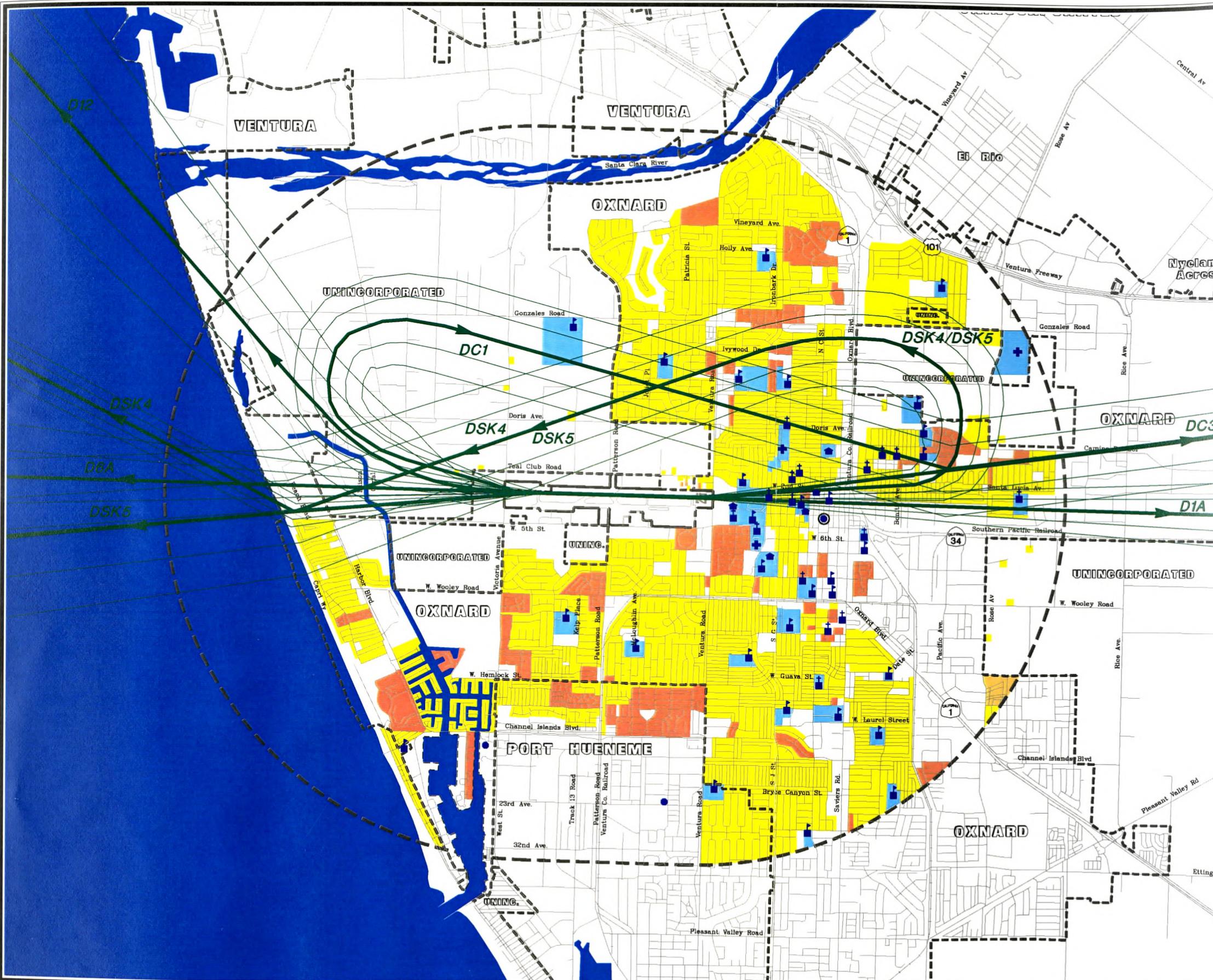
The INM computes separate departure profiles (altitude at a specified distance from the airport with associated velocity and thrust settings) for each of the various types of aircraft using the airport.

EXISTING CONDITIONS

This subsection represents the results of the INM noise analysis for the 1997 condition, or existing condition, using the information detailed above. Output data selected for calculation by the INM were annual average noise contours in CNEL. *FAA Order 5050.4A* recognizes the 65 CNEL contour as the threshold of significant impact, indicating that land areas outside of the 65 CNEL contour are considered compatible with airport noise. The *Ventura County Comprehensive Land Use Plan* prohibits residential and outdoor amphitheaters in areas exposed to noise above 65 CNEL. Between 60 and 65 CNEL outdoor amphitheaters and mobile home parks are prohibited. Other residential uses, hotels, motels, and noise-sensitive institutions are conditionally acceptable (subject to an analysis of noise reduction requirements). (See **Chapter Five** for more information regarding the *Ventura County Comprehensive Land Use Plan*.) The 60 CNEL noise contour is also provided to illustrate an area where some residents may be “marginally affected” by aircraft noise. Because noise does not stop at the 65 CNEL boundary, this area (the 60-65 CNEL contour band) acknowledges that some residents outside of the 65 CNEL contour may still consider themselves affected by noise. “Marginally affected” is a phrase accepted by the FAA for describing impacts in this area and its identification and use is consistent with the *Draft FAR Part 150 Noise Compatibility Plan* for Oxnard Airport.

Exhibit 4D, 1997 Noise Exposure, presents the plotted results of the INM contour analysis for existing (1998) conditions using input data described in the preceding pages. The surface areas within each contour are presented in **Table 4D, Comparative Areas of Noise Exposure**. Land uses in these areas are described in the Compatible Land Use section of this chapter and are not discussed here.

The overall shape of the noise pattern around the airport reflects the more common traffic patterns west of the airport. The contours are longer and wider to the west reflecting the higher runway use in this direction. A small node in the 65 and 70 CNEL noise contours is present to the south reflecting the helicopter activity.



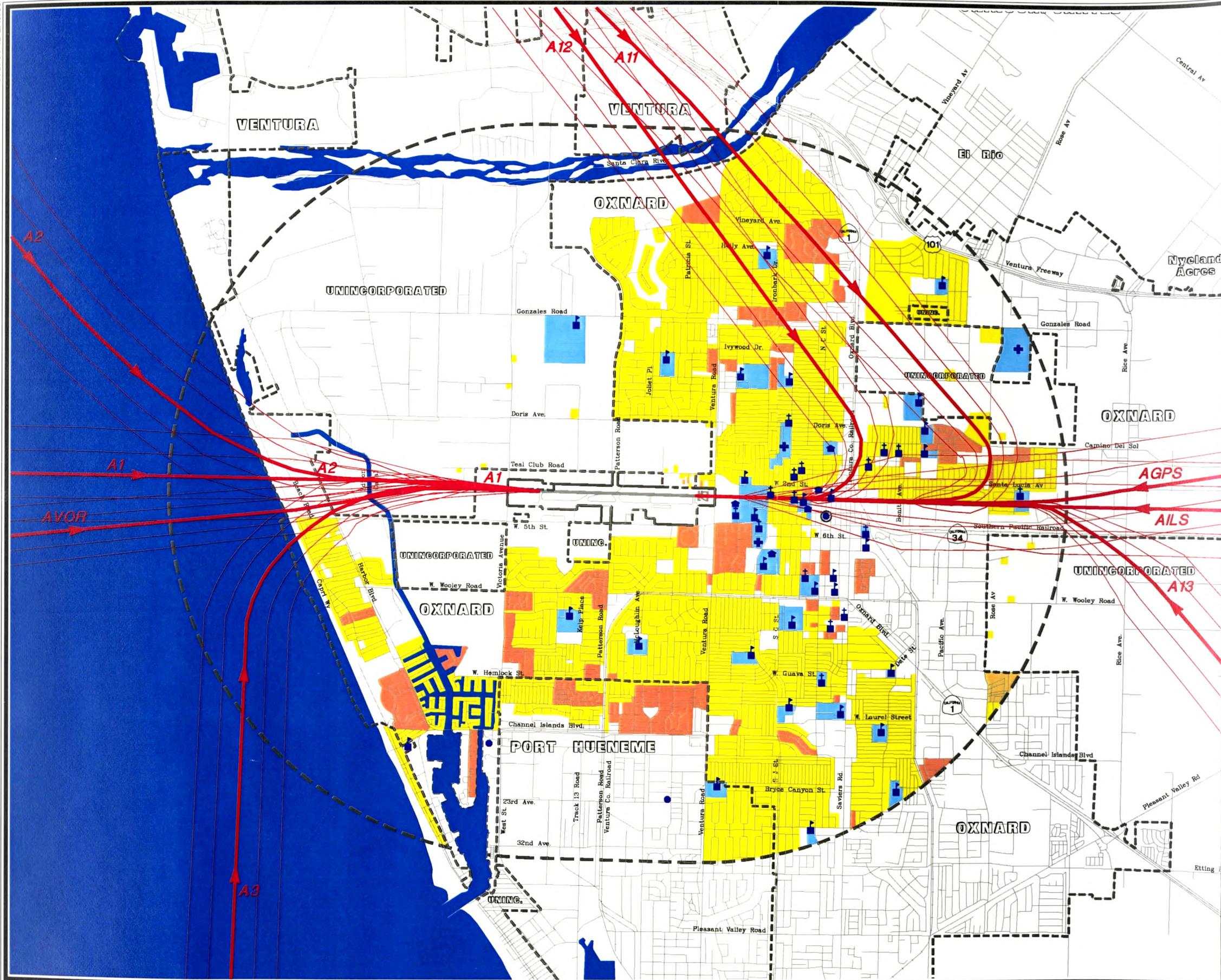
LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Consolidated Departure Track Spines
- Departure Sub-Tracks
- Single-Family Residential
- Multi-Family Residential
- Mobile Home
- Undeveloped or Developed for Compatible Use
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure

NORTH

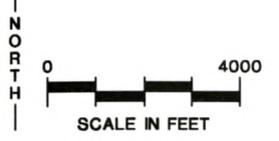
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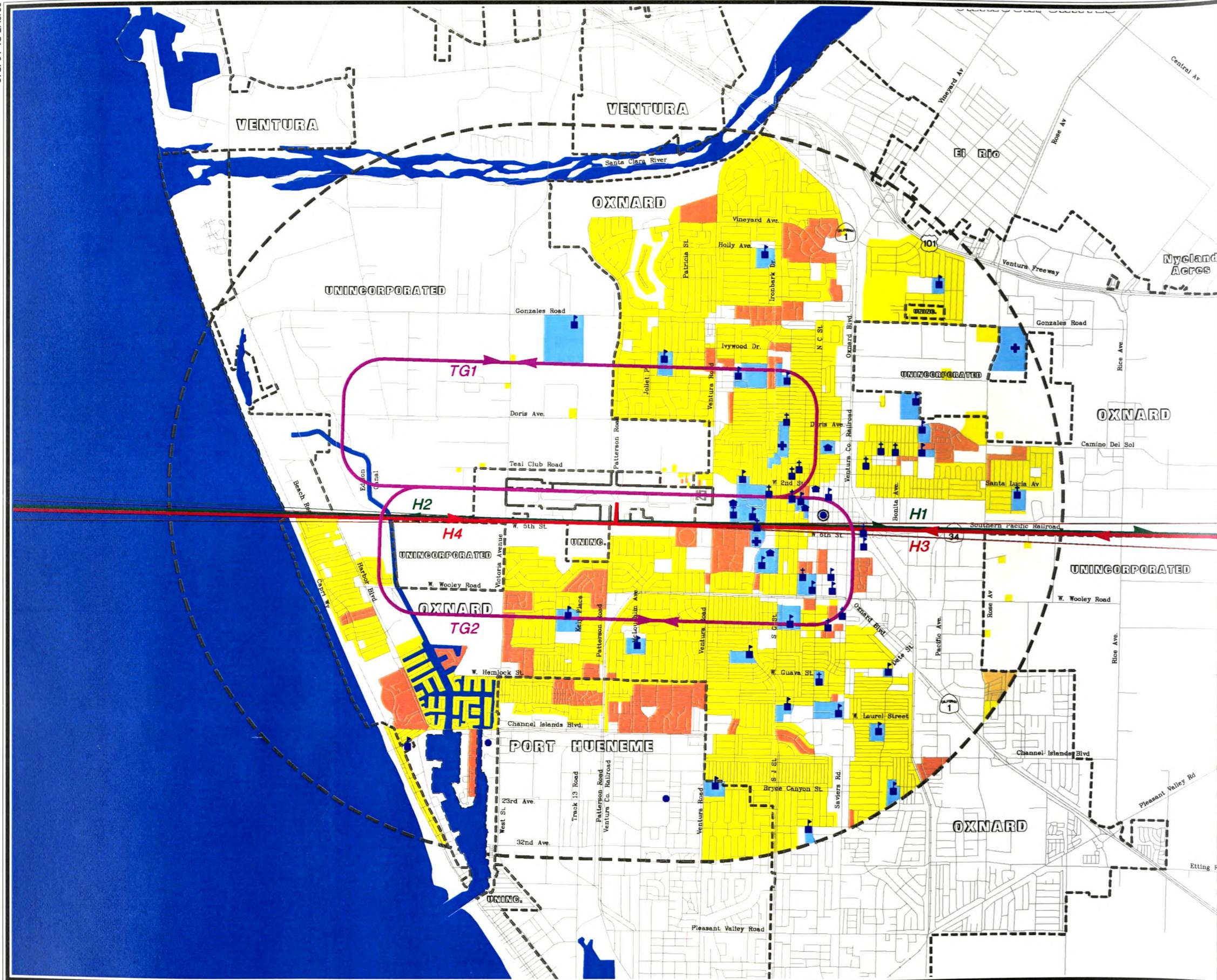
OXNARD AIRPORT



LEGEND

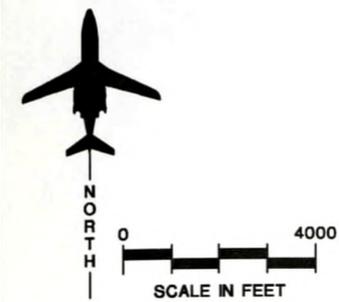
- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Consolidated Arrival Track Spines
- Arrival Sub-Tracks
- Single-Family Residential
- Multi-Family Residential
- Mobile Home
- Undeveloped or Developed for Compatible Use
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure

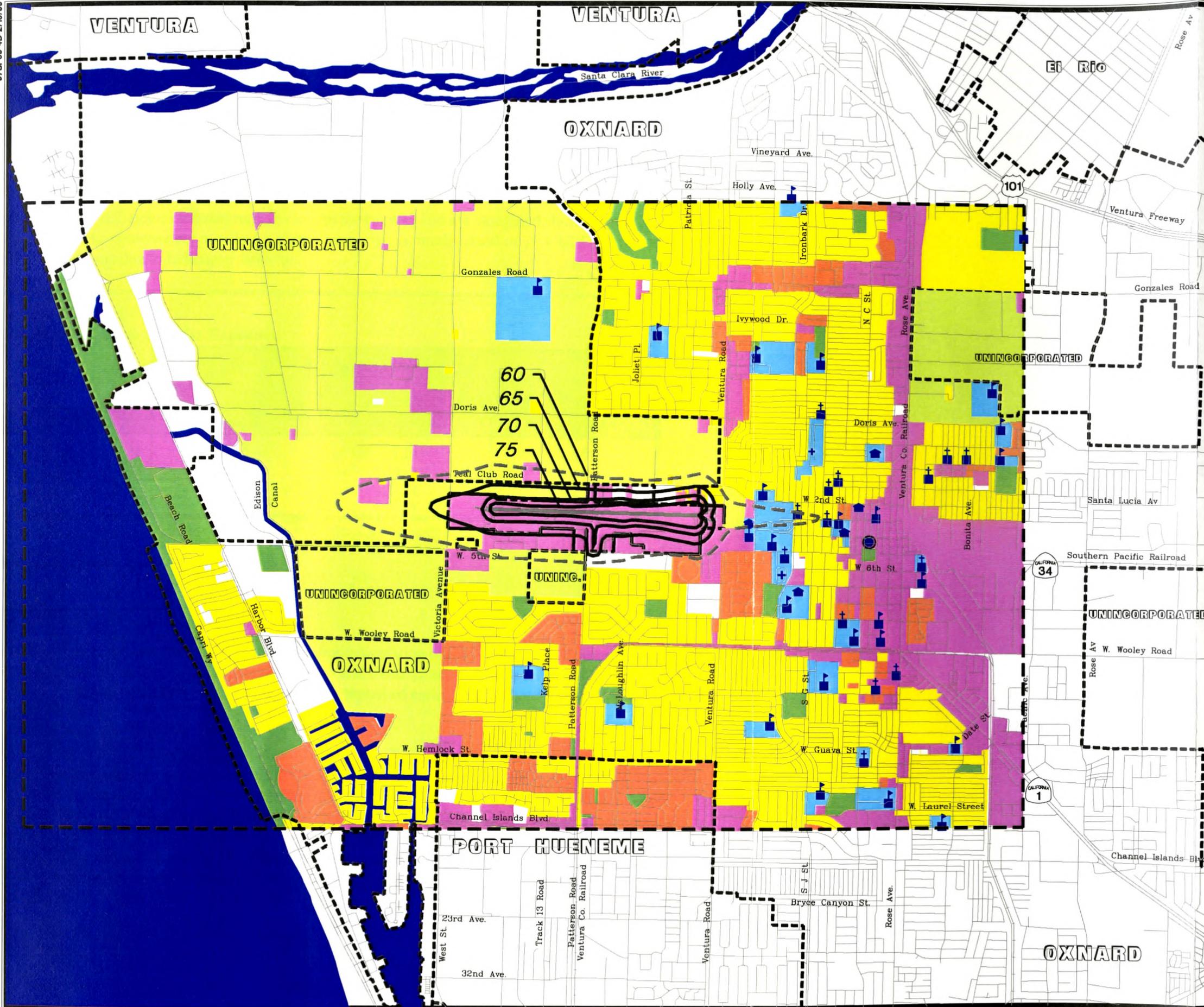




LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Consolidated Touch-and-Go Tracks
- Consolidated Helicopter Departure Track Spines
- Helicopter Departure Sub-Tracks
- Consolidated Helicopter Arrival Track Spines
- Helicopter Arrival Sub-Tracks
- Single-Family Residential
- Multi-Family Residential
- Mobile Home
- Undeveloped or Developed for Compatible Use
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure





LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property

- EXISTING LAND USE**
- Single-Family Residential
- Multi-Family Residential
- Commercial, Industrial, Transportation, and Utilities
- Agriculture
- Parks and Open Space
- Undeveloped
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure
- CNEL Contour

Sources: Aerial Photograph, January 8, 1996;
Consultant Field Survey, Fall 1997.



To the east, the 60 CNEL contour extends just over 3,500 feet and approximately 4,300 feet west of the airport. The 60 CNEL contour bows out along 5th Street due to the helicopter activity.

The 65 CNEL noise contour has a similar shape to the west; however, it does not extend to the east like the 60 CNEL contour. The 65 CNEL contour is heart shaped to the east due to the departure engine spool-up noise from the aircraft. To the east, this contour extends about 500 feet from the runway and 1,700 feet to the south. A small node on the 65 CNEL contour extends south, again due to the helicopter activity.

The 70 and 75 CNEL noise contours remain close to the runway and are elongated about the runway centerline. These contours are mostly on airport property. A small island of 70 CNEL is created south of the airport due to helicopter activity.

CNEL Contour	Area in Square Miles		
	Existing	No Action and Proposed Action	
		Short-Term	Long-Term
60	0.89	1.09	1.06
65	0.38	0.47	0.44
70	0.18	0.22	0.19
75	0.09	0.11	0.08

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The noise impacts resulting from the implementation of the No Action are described as those forecasted to occur in the short-term (5 years) and those forecasted to occur in the long-term (20 years). These assume that the aviation forecasts described earlier and derived from the Airport Master Plan occur.

Short-term. Exhibit 4E, No Action — Short-term Noise Exposure, illustrates the results of the INM contour analysis for the short-term (2003) noise condition assuming implementation of the No Action Alternative. It is based on the Airport Master Plan forecasts of future operations without any changes in operational procedures. These noise contours are similar in shape to the existing noise contours. This is due to the use of similar modeling input assumptions regarding aircraft flight tracks and operational characteristics. The contours are slightly larger than the existing condition contours due to the forecast increase in operations. (For example, the short-term condition 65 CNEL

contour encompasses an additional 0.09 square miles than does the existing condition 65 CNEL contour.)

Long-term. Exhibit 4F, No Action — Long-term Noise Exposure, illustrates the INM modeled noise condition for the long-term (2015) noise scenario, assuming implementation of the No Action Alternative. Again, it is based on the operational forecasts described in the *Draft Airport Master Plan Update*, a demand-based document, indicating that these operations are not tied to airport improvements. These contours are slightly larger than the existing condition due to the forecasted increase in operations; however, they are smaller than the short-term noise contours due to the retirement of older Stage 2 business jets from the fleet by the year 2018.

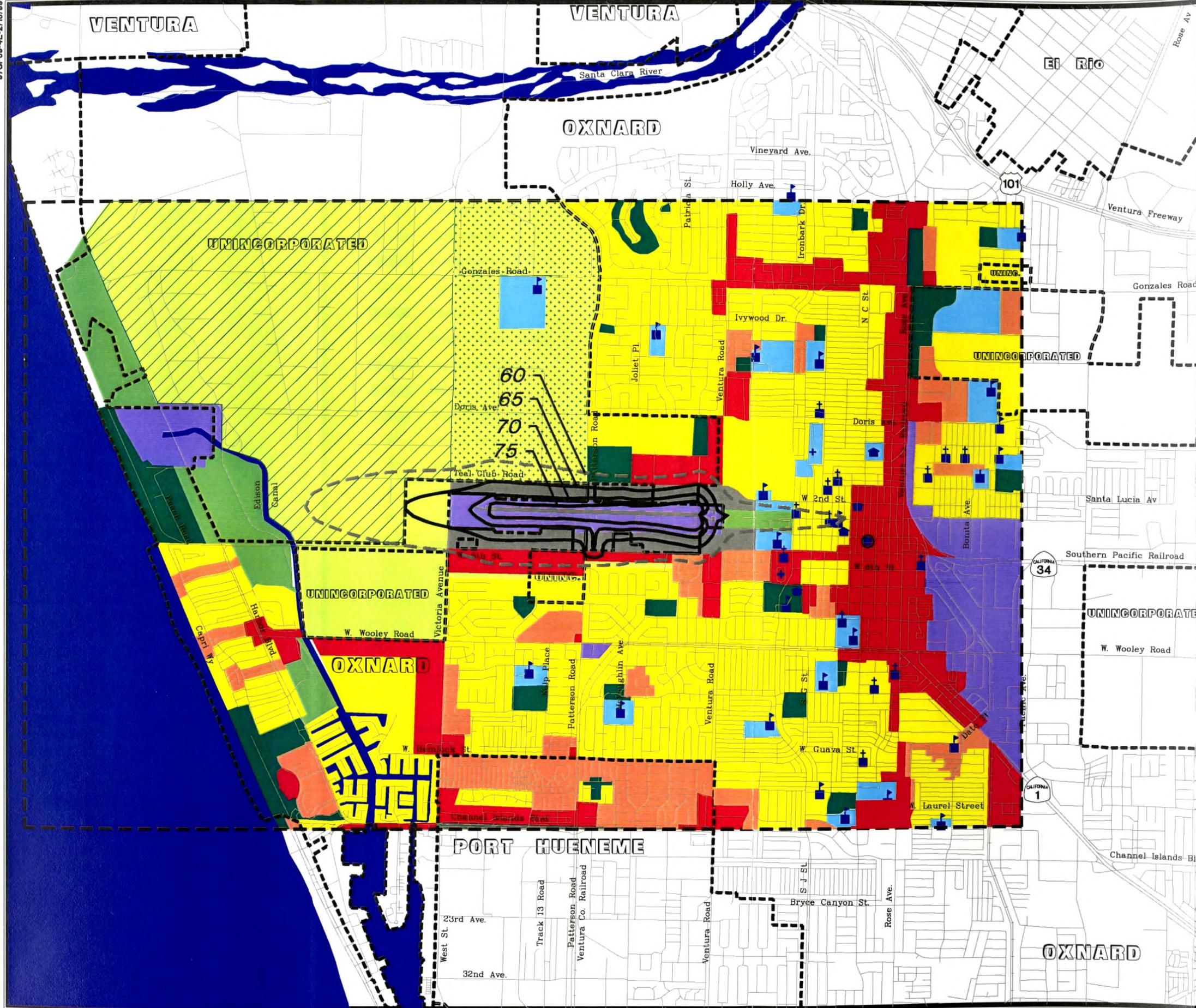
The surface areas of the No Action noise exposure contours are presented for comparison in **Table 4D**. The long-term condition 65 CNEL contour represent a 0.06 square mile increase over the existing condition and a 0.03 square mile decrease over the short-term condition.

Proposed Action. Because the noise impacts are calculated using the forecasted operations described in the Airport Master Plan, they are demand based and not project based. The noise impacts resulting from the implementation of the Proposed Action alternative are, therefore, expected to be the same as those from the No Action.

Short-term. The short-term noise contours represent the estimated noise conditions based on the forecasts of future operations without any changes in operational procedures. **Exhibit 4G, Proposed Action — Short-term Noise Exposure**, presents the plotted results of the INM contour analysis for five-year conditions using input data described in the preceding pages. Generally the short-term noise contours are similar in shape to their existing condition counterparts. This is due to the use of similar modeling input assumptions for the consistency of the baseline case. The contours are slightly larger than the existing condition contours due to the forecast increase in operations (short-term condition 65 CNEL contour is 0.09 square miles larger than the existing condition 65 CNEL contour).

Long-term. The long-term noise contours represent the estimated noise conditions based on the forecasts of future operations projected to occur in around 20 years. **Exhibit 4H, Proposed Action — Long-term Noise Exposure**, presents the plotted results of the INM contour analysis for long-term conditions using input data described in the preceding pages.

The long-term noise contours are also similar in shape to their existing and short-term noise condition counterparts. The contours are slightly larger than the existing noise contours due to the forecast increase in operations (the 65 CNEL contour is 0.06 square miles larger); however, the long-term noise contours are smaller than the short-term noise contours due the retirement of older Stage 2 business jets from the fleet over the next 20 years (the 65 CNEL contour is 0.03 square miles smaller).



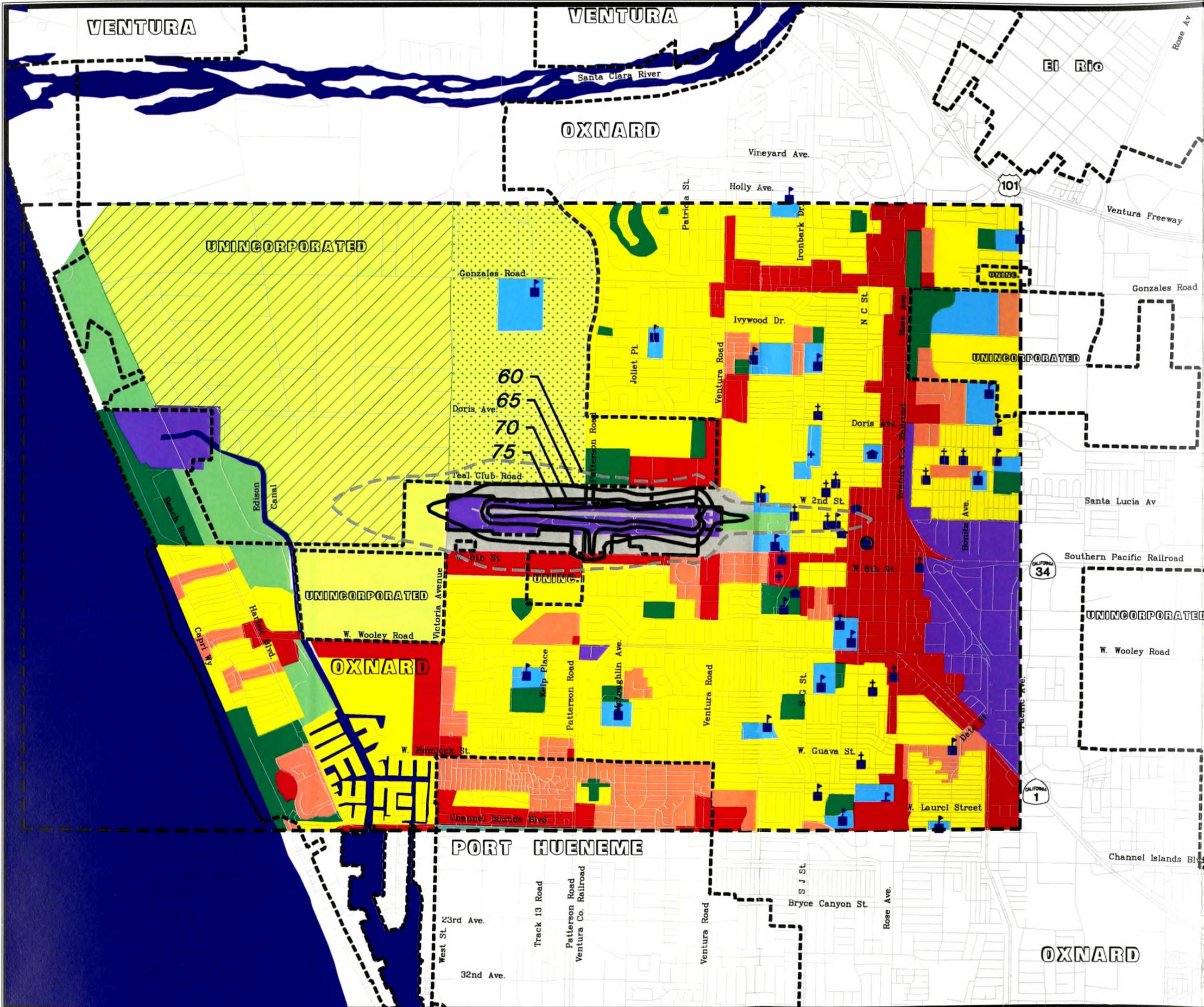
LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property

- FUTURE LAND USE PER ADOPTED GENERAL PLAN**
- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial/Airport
- Agriculture
- Parks
- Natural Open Space
- Public/Semi-Public
- Military
- Airport Compatible
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure
- Urban/Planning Reserve
- San Buenaventura-Oxnard Greenbelt
- CNEL Contour

Sources: General Plans of Oxnard, Port Huenehme, Ventura County; Aerial Photograph, January 8, 1996; Consultant Field Survey, Fall 1997.





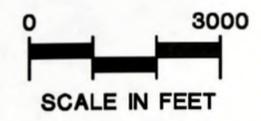
LEGEND

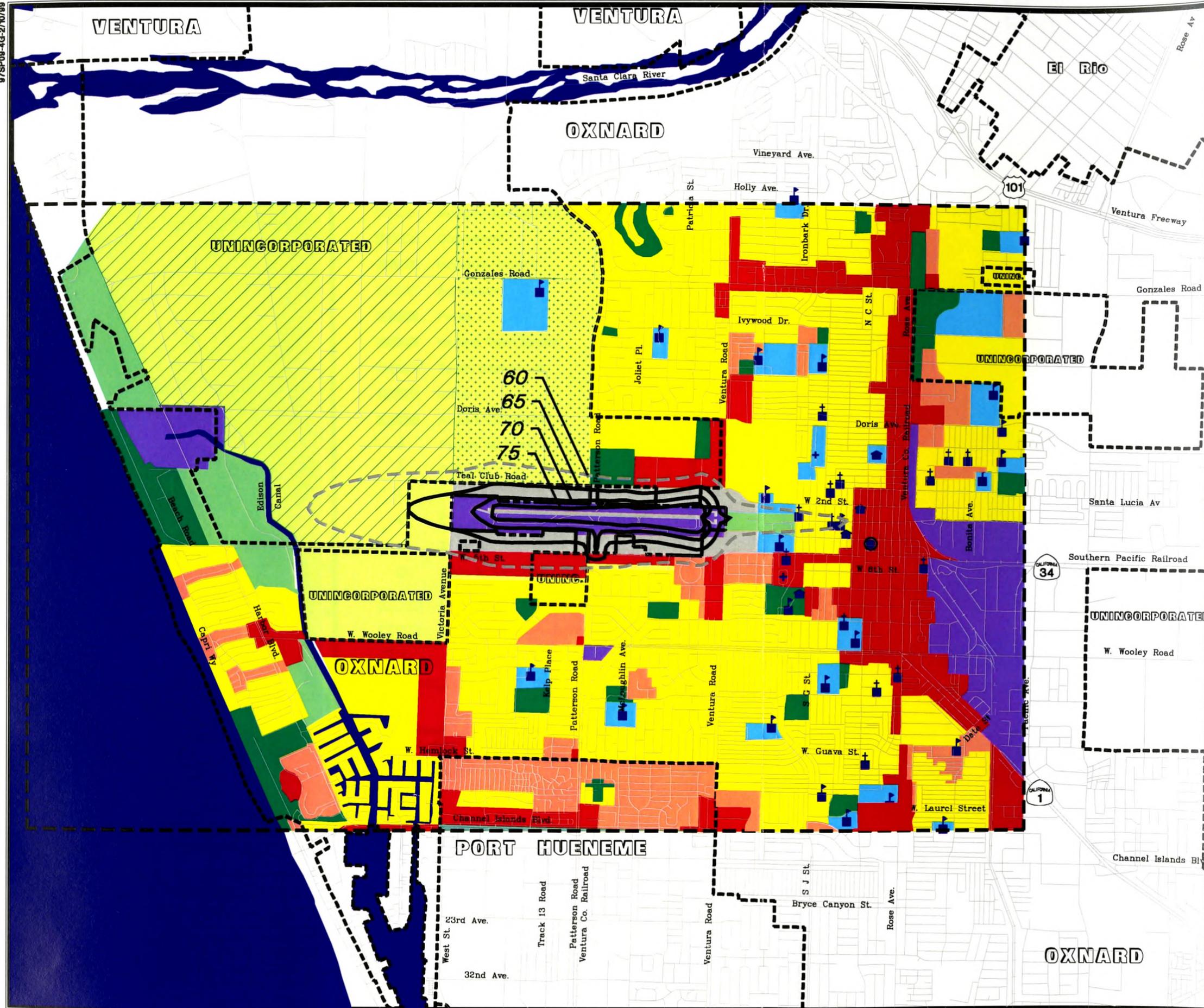
- Detailed Study Area
- Municipal Boundary
- Airport Property

FUTURE LAND USE PER ADOPTED GENERAL PLAN

- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial/Airport
- Agriculture
- Parks
- Natural Open Space
- Public/Semi-Public
- Military
- Airport Compatible
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure
- Urban/Planning Reserve
- San Buenaventura-Oxnard Greenbelt
- CNEL Contour

Sources: General Plans of Oxnard, Port Hueneme, Ventura County; Aerial Photograph, January 8, 1996; Consultant Field Survey, Fall 1997.





LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property

FUTURE LAND USE PER ADOPTED GENERAL PLAN

- Low Density Residential
- Medium/High Density Residential
- Commercial
- Industrial/Airport
- Agriculture
- Parks
- Natural Open Space
- Public/Semi-Public
- Military
- Airport Compatible
- Places of Worship
- Schools
- Hospital
- City Auditorium/Community Center
- Museum
- Historic Structure
- Urban/Planning Reserve
- San Buenaventura-Oxnard Greenbelt

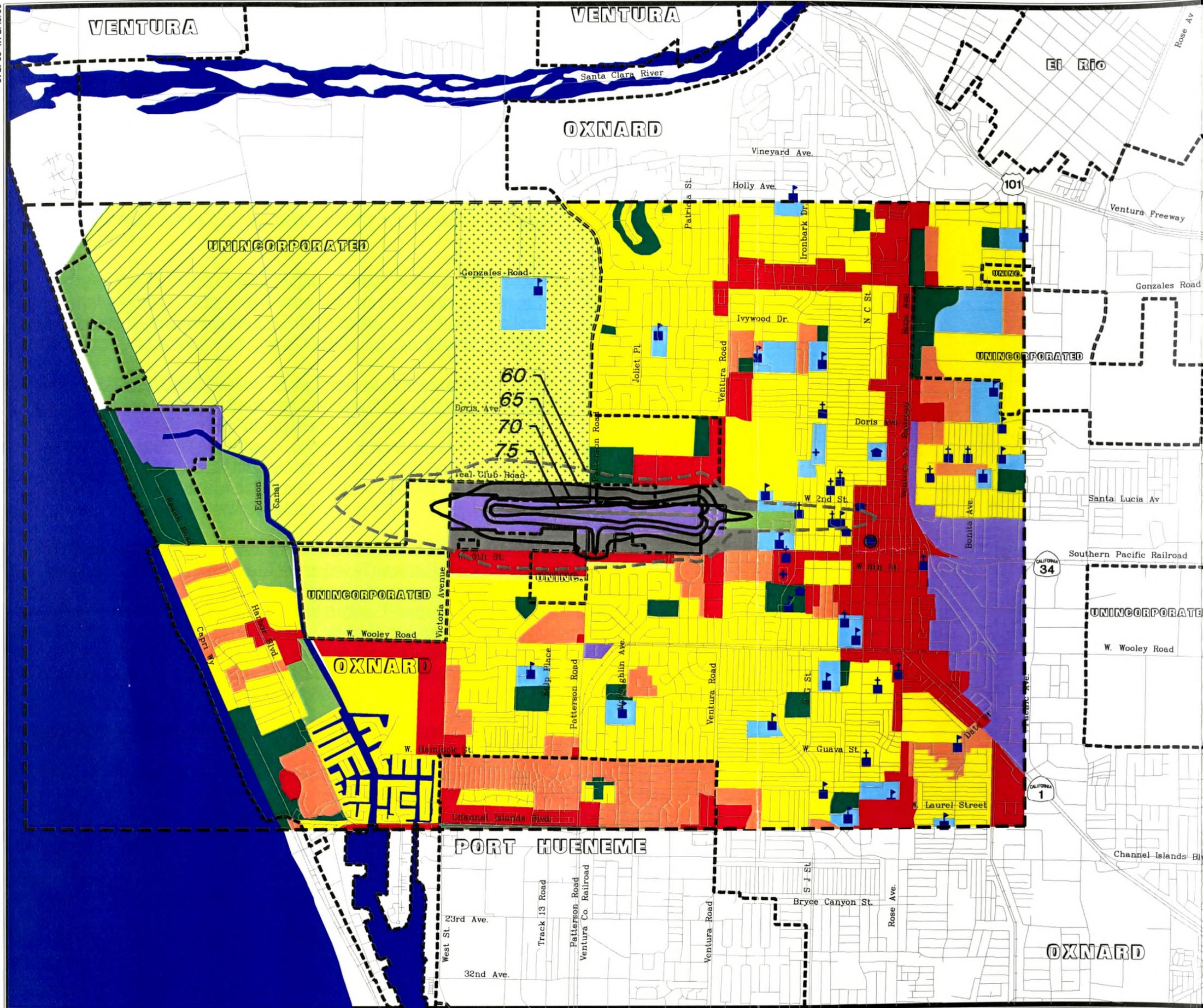
75
 CNEL Contour

Sources: General Plans of Oxnard, Port Hueneme, Ventura County; Aerial Photograph, January 8, 1996; Consultant Field Survey, Fall 1997.

NORTH

0 3000
SCALE IN FEET

OXNARD AIRPORT



LEGEND

- Detailed Study Area
 - Municipal Boundary
 - Airport Property
- FUTURE LAND USE PER ADOPTED GENERAL PLAN**
- Low Density Residential
 - Medium/High Density Residential
 - Commercial
 - Industrial/Airport
 - Agriculture
 - Parks
 - Natural Open Space
 - Public/Semi-Public
 - Military
 - Airport Compatible
- Places of Worship
 - Schools
 - Hospital
 - City Auditorium/Community Center
 - Museum
 - Historic Structure
- Urban/Planning Reserve
 - San Buenaventura-Oxnard Greenbelt
 - CNEL Contour

Sources: General Plans of Oxnard, Port Hueneme, Ventura County; Aerial Photograph, January 8, 1996; Consultant Field Survey, Fall 1997.



The surface areas of the Proposed Action noise exposure contours are also presented for comparison in **Table 4D**.

Analysis Summary

Threshold of Significance. The accepted federal, state, county, and local threshold of significance for airport noise is 65 CNEL, indicating that all existing land uses are compatible outside of the 65 CNEL contour. Within the 65 CNEL contour, the FAA considers it a significant impact when a 1.5 CNEL increase in noise occurs over any noise sensitive area located within the 65 CNEL contour (FAA Order 5050.4A).

NEPA Analysis. The 65 CNEL contour for the Proposed Action is expected to be the same as for the No Action alternative. The Proposed Action will not result in an increase of 1.5 CNEL over any noise sensitive area located within the 65 CNEL contour. The Proposed Action, therefore, will not result in any significant noise impact. No mitigation is required under NEPA.

CEQA Analysis. The 65 CNEL contour for the Proposed Action is expected to be 0.06 square miles (38.4 acres) larger than that of the Existing Condition. Most of this increased area is in or planned for airport compatible land uses, including the area proposed for land acquisition. Impacts in these areas are considered less-than-significant. Some of this increased area, however, is located over existing residential uses and would be considered to result in a significant impact. Specifically, the 65 CNEL contour for the Proposed Action encompasses three (3) additional homes. This impact is considered less-than-significant with the proposed mitigation.

Cumulative Impacts. In the long-term, a total of 25 residential units will be located within the 65 CNEL contour of the Proposed Action. Twenty-two of these units are currently located within this threshold of significance. The remaining three (3) homes are both directly and cumulatively impacted by the implementation of the Proposed Action. Because the proposed mitigation program provides for sound insulation or acquisition of up to 30 residential units, including the 22 units affected by noise under the existing condition and the additional three (3) units affected by the proposed project, the cumulative noise impact is considered beneficial with proposed mitigation.

CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding noise for the airport area. For more information regarding land use plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.

MITIGATION MEASURES

No mitigation measure is required under NEPA.

- Ventura County Department of Airports will institute a program to purchase or sound insulate dwelling units on Little Farms Road through a voluntary program with homeowners. Up to 30 dwelling units have been identified for acquisition or sound insulation (including 20 single-family homes, three duplexes (total of 6 units), and one four-plex); this includes all three (3) of the homes impacted by the project, as well as the 22 homes impacted under the existing condition. Property owners would be given the opportunity to participate in the program, at their option and when the Department of Airports has secured adequate funding. The Department of Airports will seek funding assistance through the noise set-aside of the Airport Improvement Program administered by the FAA. On properties to be acquired, the Department of Airports will comply with all requirements of the federal *Uniform Relocation and Real Property Acquisition Policy Act of 1970, as amended*, which requires that the value of the property be established through two professional appraisals, and that residents and property owners be assisted in finding replacement housing that is substantially the same as the purchased property, and that moving and relocation expenses be provided to residents and property owners.

~~As stated previously, the significance of impact for each environmental category or issue is determined by comparing the impact of the Proposed Action to that of the No Action alternative. Because the Proposed Action does not result in any greater noise impacts than the No Action alternative, no mitigation measures are required as part of this analysis. Ventura County, however, is currently in the process of preparing an FAR Part 150 Noise and Land Use Compatibility Study for Oxnard Airport. This study, which represents a separate action from the Airport Master Plan, specifically addresses the noise impacts projected to occur at Oxnard Airport over both the short and long terms. It will also make recommendations for abating and/or minimizing these impacts. Although noise mitigation measures are not required for this EA/EIR, Ventura County Department of Airports agrees to implement the following mitigation measures:~~

- ~~The County of Ventura will implement those measures of the Federal Aviation Regulation Part 150, Noise and Land Use Compatibility Study (Part 150 Study) currently underway, which are approved and/or accepted by the FAA. The County of Ventura will approve and/or implement those measures under its jurisdiction and will work with other jurisdictions to implement other measures of the Noise Compatibility Program section of the Part 150 Study.~~
- ~~Ventura County Department of Airports will provide the City of Oxnard with the most up-to-date noise contour projections for their use in future updates to the Oxnard 2020 General Plan.~~

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

COMPATIBLE LAND USES

Under NEPA, only noise-related compatible land use issues are generally considered in an EA. CEQA review, however, requires the additional consideration of safety concerns. This section, therefore, addresses each of these areas.

Noise. The degree of annoyance which people suffer from aircraft noise varies depending on their activities at any given time. People rarely are as disturbed by aircraft noise when they are shopping, working, or driving as they are when they are at home. Transient hotel and motel residents seldom express as much concern with aircraft noise as do permanent residents of an area.

The concept of “land use compatibility” has arisen from this systematic variation in human tolerance to aircraft noise. Studies by governmental agencies and private researchers, in particular those by HUD and FAA, have defined the compatibility of different land uses with varying noise levels. **Exhibit 4J, Land Use Compatibility Guidelines**, lists land use compatibility guidelines from *Federal Aviation Regulation (FAR) Part 150*. These are only guidelines; Part 150 explicitly states that determinations of noise compatibility and the regulation of land uses are purely local responsibilities.

The guidelines provided in FAR Part 150 are only generalized guidelines; some people and even entire communities may be more or less sensitive to noise than others. Noise sensitivity within an individual land use class also may vary. For example, occupants of an older, poorly insulated home, or occupants of a mobile home may be more sensitive to noise than those in a new, well insulated, energy-efficient home.

The *Ventura County Airport Comprehensive Land Use Plan (CLUP)* is the document that defines local and use parameters regarding noise and compatibility. It prohibits residential development, and outdoor amphitheaters in areas exposed to noise above 65 CNEL. Between the 60 and 65 CNEL contours, outdoor amphitheaters and mobile home parks are prohibited. Other residential uses, such as hotels, motels, and noise-sensitive institutions are conditionally acceptable, subject to an analysis of noise reduction requirements.

The City of Oxnard, which controls land uses in the vicinity of the airport, identifies the following land uses as incompatible within the 65 CNEL noise contour (per the *Oxnard 2020 General Plan*): single-family dwellings, multiple-family dwellings, trailer parks, schools of standard construction, hospitals, and childcare facilities. Compatible uses within the 65 CNEL contour are identified as: agriculture, airport property, industrial property, commercial property, property subject to an aviation easement for noise, and high rise apartments which have been designed/built to provide an interior noise level of 45 CNEL. The Plan further notes that “while it is also desirable to prohibit residential uses within the 60 dB(A) CNEL contour, they are not considered incompatible.”

Safety. Perhaps the second most common concern regarding airports and their development (after noise) is the resulting risk to people and structures on the ground. Because the FAA defines a

number of areas in proximity to the airport and runways which have the greatest likelihood of an accident (runway safety areas, object free areas, and runway protection zones) and identifies off-airport areas for airspace protection, much of this concern is perceived rather than actual.

The State of California has indicated a greater emphasis on off-airport safety compatibility, prohibiting the construction of any structure which would result in an obstruction to FAR Part 77 surfaces and requiring additional analysis prior to the development of any elementary or secondary school within two miles of an airport runway. In addition, CALTRANS has published an *Airport Land Use Planning Handbook* which contains a section listing suggested guidelines for safety zones around airports.

The most current CLUP for Ventura County was prepared in 1991. It defines three safety zones in the vicinity of Oxnard Airport: (1) the Inner Safety Zone (ISZ) a trapezoid-shaped area off each runway end, corresponding roughly to the runway protection zone (RPZ); (2) the Outer Safety Zone (OSZ) a larger trapezoid-shaped area extending 5,000 feet off the end of the primary surfaces of each runway end; and (3) the Traffic Pattern Zone (TPZ) extending 4,000 feet north and south of the runway centerline, 3,000 feet off the west end of the runway, and approximately 2,000 feet off the east runway end (reflecting the significantly higher number of departures to the west). It is important to note that the traffic pattern at Oxnard Airport can and does extend outside of this area at times. This report is incorporated by reference.

The CLUP for Ventura County is currently being updated. The update is being prepared using the 1993 *Airport Land Use Planning Handbook* which provides for six designated zones: (1) runway protection zones (RPZ), the trapezoidal-shaped areas off each runway end, as defined by the FAA; (2) Inner Safety Zones, rectangular-shaped areas; (3) Inner Turning Zones, fan-shaped areas covering areas where aircraft make departure turns; (4) Sideline Safety Zones; (5) Outer Safety Zones, rectangular-shaped areas extending 10,000 feet off the primary surface at each runway end; and (6) a larger Traffic Pattern Zone, extending 5,000 feet north and south of the runway centerline and 10,000 feet off the runway ends. The majority of these zones are determined based on an airport's runway length, the exception being the RPZ areas which are defined by the FAA based on a runway's approach type (visual or instrument) and aircraft approach category (speed). The changes to the CLUP are occurring independently of the *Draft Airport Master Plan Update*.

In addition, the County of Ventura, Department of Airports, is currently in the process of preparing a *Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study* for Oxnard Airport. This study, which represents a separate and distinct action from the Airport Master Plan, evaluates the means to abate, mitigate, or prevent impacts to noise-sensitive land uses in the vicinity of an airport. It considers a variety of factors, including operational restrictions or limitations, land use management, and property acquisition, among others.

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N ¹	N ¹	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N ¹	N ¹	N ¹	N	N
PUBLIC USE						
Schools	Y	N ¹	N ¹	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	Y ⁴
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y ⁵	Y ⁵	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

See other side for notes and key to table.



KEY

Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES

- 1 Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- 2 Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 3 Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 4 Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 5 Land use compatible provided special sound reinforcement systems are installed.
- 6 Residential buildings require a NLR of 25.
- 7 Residential buildings require a NLR of 30.
- 8 Residential buildings not permitted.

Source: **F.A.R. Part 150, Appendix A, Table 1.**



EXISTING CONDITIONS

Exhibit 4D, illustrates the location of noise-sensitive land uses and the 1998 noise contours at Oxnard Airport. Noise-sensitive land uses shown on the exhibit are based on the FAA's land use compatibility guidelines presented in **Exhibit 4J**.

There are 21 single family homes and two churches within the 60 to 65 CNEL range. Eleven homes and 4 multi-family units are exposed to noise in the 65 to 70 CNEL range. One home and 6 multi-family units are impacted by noise between 70 and 75 CNEL. No noise-sensitive land uses are exposed to noise above 75 CNEL. **Table 4E, Existing Noise-Sensitive Land Uses Impacted by Airport Noise**, summarizes noise-sensitive land uses impacted by airport noise in 1998.

	60-65 CNEL	65-70 CNEL	70-75 CNEL	75+ CNEL	Total
Residential					
Single-family Dwellings	21	11	1	0	33
Mobile Homes	0	0	0	0	0
Multi-family Dwellings	<u>0</u>	<u>4</u>	<u>6</u>	<u>0</u>	<u>10</u>
Total Dwelling Units	21	15	7	0	43
Noise Sensitive Institutions					
Churches	0	0	0	0	0
Schools	0	0	0	0	0

Source: Coffman Associates analysis.

The existing safety areas, as defined in the 1991 *Comprehensive Land Use Plan (CLUP)*, are described above. As indicated, these areas are currently being reevaluated using the 1993 *Airport Land Use Planning Handbook* prepared for CALTRANS. The *Draft Airport Master Plan Update* is consistent with the 1991 CLUP. Because the *Draft Airport Master Plan Update* is being used during the preparation of the updated CLUP, it will, therefore, be consistent with the new document.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The environmental consequences to compatible land uses for the No Action Alternative were evaluated for both the short-term (five years) and long-term conditions (approximately twenty years). In addition, the effects of the No Action Alternative on the proposed safety zones were also considered. As previously stated, this information is provided for comparison purposes with the impacts of the Proposed Action to determine the degree of significance under NEPA and for informational purposes under CEQA.

Short-term Noise. **Exhibit 4E** illustrates the noise projected at Oxnard Airport in approximately five years, assuming implementation of the No Action Alternative. Existing noise-sensitive land uses are shown on the exhibit as are areas designated in the General Plan for future residential development. The exhibit shows that 41 single family homes and two churches are in the 60 to 65 CNEL range. Twelve single family homes are expected to be exposed to noise in the 65 to 70 CNEL range. Three single-family homes and 10 multi-family units are expected to be impacted by noise between 70 and 75 CNEL. No noise-sensitive land uses are exposed to noise above 75 CNEL. Land use impacts within the noise contours are summarized on **Table 4F, Noise-Sensitive Land Uses Impacted by Future Aircraft Noise**. This represents an increase in the number of units within FAA defined significant noise contours from 22 (existing) to 25.

TABLE 4F					
Noise-Sensitive Land Uses Impacted by Future Aircraft Noise					
No Action and Proposed Action					
Land Use	CNEL Contour Range				Total
	60-65	65-70	70-75	+75	
Short-term Impacts					
Existing Residential					
Single-family Dwellings	41	12	3	0	56
Multi-family Dwellings	<u>0</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
Total Existing Residential	41	12	13	0	66
Existing Noise Sensitive Institutions					
Church	2	0	0	0	2
Community Center	0	0	0	0	0
School	0	0	0	0	0
Long-term Impacts					
Existing Residential					
Single-family Dwellings	63	12	3	0	78
Multi-family Dwellings	<u>24</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>34</u>
Total Existing Residential	87	12	13	0	112
Existing Noise Sensitive Institutions					
Church	2	0	0	0	2
Community Center	1	0	0	0	1
School	1	0	0	0	1

Source: Coffman Associates analysis.

Long-term Noise. **Exhibit 4F** shows the annual noise projected at Oxnard Airport over the long-term. It also shows existing and potential future areas of noise-sensitive land uses. Sixty-three single-family homes, 24 multi-family dwelling units, two churches, one community center, and one school (adult and continuing education center at the old Oxnard High School) are expected to be exposed to noise between 60 and 65 CNEL. Most of these are east of the airport directly beneath the final approach to Runway 25. Twelve single family homes are expected to be located in the 65 to 70 CNEL contour range. Three single-family homes and ten multi-family units are expected to

be within the 70 to 75 CNEL contour range. No noise-sensitive land uses are expected to be exposed to noise above 75 CNEL. Land use impacts within the noise contours are summarized on **Table 4F**. Impacts within the FAA defined significant noise contours are the same as in the short-term.

Safety. Assuming the on-going update to the CLUP would utilize the new safety zones (as defined in the 1993 *Airport Land Use Planning Handbook*), the boundaries of the various safety zones would be the same as described earlier and illustrated in the *Airport Comprehensive Land Use Plan for Ventura County, Phase I Addendum (February 1998)*, except for the Runway Protection Zone (RPZ) area for Runway 7. The Draft CLUP provides for a 1,000-foot (inner width) by 1,700-foot (length) by 1,510-foot (outer width) trapezoid-shaped area. Under the No Action Alternative, this RPZ would be 500 feet by 1,700 feet by 1,10 feet.

Proposed Action. As with the No Action Alternative, both the short-term and long-term effects of noise on compatible land uses were evaluated. In addition, the effects of the Proposed Action on the designated safety zones were also considered.

Short-term Noise. The results of the short-term aircraft noise land use impact analysis for the Proposed Action Alternative are identical to those of the short-term No Action Alternative, as discussed above and illustrated on **Exhibit 4G**. Both the No Action and Proposed Action alternatives account for the forecasted increase in the number of operations at Oxnard Airport that is expected regardless of whether the Proposed Action is implemented.

Long-term Noise. The results of the aircraft noise land use impact analysis for the long-term Proposed Action Alternative are identical to those of the long-term No Action Alternative, as discussed above and are illustrated on **Exhibit 4H**. Both the No Action and Proposed Action alternatives account for the forecasted increase in the number of operations at Oxnard Airport that is expected regardless of whether the projects are built. ~~Because the impact of the Proposed Action is the same as the No Action, the Proposed Action is not considered to result in a significant impact to compatible land uses over the long-term.~~

Safety. As indicated above, the ongoing CLUP update for Ventura County is utilizing the 1993 *Airport Land Use Planning Handbook*. Most of the new safety areas are defined based on a runway's length; therefore, as the Proposed Action will not affect the length of Runway 7-25 at Oxnard Airport, it will have no affect on the designated safety areas. The exception is that the new areas include those designated as runway protection zone, as defined by the FAA. The Proposed Action would result in a slightly larger runway protection zone to Runway 7, specifically increasing from 500 feet by 1,700 feet by 1,010 feet to 1,000 feet by 1,700 feet by 1,510 feet. The additional area is currently undeveloped or in agricultural production and would not be adversely affected by the change. ~~Because the Department of Airports would be acquiring and/or controlling the OFA and RPZ areas under the Proposed Action, this action will result in a beneficial impact to safety.~~

Threshold of Significance. The accepted federal, state, county, and local threshold of significance for airport noise land use compatibility is 65 CNEL. All land uses outside of the 65 CNEL contour are considered to be compatible with the airport use as are noise-compatible land uses within the 65 CNEL contour (agriculture, recreation, commercial, industrial, etc.). From a safety land use compatibility perspective, the accepted thresholds of significance are compliance with FAR Part 77 and the local Comprehensive Land Use Plan, and restricting the development of any elementary or secondary school within two miles of an airport's runway.

NEPA Analysis. The 65 CNEL contour for the Proposed Action is expected to be the same as for the No Action alternative; therefore, the Proposed Action will not result in a compatible land use impact. No mitigation is required under NEPA.

CEQA Analysis. The 65 CNEL contour for the Proposed Action will encompass three (3) additional residential units compared with the Existing Condition. For the purposes of this analysis, this is considered a significant impact. The Proposed Action will result in a beneficial impact regarding safety land use compatibility, as it proposes the acquisition of portions of the OFA, RPZs, and transitional surface. Because no change in runway length is proposed, the Proposed Action is compatible with the CLUP-designated safety areas.

Cumulative Impacts. In the long-term, a total of 25 residential units will be located within the 65 CNEL contour of the Proposed Action. Twenty-two of these units are currently located within this threshold of significance. The remaining three (3) homes are both directly and cumulatively impacted by the implementation of the Proposed Action. Because the proposed mitigation program provides for sound insulation or acquisition of up to 30 residential units, including the 22 units affected by noise under the existing condition and the additional three (3) units affected by the proposed project, the cumulative noise impact is considered beneficial with proposed mitigation.

CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding land use compatibility for the airport area. For more information regarding the plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.

MITIGATION MEASURES

No mitigation measure is required under NEPA.

- Ventura County Department of Airports will institute a program to purchase or sound insulate dwelling units on Little Farms Road through a voluntary program with homeowners. Up to 30 dwelling units have been identified for acquisition or sound insulation (including 20 single-family homes, three duplexes (total of 6 units), and one four-plex); this includes all three (3) of

the homes impacted by the project, as well as the 22 homes impacted under the existing condition. Property owners would be given the opportunity to participate in the program, at their option and when the Department of Airports has secured adequate funding. The Department of Airports will seek funding assistance through the noise set-aside of the Airport Improvement Program administered by the FAA. On properties to be acquired, the Department of Airports will comply with all requirements of the federal *Uniform Relocation and Real Property Acquisition Policy Act of 1970, as amended*, which requires that the value of the property be established through two professional appraisals, and that residents and property owners be assisted in finding replacement housing that is substantially the same as the purchased property, and that moving and relocation expenses be provided to residents and property owners.

~~As stated previously, the significance of impact for each environmental category or issue is determined by comparing the impact of the Proposed Action to that of the No Action alternative. Because the Proposed Action does not result in any greater noise impacts than the No Action alternative, no mitigation measures are required as part of this analysis. Ventura County, however, is currently in the process of preparing an FAR Part 150 Noise and Land Use Compatibility Study for Oxnard Airport. This study, which represents a separate action from the Airport Master Plan, specifically addresses the noise impacts projected to occur at Oxnard Airport over both the short and long terms. It will also make recommendations for abating and/or minimizing these impacts. As a voluntary mitigation measure for this EA/EIR, Ventura County Department of Airports provides the following mitigation measure.~~

- ~~• The County of Ventura will implement those measures of the Federal Aviation Regulation Part 150, Noise and Land Use Compatibility Study (part 150 Study) currently underway, which are approved and/or accepted by the FAA. The County of Ventura will approve and/or implement those measures under its jurisdiction and will work with other jurisdictions to implement other measures of the Noise Compatibility Program section of the Part 150 Study.~~

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

SOCIAL IMPACTS

Social impacts known to result from airport improvements are often associated with land acquisition activities or other community disruptions, including alterations to surface transportation patterns, division or disruption of existing communities, interferences with orderly planned development, or an appreciable change in employment related to the project. Social impacts are generally evaluated based on areas of acquisition and/or areas of significant project impact, such as areas encompassed by noise levels in excess of 65 CNEL.

EXISTING CONDITIONS

The existing social condition in the vicinity of Oxnard Airport is described in the previous section, Compatible Land Use, and in the Socioeconomic section of **Chapter Three, Affected Environment**.

The City of Oxnard has jurisdiction over the area south and east of the airport. Remaining, undeveloped areas to the north and west are within the jurisdiction of Ventura County. These undeveloped areas are primarily in agricultural production.

Ventura County owns a portion of the property between Victoria Avenue, Ventura Road, south of Teal Club Road, and 5th Street, which encompasses and includes Oxnard Airport. Airspace surfaces associated with the Airport and identified in *FAA Advisory Circular 150/5300-13* and *FAR Part 77* extend beyond the existing airport boundaries. These areas include the Runway Protection Zones (RPZ) and portions of the transitional surface, and the Object Free Area (OFA)

RPZs are trapezoid-shaped areas off of each runway end. Their size is dependent on the aircraft which utilize the facility, the type of approach (i.e., visual or instrument), and the visibility minimums associated with the approach. The FAA recommends that airport sponsors own or control RPZs associated with each runway end to increase the airport's operational safety. Aircraft approaching and departing an airport are at their lowest elevations within these designated areas and thus they are at greater risk of experiencing the consequences of aircraft which land short or depart long.

The transitional surface begins at the outside edge of the primary surface of a runway (in this case 500 feet from the runway centerline) at the same elevation as the runway (approximately 42.5 feet MSL). It rises at a slope of one foot vertically for each seven feet of horizontal distance up to a height of 150 feet above the highest runway elevation (approximately 192.5 feet MSL). A horizontal distance allowing a 20-foot building is 640 feet from the runway centerline. The transitional surface at Oxnard Airport renders a portion of the area between the airport and Teal Club Road undevelopable. (For a graphic illustration of the transitional surface, refer to the Part 77 Airspace Plan, Sheet 2 of 6 of the Airport Layout Plan Set in the *Draft Airport Master Plan Update*, also refer to the "BRL-20" line on the north side of the airport, as illustrated on **Exhibit 1A** of this document).

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The concerns regarding the RPZs and building restriction areas is the same under the No Action Alternative as they are under the Existing Condition. If these areas ~~were~~ are not acquired in fee simple or restricted by aviation easements (as would be the case with implementation of the No Action alternative), the Airport would not be in compliance with FAA guidelines and the risks to both aircraft and persons on the ground would be greater.

No residences or businesses are proposed for acquisition under this alternative, ~~only places of public assembly (including businesses) and agricultural properties~~; therefore, no minority or low-income populations are expected to be disproportionately affected by the No Action Alternative.

Proposed Action. Implementation of the Proposed Action will result in Ventura County's acquisition of 31.34 acres off the eastern end of Runway 7-25, as illustrated on **Exhibit 4K, Relocation and Community Disruptions**. This area comprises the central corridor of the existing/ultimate RPZ. Structures currently present in this area would then be razed or relocated. These structures include a church, National Guard Armory, School Administration Offices, and buildings associated with the abandoned high school. The existing recreational fields are not currently used for any organized sport activity, but may remain provided their use is limited to practice and training; no spectator sports would be permitted in this area. The existing farmland in this area (see discussion under Farmland section of this chapter) may also remain in the RPZ as a compatible land use, but, for the purposes of this environmental analysis, agricultural production is assumed to cease in the acquisition area.

Disruptions in this area includes the physical moving of activities to another location. This would have impacts on the operation and activities of the Masonic Temple church, armory, and school administration offices. As facilities would be found or constructed before the required relocation, such disruption is expected to be temporary and would be off-set by the benefits of being in a new location subject to lower noise levels, and fewer aircraft overflights (thus reduced risk).

The Proposed Action will also result in the acquisition of 11.94 acres within the Runway 7-25 Object Free Area and 7.9 acres on the south side of the airfield for the development of general aviation facilities. These areas are currently in agricultural production.

In addition, the County would acquire aviation easements over an additional 25.84 acres in the eastern RPZ and 85.31 acres along the northern boundary of the airport (to Teal Club Road) and western RPZ. Aviation easements allow ownership of the property to remain in private hands, but limits the land use opportunities in these areas to those compatible with the airport (i.e., appropriate land uses and structure heights). Existing land uses in these areas would be allowed to remain. As properties containing non-compatible or noise-sensitive uses (residential) are redeveloped, however, compatible land uses (commercial, industrial, office, open space, etc.) would replace the existing uses. (See **Exhibit 4K**.)

The majority of the area along the north side of the airport falls within the building restriction area for a 20-foot building in the transitional surface. The RPZ areas represent the areas where aircraft operate at low altitudes during approach and departure procedures.

Because The Proposed Action will not result in any other off-site impacts, ~~it is not nor is it~~ expected to alter surface transportation patterns, divide or disrupt the existing community, interfere with orderly planned development, or cause an appreciable change in employment related to the project.

~~No residences are proposed for acquisition under this alternative, only places of public assembly (including businesses) and agricultural properties; therefore, The noise and compatible land use mitigation measures for CEQA impacts will result in the acquisition of up to 30 residential units. As the acquisition of these properties is also part of a FAR Part 150 Study and federal funding will be sought, they are here considered a part of the project. No minority or low-income populations are expected to be disproportionately affected by the Proposed Action Alternative. The Proposed Action, therefore, complies with Federal requirements regarding environmental justice.~~

Analysis Summary

Threshold of Significance. According to *FAA Order 5050.4A*, social impacts are generally evaluated based on areas of acquisition and/or areas of significant project impact, such as areas encompassed by noise levels in excess of 65 CNEL, or noticeable increases in traffic congestion or access time to community facilities, recreation areas, or places of residence or business. This resource category is not addressed in the Ventura County *Initial Study Assessment Guidelines*.

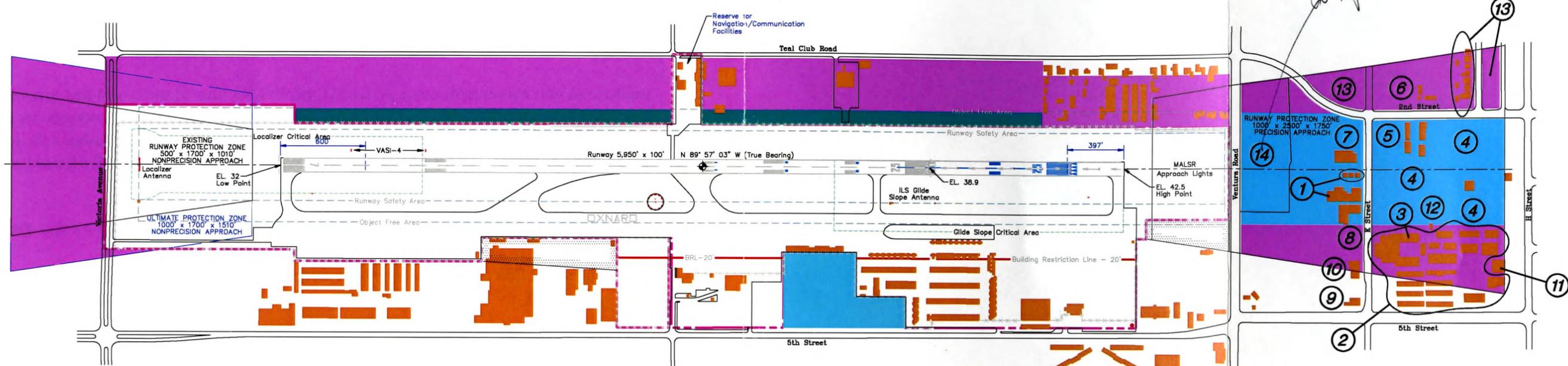
NEPA Analysis. Implementation of the Proposed Action requires the purchase of 51.18 acres of land, which includes the Oxnard Union High School District Office, the Masonic Temple, and the California National Guard. Implementation of the noise and compatible land use mitigation measures will also result in the acquisition of up to 30 residential units located off of Little Farms Road. (While acquisition of these homes is proposed as a strictly CEQA mitigation measure, since federal funding under the noise set-aside of the Airport Improvement Program would be utilized for this acquisition, it is considered in this NEPA analysis.) This is considered to be less-than-significant with the proposed mitigation.

CEQA Analysis. Implementation of the Proposed Action requires the purchase of 51.18 acres of land, including places of business. Implementation of the mitigation measures for noise and compatible land use impacts will potentially result in the acquisition of up to 30 residential units. This is considered a potentially significant impact; however, the impact is reduced to less-than-significant with the identified mitigation.

Cumulative Impacts. Because the entire residential area south of Teal Club Road and west of Ventura Road, known as Little Farms Road area, is included in the noise and compatible land use mitigation measure, no cumulative social impacts are expected to occur beyond the stated project impacts.

CONSISTENCY WITH LAND USE PLANS AND POLICIES

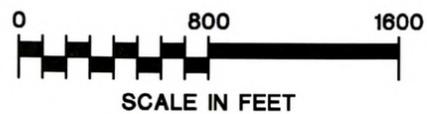
The Proposed Action alternative is consistent with adopted plans and policies in the vicinity of Oxnard Airport regarding social impacts. The No Action alternative is not consistent with *FAA Advisory Circular 150/5300-13*, which encourages Airport Sponsor (Ventura County) ownership or control of RPZ and OFA areas. For more information on land use plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.



airport protection

LEGEND:

- Property Purchase For OFA
- Avigation Easement Acquisition
- Property Purchase For RPZ
- Property Purchase For Landside Development



LAND USE KEY

- | | |
|--|----------------------------------|
| ① OXNARD UNION HIGH SCHOOL DISTRICT OFFICE | ⑧ MASONIC TEMPLE |
| ② OLD HIGH SCHOOL | ⑨ FIRE STATION |
| ③ SCHOOL AUDITORIUM | ⑩ 1st CHURCH CHRISTIAN SCIENTIST |
| ④ SCHOOL ATHLETIC FIELDS | ⑪ BINGO HALL |
| ⑤ BUS MAINTENANCE | ⑫ POLICE |
| ⑥ OXNARD ADULT EDUCATION 2nd STREET CENTER | ⑬ RESIDENTIAL |
| ⑦ CALIFORNIA NATIONAL GUARD | ⑭ FARM LAND |



MITIGATION MEASURES

The following mitigation measures are required under both NEPA and CEQA to avoid and/or reduce social impacts as a result of the Proposed Action.

- Ventura County will comply with appropriate provisions of the Federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URARPAPA)*. The Act requires that home owners and tenants be offered assistance in finding a new home or new site, and in relocation costs. Relocation assistance includes help in finding a comparable replacement dwelling or site which meets the FAA’s “decent, safe, and sanitary” criteria and in moving costs. Due to the developing nature of the surrounding area, it is expected that property owners affected by the implementation of the Proposed Action would be able to find comparable property within the greater Oxnard area. *URARPAPA* also provides that businesses and farm operations be offered assistance in reestablishing the operation. The County of Ventura Department of Airports will provide all relocation assistance, as required (see **Appendix H**)
- Ventura County will also comply with *FAA Order 5100.37A, Land Acquisition and Relocation Assistance for Airport Projects*, and *FAA Advisory Circular 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*. These two documents describe the process necessary to comply with *URARPAPA*.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Given implementation of the measures described above, the Proposed Action will not result in any significant, unavoidable adverse impacts.

TRAFFIC AND CIRCULATION

All land uses generate vehicle traffic. When traffic levels become significant, particularly during peak hours, a land use can have a significant impact on local streets and intersections. Depending on the number of vehicle trips, improvements to the local roadway network may be required, including the installation of traffic signals, additional road lanes, and turning lanes, among other projects.

FAA Order 5050.4A evaluates traffic and circulation impacts as a social impact. ~~does not define any thresholds of significance for traffic and circulation.~~ This is primarily considered to be a CEQA impact category.

The following subsections summarize the results of a traffic analysis prepared by Associated Transportation Engineers (ATE) on the *Draft Oxnard Airport Master Plan* and included in **Appendix G** of this document.

EXISTING CONDITIONS

ATE estimated average daily traffic (ADT), morning and afternoon peak hour traffic for Oxnard Airport using the trip generation rates obtained from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 5th Edition*, and studies performed by ATE at similar airport facilities. **Table 4G, Trip Generation**, provides the results of ATE's analysis.

TABLE 4G Trip Generation								
		ADT	A.M. Peak Hour			P.M. Peak Hour		
Airport Land Use	Operations/ Enplanements	Trips	In	Out	Total	In	Out	Total
Existing Conditions								
General Aviation	261 flights/day	676	44	34	78	56	61	117
Commercial Airline	39,989 enplan/yr ¹	<u>259</u>	<u>9</u>	<u>6</u>	<u>15</u>	<u>7</u>	<u>7</u>	<u>14</u>
Total		935	53	40	93	63	68	131
Short-Term (in addition to Existing)								
General Aviation	137 flights/day	355	23	18	41	30	32	62
Commercial Airline	15,011 enplan/yr ¹	<u>97</u>	<u>3</u>	<u>3</u>	<u>6</u>	<u>3</u>	<u>2</u>	<u>5</u>
Total		452	26	21	47	33	34	67
Long-Term (in addition to Existing)								
General Aviation	270 flights/day	699	45	36	81	58	63	121
Commercial Airline	90,011 enplan/yr ¹	<u>583</u>	<u>20</u>	<u>15</u>	<u>35</u>	<u>16</u>	<u>15</u>	<u>31</u>
Total		1,282	65	51	116	74	78	152
Note: ¹ Enplanements per year.								
Source: ATE Traffic Analysis, Draft Oxnard Airport Master Plan, 1997.								

In addition to calculating vehicle trips, ATE also evaluated existing traffic flows on area roadways and intersections and developed a breakdown of the trip distribution percentages on the roadways. These are illustrated in **Table 4H, Trip Distribution**. This data is used in determining project impacts on the local roadway network.

According to the Ventura County Resource Management Agency, General Plan Section (see **Appendix C**), Victoria Avenue is an eligible County Scenic Highway. The *Ventura County General Plan* identifies dedicated and eligible scenic highways within the County. Scenic highways, which were once used primarily for recreational purposes, are now planned, in Ventura County, around commuting patterns, to accommodate drivers who want to avoid the higher trafficked roadways. The purpose of identifying Scenic Highway Areas is to protect and preserve the scenic resources within the viewshed of the scenic highway. The following policies apply: (1) all development is evaluated by application for a planned development permit; (2) no protected tree can be removed, damaged,

or destroyed without a permit; (3) revegetation must incorporate the use of native plants indigenous to the area; (4) no off-site signs are allowed; and (5) no new use is permitted which could significantly contribute to the degradation or destruction of the scenic resources.

TABLE 4H Trip Distribution	
Roadway	Percentage of Total Traffic
Victoria Avenue - North	15%
Victoria Avenue - South	16%
Patterson Road - South	12%
Ventura Road - North	11%
Ventura Road - South	5%
Second Street - East	1%
Fifth Street - East	13%
Fifth Street - West	19%
Wooley Road - East	3%
Wooley Road - West	3%
Local	2%

Source: ATE Traffic Analysis, Draft Oxnard Airport Master Plan, 1997.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. Table 4G, illustrates the additional vehicle trips expected to occur at Oxnard Airport in the future under either the No Action or Proposed Action alternatives. These estimates were based on the operational and enplanement forecasts included in the Draft Master Plan and, as such, reflect the projected demand for the airport facilities. This demand is expected to exist regardless of the development of any additional facilities at Oxnard Airport.

As illustrated in the table, over the short-term, continuing use of the airport is expected to generate an additional 452 average daily trips, 47 of which would occur during the a.m. peak hour and 67 during the p.m. peak hour. Over the long-term, the airport is expected to generate an additional 1,282 average vehicle trips per day, 116 of which would occur during the a.m. peak hour and 152 during the p.m. peak hour.

ATE compared the long-range trip generation estimates with the City of Oxnard's Traffic Model (OTM) to determine if there would be a significant change from the City of Oxnard's General Plan buildout scenario. The OTM provided for trip generation rates for the airport which reflect approximately 280 average daily trips, 28 of which would be during the a.m. peak hour and 27 during the p.m. peak hour. These numbers do not reflect the existing condition at the airport, let alone the existing plus long-range conditions which would result in a total of 2,217 average daily trips, of which 209 would be a.m. peak hour and 283 p.m. peak hour.

According to ATE's report, the City of Oxnard identifies potential critically impacted intersections as those where a project would increase vehicle movements such that (1) more than 40 through movements on a single approach would occur in a peak hour, (2) more than 20 left-turn movements on a single approach would occur in a peak hour, or (3) more than 75 vehicles would utilize the intersection during a peak hour. Based on this criteria, two intersections would be potentially impacted by the continuing use of Oxnard Airport: Patterson Road/Fifth Street and Victoria Avenue/Fifth Street.

Patterson Road/Fifth Street. The traffic projections and distributions analysis for the long-term scenario indicate that there would be 33 left-turn movements during the a.m. peak hour and 37 left-turn movements during the p.m. peak hour. Total vehicles in the intersection would also increase by 152.

According to the ATE report, the OTM identifies the buildout geometrics at this intersection as (1) separate northbound left, thru and right turn lanes; (2) a southbound left-turn lane and shared thru-right-turn lane; and (3) a left-turn, thru and shared thru-right-turn lane for the eastbound and westbound approaches. With these geometrics, this intersection is forecast to operate at an LOS A under General Plan buildout conditions. The City considers LOS C as acceptable, thus this intersection design provides for reserve capacity at the intersection.

Per ATE, the addition of 152 vehicles to the intersection would not degrade operation below LOS B with full geometric improvements. Impacts to this intersection would, therefore, be less-than-significant.

Victoria Avenue/Fifth Street. The traffic projections and distribution analysis for the long-term scenario indicate that there would add approximately 76 vehicle trips to the intersection during the p.m. peak hour. According to the OTM, this intersection is forecast to operate at LOS C during the p.m. peak hour under General Plan buildout conditions with the following geometrics: (1) dual left-turn lanes, 3 thru lanes and a right-turn lane for the north and southbound approaches, and (3) dual left-turn lanes, 2 thru lanes, and a free right-turn lane for the westbound approach.

Per ATE, with full geometric improvements at Victoria Avenue/Fifth Street, the addition of 76 vehicles to the intersection would not degrade operation below LOS C and, thus, impacts would be less-than-significant.

The Draft Oxnard Airport Master Plan does not propose any facilities that would affect the off-site pedestrian or bicycle traffic on the Transportation Network. The improvements of Fifth Street to the City's planned section will improve the pedestrian and bicycle facility in the airport area.

Views to and from the airport and Victoria Avenue, the eligible County scenic highway, will not be changed under the No Action alternative.

Proposed Action. The impacts under the Proposed Action are expected to be the same as those under the No Action Alternative. ~~The traffic analysis indicates that even with projected increased use of Oxnard Airport, intersection levels of service will still be at acceptable levels.~~

The Proposed Action will result in physical improvements to the airport property, including three projects within one-half mile of Victoria Avenue (the eligible County scenic highway): widening of end taxiway to Runway 7, construction of a new connecting taxiway, and the relocation of existing portable hangars. Neither of the taxiway projects are expected to be visible from Victoria Avenue as they will be at ground level. While the hangars will be visible, they are consistent with the existing view of the area, currently occupied by commercial and industrial buildings.

Analysis Summary

Threshold of Significance. According to FAA Order 5050.4A, traffic and circulation impacts may occur where "noticeable increases in traffic congestion or access time to community facilities, recreation areas, or places of residence or business" occur. According to Ventura County's Initial Study Assessment Guidelines, impacts to scenic highways occur where a project is within one-half mile and visible from the designated or eligible highway. If the project is not visible from the highway it would have no impact and if the project is greater than one-half mile away, it would generally have no significant impact. Because Oxnard Airport is located within the City of Oxnard, the City's threshold criteria for traffic impacts has been utilized. The City of Oxnard identifies potentially impacted intersections as those where a project would increase vehicle movements such that (1) more than 40 through movements on a single approach would occur in a peak hour, (2) more than 20 left-turn movements on a single approach would occur in a peak hour, or (3) more than 75 vehicles would utilize the intersection during a peak hour.

NEPA Analysis. As projected traffic counts would be the same under either the No Action or Proposed Action alternatives, the project will not result in a noticeable increase in traffic congestion or access time; therefore, no significant impact to traffic and circulation is expected to occur.

CEQA Analysis. With continuing use of the airport, traffic associated with the facility is expected to increase over the Existing Condition by 1,282 ADT; 116 of these trips are expected to occur during the a.m. peak hour and 152 during the p.m. peak hour. Given implementation of the mitigation measure identified below, this impact is expected to be less-than-significant.

The Proposed Action will not result in a significant impact to Victoria Avenue, the eligible County Scenic Highway. Of the three project elements located within one-half mile of the road, two are airfield related (taxiways) and will not be visible from the road. The third project, relocating portable hangars to the east end of the airport, locates the hangars immediately north of an area already occupied by industrial buildings. The view from Victoria Avenue will change as to subject, but will remain consistent with the nature of the existing environment, indicating the impact will not be significant under county guidelines.

Cumulative Impacts. As indicated in the text of this traffic analysis (p. 4-28), the existing plus long-range conditions would result in a total of 2,217 ADT, of which 209 would be a.m. peak hour and 283 p.m. peak hour. These numbers reflect the City of Oxnard's 2020 General Plan Buildout scenario and, therefore, the cumulative impact of the *Draft Oxnard Airport Master Plan Update*. As discussed, the Patterson Road/Fifth Street and Victoria Avenue/Fifth Street intersections would be impacted. Based on the City's criteria, with full geometric buildout of these intersections, the impacts would be less-than-significant with the proposed mitigation measure.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with regional, state and federal plans, policies, and controls related to traffic and circulation. Regarding local plans and policies, the traffic analysis indicates that the vehicle traffic generated by Oxnard Airport both under existing conditions and over the long-term are greater than that assumed for the airport in the year 2020 in the City of Oxnard's Traffic Model. The City's Traffic Model is intended to reflect the City's General Plan buildout scenario, but, in the case of Oxnard Airport, does not reflect existing conditions. The traffic analysis completed for this EA/EIR includes existing and projected traffic levels associated with Oxnard Airport and concludes that affected roadways and intersections will continue to operate within acceptable levels of service with planned improvements previously identified by the City of Oxnard. The Proposed Action is, therefore, consistent with the *Oxnard 2020 General Plan*. The Ventura County Department of Airports will comply with the County/City's Reciprocal Agreement, as required, to contribute its "fair share" for improvements, as indicated below.

Because the Proposed Action is consistent with the policies for Ventura County Scenic Highway Areas (described above), it will have no effect on the ability of the County to designate Victoria Avenue as a County Scenic Highway in the area.

For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

The following traffic and circulation mitigation measure is provided.

- Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action. New construction projects will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads. If it is determined that the proposed project will have impacts, the Director of Airports and a County and/or City representative will ~~negotiate~~ determine the appropriate fee needed to mitigate the project impact.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

AIR QUALITY

AIR QUALITY EMISSIONS ANALYSIS BACKGROUND

Pursuant to FAA Order 5050.4A, the 1982 Airport Act requires that Airport Improvement Program applications for projects involving airport location, runway location, or a major runway extension shall not be approved unless the governor of the state in which the project is located certifies that there is "reasonable assurance" that the project will be located, designed, constructed, and operated in compliance with applicable air and water quality standards. Because the Proposed Action will not result in the location of a new airport, the construction of a new runway, or the expansion of an existing runway, air quality certification in accordance with the Act is not required.

As part of this environmental documentation, the Ventura County Air Pollution Control District request an air emissions study (see **Appendix C**). The following subsections summarize the results of the air quality study prepared by Envicom Corporation and located in **Appendix F**.

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere, generally expressed as parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The significance of a pollutant concentration is determined by comparing it to the state and federal ambient air quality standards. In 1971, the United States Environmental Protection Agency established National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), sulphur dioxide (SO_x), lead, ozone, and particulate matter of ten microns or smaller (PM_{10}). Prior to that, the California Clean Air Act (CAA) established state specific air quality standards for the same six pollutants plus sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particulates. In addition, the California CAA identifies stricter standards for the "national pollutants."

Based upon both federal and state air quality standards, a specific geographic area can be classified under the Federal and State CAA as either being an “attainment” or “non-attainment” area for each criteria pollutant. The criteria for non-attainment designation varies by pollutant. As identified in the *1994 Air Quality Management Plan* (AQMP), Ventura County is both a federal and state designated non-attainment area for ozone and a state non-attainment area for PM₁₀.

The California Air Resources Board (CARB) coordinates the statewide air quality planning process which is aimed at meeting both the national and statewide AAQS. They have been identified as the responsible agency for all air quality regulations in the State of California. Local control in air quality management is provided by CARB through county-level Air Pollution Control Districts (APCDs). The Ventura County APCD oversees air quality planning for air pollution sources in Ventura County. The Southern California Association of Governments (SCAG) is also involved in air quality planning in the SCAG region, of which Ventura County is a part. ~~and, with the APCD~~ prepares the AQMP which provides the framework for air quality and pollution management in Ventura County.

The 1994 AQMP, including a 1995 revision, was approved by the EPA in September 1996. The AQMP includes air pollution control measures to reduce ROC and NO_x emissions, both ozone precursors, and bring the region into compliance with the federal ozone standard. This plan predicts attainment of the federal ozone standard by 2005.

In September 1997, the EPA adopted stricter air quality standards for ozone and PM₁₀. Regarding ozone, the new standards reduce the averaging time from 24 hours to 8 hours and lowers the concentration level from 0.12 ppm to 0.8 ppm. Regarding PM₁₀, the old standard has been split into two new standards: a fine fraction (less than or equal to 2.5 microns in diameter) and a course fraction (greater than 2.5 microns but less than 10 microns in diameter). The EPA has proposed an interim policy leaving the existing ozone and PM₁₀ standards in effect until the states submit for EPA approval new State Implementation Plans that address these new standards.

Table 4J, Ambient Air Quality Standards, describes the current state and federal standards applicable to Oxnard Airport.

Air Pollution Factors

Local air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The climate of the project area is considered Mediterranean, indicating it experiences warm, dry summers and cooler, relatively damp winters. The annual average temperature (as recorded at the Oxnard Air Force Base, now Camarillo Airport) ranges between 49 and 70 degrees Fahrenheit. The average annual daily temperature is 59.9 degrees Fahrenheit.

Winds control the rate and direction of pollution dispersal. The wind direction at Oxnard Airport is from the west approximately 80 percent of the time, indicating that aircraft takeoff to the west a

**TABLE 4J
Ambient Air Quality Standards**

Air Pollutant	Average Sampling Time	California ¹	Federal ²	
		Concentration	Primary Concentration ³	Secondary Concentration ⁴
Ozone	1 hour 8 hours ⁵	0.09 ppm (180 µg/m ³) —	0.12 (235 µg/m ³) 0.08 ppm (160 µg/m ³)	-- 0.08 ppm
Carbon Monoxide	8 hours 1 hour	9 ppm (10 µg/m ³) 20 ppm (23 µg/m ³)	9 ppm (10 µg/m ³) 35 ppm (40 µg/m ³)	9 ppm (10 µg/m ³) 35 ppm (40 µg/m ³)
Nitrogen Dioxide	Annual <u>Average</u> <u>Arthritic Mean</u> 1 hour	-- 0.25 ppm (470 µg/m ³)	0.053 ppm (100 µg/m ³) —	0.053 ppm (100 µg/m ³) --
Sulfur Dioxide	Annual <u>Average</u> <u>Arthritic Mean</u> 24 hours 3 hours 1 hour	-- 0.04 ppm (105 µg/m ³) — 0.25 ppm (655 µg/m ³)	0.03 ppm (80 µg/m ³) 0.14 ppm (365 µg/m ³) -- —	-- -- 0.53 ppm (1300 µg/m ³) —
Fine Particulate Matter (PM _{2.5})	<u>24 Hour</u> <u>Annual Arthritic Mean</u>	-- --	<u>65 µg/m³</u> <u>15 µg/m³</u>	<u>65 µg/m³</u> <u>15 µg/m³</u>
Suspended Respirable Particulate Matter (PM ₁₀)	Annual Geometric Mean 24 hour Annual Arithmetic Mean	30 µg/m ³ 50 µg/m ³ --	-- 150 µg/m ³ 50 µg/m ³	-- 150 µg/m ³ 50 µg/m ³
Sulfates	24 hour	25 µg/m ³	--	--
Lead	30-day Average Calendar Quarter	1.5 µg/m ³ —	-- 1.5 µg/m ³	-- 1.5 µg/m ³
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m ³)	--	--
Vinyl Chloride (chloroethene)	24 hour	0.010 ppm (26 µg/m ³)	--	--
Visibility Reducing Particles	1 observation 8 hour (10 a.m. to 6 p.m. PST)	A sufficient amount of particles to reduce the prevailing visibility to less than 10 miles to produce an extinction coefficient of 0.23 per kilometer visibility of 10 miles or more due to particles when the relative humidity is <70%.	--	--

Notes: ¹ State Standards for O₃, CO, NO₂, SO₂ (1 hour and 24 hour) and suspended particulate matter PM₁₀ and visibility reducing particles are values not to be exceeded. All other pollutants not to be equaled nor exceeded.

² Federal standards not to be exceeded more than once in any calendar year.

³ National Primary Standard: The levels of air quality necessary, with an adequate margin of safety, to protect public health.

⁴ National Secondary Standard: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

⁵ New Federal standard enacted in 1997. Effective as of September 16, 1997.

Source: ARB Fact Sheet 36, November, 1991.

Envicom Corporation.

Correspondence from APCD (see Appendix K).

commensurate amount of time. Because the ocean is cooler than the land throughout much of the warm season, the onshore component from the west is overall more dominant. During most of the daylight hours, a sustained breeze flows inland in the project vicinity. Occasionally, however, when strong evening offshore windflow is present, pollution from inland areas can stagnate along the coast the next day.

Southern California experiences strong temperature inversions that limit the vertical depth through which pollution can be mixed and diluted. The summertime air in Oxnard is characterized by a sharp discontinuity between the cool marine air on the surface and the warm, sinking air aloft within the high pressure cell over the ocean to the south and west. This marine/subsidence inversion forms a lid at about 1,000 feet above the Oxnard Plain when, during the day, cool ocean air brought in by the onshore winds undercuts the warm sinking air of the Pacific high pressure system.

A second inversion type forms on clear winter nights when cold air off the mountains sinks to the surface while the air aloft remains warm. This process forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as automobile exhaust near their source. While both inversions occur through the year, marine inversions are dominant during the day in summer and radiation inversions are much stronger on long, cool winter nights.

Air Pollution Sources

There are two general categories of sources from which air pollutants are generated: mobile sources and stationary sources. In the case of Oxnard Airport, mobile sources refer to those sources which are movable (aircraft, vehicles, and construction vehicles), while above ground fuel storage tanks and solvent usage are assumed to be the primary stationary emission sources.

Methodology

Regarding Oxnard Airport, existing operational emissions were calculated using the FAA and U.S. Air Force's (USAF) Emissions and Dispersion Modeling System (EDMS). The EDMS model is listed among the EPA's and the FAA's preferred guideline models. It calculates emissions and dispersion of the pollutants associated with an airport, including aircraft, vehicular, and stationary emissions. The emissions inventory module calculates aircraft emissions based on EPA and USAF engine emission factors and the number of landing and takeoff cycles, both peak hour and annual. Typical aircraft operations considered in the program include idling at gates, taxiing, runway queuing, takeoff, climb-out, and approach.

Emissions from aircraft takeoffs and landings, vehicle trips, fuel transfers, and solvent use were modeled to determine the amount of emissions currently being generated at Oxnard Airport. EDMS incorporates EPA-approved dispersion models (PAL2 and CALINE3) for the various emission source types. Pollutants analyzed with EDMS include CO, HC, NO_x, SO_x, and PM₁₀.

Reactive Organic Compounds (ROC), along with other pollutants such as lead and ozone, are not included in the EDMS modeling system because the data required to include these emissions is not available for aircraft and there is no approved methodology for estimating aircraft-related ROC. According to the *Air Quality Analysis* report (see **Appendix F**), the Ventura County APCD directed that HC emissions, which are similar to ROC in structure, be converted to ROC by the same formula found in their *Guidelines for the Preparation of Air Quality Impact Analysis* for converting Total Organic Gases to ROC. The URBEMIS5 mobile air quality computer program, which was developed by CARB, was used to calculate vehicle emissions, as recommended by the APCD.

Three residential areas were classified as sensitive receptors for the purpose of this analysis. The closest one is located approximately 600 feet north of the east end of the runway, along Teal Club Road. A second area is located approximately 1,400 feet south of the east end of the runway along 5th Street, and the third area is located approximately 1,800 feet south of the runway along Patterson Road. These receptors were identified in the EDMS computer model runs. In addition, a fourth receptor was chosen which is located along the runway alignment, approximately 1,200 feet west of the runway, on Victoria Avenue.

Thresholds of Significance

The APCD Guidelines identify air pollutant emission thresholds of significance for projects in Ventura County. Projects are considered to result in a significant adverse air quality impact if any of the thresholds of significance are exceeded. Typically, these thresholds apply to individual improvement/development projects and not to a 20-year master plan. ~~In this EA/EIR, however, the Proposed Action is evaluated using the same project-related thresholds, thus representing the most stringent foreseeable threshold for the Proposed Action.~~ The following thresholds were considered used.

- Emissions exceeding 25 pounds per day of ROC or NO_x.
- A project which causes ambient air quality standards (state or local) to be exceeded or makes a substantial contribution to an existing exceedance of a federal or state air quality standard. (California ambient CO thresholds are more stringent than federal standards. A significant impact occurs when the State CO one-hour threshold of 20 ppm or the eight-hour threshold of 9 ppm is exceeded or significantly worsened (the federal one and eight-hour thresholds are 9 ppm and 35 ppm, respectively). Such impacts are typically generated by vehicle traffic and create what are known as CO *hotspots*. In the case where the background ambient concentration already exceeds the state or federal threshold, a project-generated CO hotspot which exceeds 1 ppm in one hour or 0.45 ppm in 8 hours is considered significant.)

Air emissions resulting from construction activities were also calculated for this EA/EIR, these are discussed under the following section titled Construction Impacts.

EXISTING CONDITIONS

Ambient air quality monitoring in southern California is performed by the CARB via a network of air quality monitoring stations. The closest monitoring station to the project site in the El Rio air monitoring station, located in the County of Ventura near the City of Oxnard. **Table 4K, Historical Air Quality Data**, lists the air quality information from the El Rio air monitoring station from 1993 through 1996.

As illustrated in the table, the only thresholds exceeded at the El Rio station from 1993 to 1996 were federal and state thresholds for ozone and the state threshold for PM₁₀. In 1996, the most recent year for which data is available, the state threshold for ozone was exceeded eight times and the state threshold for PM₁₀ was exceeded once. The federal threshold for ozone was exceeded once in 1993.

TABLE 4K				
Historical Air Quality Data:				
El Rio Air Monitoring Station				
Pollutant	1993	1994	1995	1996
Ozone (O₃)				
Maximum Concentrations (ppm/1 hr.)	0.14	0.12	0.12	0.12
No. Of Days Exceeded Standard:				
Federal >0.12 ppm/1 hour	1	0	0	0
State >0.09 ppm/1 hour	8	7	7	8
Carbon Monoxide (CO)				
Maximum Concentration (ppm/1 hr.)	5.0	2.9	2.9	2.2
Maximum Concentration (ppm/8 hrs.)	2.7	2.2	2.4	1.5
No. Of Days Exceeded State Standard:				
≥ 9.1 ppm/8 hrs	0	0	0	0
>20 ppm/1 hr	0	0	0	0
Nitrogen Dioxide (NO₂)				
Maximum Concentration (ppm/1 hr.)	0.08	0.10	0.13	0.11
No. Of Days Exceeded State Standard:				
>0.25 ppm/1 hr.	0	0	0	0
Sulfur Dioxide (SO₂)				
Maximum 24-hr. Concentration (μgm-3)	N/A	0.01	0.01	0.01
No. Of Days Exceeded State Standard:				
>0.05 ppm/24-hr.	0	0	0	0
>0.25 ppm/1 hr.	0	0	0	0
Suspended Particulates (PM₁₀)				
Number of Samples	59	57	60	61
Maximum 24-hr. Concentration (μgm-3)	63	61	62	64
No. Of Samples Exceeding Standard:				
Federal >150 μgm-3	0	0	0	0
State ≥ 50 μgm-3	4	2	3	1
Geometric Mean Concentration μgm-3	25.4	26.3	22.3	22.4
Arithmetic Mean Concentration μgm-3	29.0	29.2	26.2	22.4
Sources: Air Quality Analysis for the Oxnard Airport Master Plan EA/EIR, Envicom Corporation, 1998. California Air Resource Board.				

Existing Emissions

As previously stated, correspondence received from the Ventura County Air Pollution Control District (see **Appendix C**) required that the emissions analysis for this environmental document be prepared in accordance with the *County's Guidelines for the Preparation of Air Quality Impact Analysis*. Coordination with County APCD allowed the use of the *Emissions Dispersion Modeling System* Program developed for use at airports by the FAA and Department of Defense. This analysis was supplemented, as required by the County APCD. **Appendix F** includes, in its entirety, the air quality analysis completed for this report.

Table 4L, Emission Inventory, provides the estimated total emissions for Oxnard Airport in 1997, including aircraft, ground support equipment, vehicle traffic (both to and from the airport), and stationary sources (fuel tanks and solvents). For emissions information regarding these individual elements, refer to **Appendix F**. The air emissions levels for 1997 are provided for informational purposes only. Under federal, state, and local regulations, the impacts of the Proposed Action are compared to the No Action for the same year in order to determine significance.

Based on information included in the Air Quality Analysis, aircraft operations account for 93 percent of the CO emissions, 62 percent of the NOx emissions, 85 percent of the ROC emissions, 74 percent of the SOx emissions, and none of the PM₁₀ emissions.

TABLE 4L Emission Inventory: Existing Condition		
Pollutant	Total Annual Emissions	
	tons/year	lbs/day
Carbon Monoxide (CO)	2,505.98	13,731.38
Nitrogen Oxides (NOx)	29.72	162.85
Reactive Organic Compounds (ROC)	30.60	167.65
Sulphur Oxides (SOx)	1.71	9.37
Particulate Matter of 10 Microns or Smaller (PM ₁₀)	0.61	3.32

Source: Air Quality Analysis for the Oxnard Airport Master Plan EA/EIR, Envicom Corporation, 1998.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. Under federal, state, and local air quality modeling and analysis guidelines, the No Action Alternative represents the baseline condition to which the Proposed Action is compared. The No Action air pollutant emissions were estimated using operations forecasts developed as part of the airport master planning process; as such, these estimates represent total impacts of the airport and

include the emissions from aircraft, ground support equipment, vehicle traffic, and stationary sources (fuel tanks and solvents). These estimated emissions are provided in **Table 4M, Emissions Inventory: No Action and Proposed Action Alternatives**. For more detailed information, refer to **Appendix F**.

		Total Emissions							
		No Action				Proposed Action			
Pollutant	APCD Thresholds	Short-term		Long-term		Short-term		Long-term	
		tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day
CO	N/A ¹	2,994.30	16,407.12	3,810.28	21,148.30	2,994.30	16,407.12	3,810.28	21,148.30
NOx	25 lbs/day	47.48	260.182	82.82	403.772	47.48	260.182	82.82	403.772
ROC	25 lbs/day	36.77	201.46	48.92	251.23	36.77	201.46	48.92	251.23
SOx	N/A ¹	2.65	14.53	4.44	24.33	2.65	14.53	4.44	24.33
PM ₁₀	N/A ¹	0.93	5.05	1.53	8.38	0.93	5.05	1.53	8.38

Note: ¹ As Ventura County is in attainment for CO, SOx, and PM₁₀, the APCD does not have thresholds for these pollutants.
Source: Air Quality Analysis for the Oxnard Airport Master Plan EA/EIR, Envicom Corporation, 1998.

The No Action Alternative is not expected to have construction-related air quality impacts as no new development at the airport would take place under this scenario.

Proposed Action. The Proposed Action air pollutant emissions were estimated using operations forecasts developed as part of the airport master planning process; as with the No Action alternative, these estimates include aircraft, ground support equipment, vehicle traffic, and stationary sources. Construction-related emissions, which would be directly associated with implementing the Proposed Action, are discussed in the Construction Impacts Section of this chapter.

Forecasted air pollutant emission levels for both the short-term and long-term planning periods with implementation of the Proposed Action would be identical to those of the No Action Alternative (see **Table 4M**). and, therefore, remain within the AQMP project thresholds.

As required by the second identified AQMP criteria threshold, the potential for CO hotspots was considered. The APCD indicates that a CO hotspot screening analysis should be conducted for a project (usually individually development/improvement projects, as opposed to a 20-year master plan) that generates 25 pounds per day of ROC or NOx and which may impact roadway conditions of intersections that are currently operating at or are anticipated to operate at a Level of Service of D, E, or F. Since this project does not fall under that category, a CO hotspot analysis was not required.

Based on this analysis, the Proposed Action will not result in a significant increase in air emissions over the No Action alternative. Because the airport is not located in an area that is forecasted to exceed AQMP population forecasts for either the short-term or the long-term planning periods, the

~~Proposed Action is consistent with the 1994 AQMP. The Proposed Action is also considered to be in general conformity with the Federal Clean Air Act.~~

Air emissions resulting from construction activities are described in the following Construction Impacts section of this chapter.

Analysis Summary

Threshold of Significance. The APCD Guidelines provide that a project will not result in a significant impact when it is consistent with the most recent AQMP. In accordance with the FAA technical document *FAA -AEE-97-03, Air Quality Procedures for Civilian Airports and Air Force Bases*, where projects are located in areas of NAAQS nonattainment, a significant impact occurs if the project does not provide general conformity with the Federal Clean Air Act. The general conformity thresholds for this project are 25 pounds/day of NO_x and 25 pounds/day of ROC; individual projects that do not result in an increase in these emissions beyond these threshold are considered to be in general conformity.

NEPA Analysis. The Proposed Action is not anticipated to result in an increase in emissions of NO_x or ROC compared with the No Action alternative; therefore, the air quality impact of the Proposed Action is considered less-than-significant and no mitigation measures are required. The project is in general conformity with the Federal Clean Air Act.

CEQA Analysis. Oxnard Airport is located in an area that is forecasted to remain within the AQMP population forecasts during both the short-term and long-term planning periods; therefore, the project is considered consistent with the most recent AQMP. No mitigation measures are required. This finding is supported by correspondence received during the public comment period on the *Draft EA/EIR* (see **Appendix K**).

Cumulative Impact. Because Oxnard Airport is located in an area that is forecasted to remain within the AQMP population forecasts during both the short-term and long-term planning periods, no significant cumulative impacts are expected to occur as a result of the Proposed Action. As illustrated in **Table 4M**, however, implementation of all elements of the project will result in an exceedence of the identified APCD thresholds. Because this impact would be expected to occur on a regional basis, regardless of the proposed improvements (i.e., air passengers and general aviation users would utilize other airports in the region, such as Los Angeles International or Burbank, thereby also increasing automobile trips), this cumulative impact is considered *de minimus*.

CONSISTENCY WITH PLANS AND POLICIES

Both the Proposed Action and the No Action alternatives are consistent with local, regional, state and federal plans, policies, and controls regarding air quality in the airport area, including the *SCAG Regional Comprehensive Plan, 1994 Ventura County Air Quality Management Plan, as amended, Ventura County Plans and Policies*, and *Oxnard 2020 General Plan*. While not required under this

EA/EIR, implementation of the *Draft Oxnard Airport Master Plan Update* offers the opportunity for the Ventura County Department of Airports to encourage, as appropriate and applicable, the implementation of Transportation Control Measures, as set forth in the *Air Quality Management Plan*, on an airport-wide basis. These measures include the following.

- Provide preferential parking spaces for carpools and van pools and a minimum vertical clearance of 7'2" in structure parking facilities for vans.
- Design onsite parking lots and egress/ingress routes to reduce vehicle queuing.
- Implement Transportation Demand Measures (TDM) on a project-by-project basis.
- Provide for transit stops and turnouts in large commercial and industrial developments. Provide benches and shelters at transit stops.
- Fund the use of electric and alternative fuel transit shuttles.
- Orient buildings to take advantage of solar heating and cooling. Use extended eaves on the south and west sides of buildings and deciduous trees in landscaping.
- Use energy efficient building materials that exceed Title 24 requirements. Use double-glass paned or thermal efficient windows.
- Permit only the use of energy efficient low-sodium lights in parking areas.
- Within major office commercial and industrial areas, permit the development of cafeterias, bans, and other onsite employee services.
- Provide for pedestrian and bicycle access along and within major industrial, research and development, and office commercial areas.

Because these measures are not required as part of either direct or cumulative project impacts, they are not offered here as mitigation measures, but as commitments on the part of the Ventura County Department of Airports. For more information regarding land use plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

WATER SUPPLY AND QUALITY

Pursuant to *FAA Order 5050.4A*, the 1982 Airport Act requires that Airport Improvement Program applications for projects involving airport location, runway location, or a major runway extension shall not be approved unless the governor of the state in which the project is located certified that there is “reasonable assurance” that the project will be located, designed, constructed, and operated in compliance with applicable air and water quality standards. Because the Proposed Action will not result in the location of a new airport, the construction of a new runway, or the expansion of an existing runway, water quality certification in accordance with the Act is not required.

A Clean Water Act, Section 404 permit, allowing dredge and fill in wetlands or other waters of the U.S., is not required for the Proposed Action because no jurisdictional waters are located on airport property or would be impacted by the Proposed Action. (See section titled Wetlands and Waters of the U.S.) Clean Water Act, Section 402 compliance is discussed below, under the Surface Runoff and Soil Erosion subsections.

Water supply and quality concerns related to airport development most often relate to the following.

- Potable water supply
- Domestic sewage disposal
- Surface runoff and soil erosion
- Storage and handling of fuel, petroleum products, solvents, etc.

EXISTING CONDITIONS

Potable water supply. The Airport is connected to the City of Oxnard public water system. The industry planning standard for determining potable water demand is 5 gallons per passenger (both enplaned and deplaned) and 10 gallons per itinerant general aviation operation. In 1997 this equated to a total demand for potable water of 861,390 gallons. This does not account for any specialty uses (i.e., restaurants, etc.) or water used for irrigation, neither of which would be affected by any alternative under consideration. According to the *Oxnard 2020 General Plan*, the City currently obtains water from the Calleguas Water District (CWD), the United Water Conservation District, and City wells. The City provides water under a *Water Master Plan* which addresses system capacity and water supply management needs and programs.

Domestic sewage disposal. The industry standard for estimating wastewater demands at an airport are the same as those for potable water: 5 gallons per passenger and 10 gallons per itinerant general aviation operation. As noted above, in 1997, this equated to approximately 861,390 gallons, or 0.002 million gallons per day (MGD). Wastewater is currently treated at the Oxnard Wastewater Treatment Plant (OWWTP) which is operated by the City of Oxnard Public Works Wastewater Division. According to the *Oxnard 2020 General Plan*, the OWWTP has a design capacity of 31.7 million gallons per day (MGD) of average dry weather flow (ADWF) and 68.2 MGD of peak wet weather flow (PWWF). By the year 2000, further expansion of the treatment plant is expected to result in a capacity of 39.6 MGD ADWF and 75.4 MGD PWWF.

Surface runoff and soil erosion. Impervious surfaces such as rooftops and paved parking lots, roadways, and runways, are specific characteristics which may affect the hydrology (runoff quantity) and water quality of a given drainage basin. Surface water runoff from paved surfaces is classified as nonpoint source pollution, meaning that the runoff flows in “sheets” off of the paved surface, rather than from a specific point or outlet. Rainstorms cause the oil, grease, and other chemicals, which have accumulated on the paved surfaces to wash off into the surrounding soils or drainage system, similar to runoff from roadways and parking lots. This nonpoint source pollution can have an impact on water quality and aquatic life by carrying sediment and chemical contaminants into nearby waterways.

As an industrial site, Oxnard Airport operates in conformance with Section 402(p) of the Clean Water Act. Ventura County holds a National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges associated with industrial activity.

In 1996, a *Storm Drain Master Plan Study* was prepared for Oxnard Airport. It examined the Airport’s existing storm drain system and evaluated the demand for additional facilities as a result of the implementation of the proposed *Airport Master Plan*. The Study recommends a phased improvement program to address existing stormwater quantity concerns and future demands.

The Study identified three reaches. Reach A encompasses the southerly region of the airport which parallels West 5th Street. Reach B is located in the interior of the airport, and Reach C covers drainage along the northern boundary of the airport. Reaches A and C drain a large portion of land which is in the City of Oxnard and which is included in the City’s Master Plan of Drainage. Reach B is considered under the County of Ventura’s influence.

According to the Study, Reaches A and B have insufficient capacity within their respective drainage systems to accommodate the design 10-year storm event. In particular, Reach B has a history of flooding, even during minor rainstorms, caused primarily by undersized and inadequately designed drainage system elements.

Storage and handling of fuel, petroleum products, solvents, etc. Currently, the Airport’s Fixed Base Operators (FBOs) provide all fueling services to airlines and general aviation aircraft. The aviation fuel farm is located in the eastern portion of the airfield, southwest of the Runway 25 threshold and parallel to Taxiway A. Currently, the fuel farm consists of four underground storage tanks: two 12,000 gallon tanks and two 10,000 gallon tanks. One of each size is used for Avgas and Jet A storage. According to the County of Ventura, Environmental Health Division, these tanks are leaking (see **Appendix C**). According to Ventura County Department of Airports, all four of these tanks have leak detection systems and are not leaking. In accordance with EPA requirements, however, all four of these tanks are scheduled to be removed before December 22, 1998.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The demand for potable water at the Airport is expected to increase as activity at the airport increases. Using the industry standards described earlier, the demand for potable water for

Oxnard Airport is expected to increase to 1,169,000 gallons/year over the short-term and 2,119,000 gallons/year over the long-term. According to the *Oxnard 2020 General Plan*, the City anticipates that they will be able to provide sufficient potable water to accommodate the City's projected population. Based on a facsimile received from the City of Oxnard, the airport's future demand for potable water is "within the generation anticipated for the airport property in our...water master plan" (see **Appendix C**).

As with potable water, wastewater treatment requirements for Oxnard Airport are expected to increase to approximately 1,169,000 gallons/year (0.003 MGD) in the short-term and 2,119,000 (0.006 MGD) in the long-term. Based on the previously referenced facsimile received from the City of Oxnard, the airport's future demand for sewage treatment is also within the generation anticipated for the airport property in the City's sewer master plan (see **Appendix C**). The City did, however, note that the current sewer system is inadequate to provide service for full buildout of the entire upstream watershed of which the airport is a part. Their master plan anticipates improvements to mitigate this inadequacy. The airport may be required to pay additional sewer connection and/or conveyance fees to cover this expense.

Under the No Action Alternative, no construction activities would occur; therefore, water quality impacts resulting from land disturbance would not be expected. The Airport would, however, remain classified as an industrial facility under the NPDES program and would be required to continue maintaining a Stormwater Pollution Prevention Plan in accordance with EPA regulations.

As the drainage system improvements outlined in the *Oxnard Airport Storm Drain Master Plan Study* (1996) are included in the Proposed Action, they would not be provided under the No Action alternative; therefore, existing on-site flooding problems would remain.

Under the No Action Alternative, the existing fuel farm would not be relocated or modified. EPA regulations require that underground fuel storage tanks at airports be removed/replaced by the end of 1998. The No Action alternative would, therefore, be in violation of this requirement.

Proposed Action. Both potable water and wastewater treatment requirements for Oxnard Airport under the Proposed Action are expected to be the same as under the No Action alternative. Correspondence received from the City of Oxnard indicates that they are able to continue to provide these services to the airport in the future. Correspondence received from the County of Ventura Water Resources and Engineering Division indicates that they have no comment on the proposed project (see **Appendix C**).

Implementation of the Proposed Action will result in an increase in impermeable surfaces on the site which will result in an increase in surface water runoff at the airport. In addition, construction of the proposed improvements may have limited, short-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events in the construction phase (see Construction Impacts section).

As part of the project design and permitting for the airport improvements, Ventura County Department of Airports will need to amend its existing Stormwater Pollution Prevention Plan for

Oxnard Airport to account for the increased pavement and runoff from the proposed project. The increase in runoff caused by the increased impervious area generally means that additional stormwater retention/detention facilities will be needed to allow for sediment removal and reduce peak discharge.

The *Oxnard Airport Storm Drain Master Plan Study* (1996) was prepared assuming that all vacant developable parcels of land along 5th Street and Teal Club Road would be developed and that the 45.6 acres that currently drains along 5th Street and flows north in an earthen channel along Patterson Road would be rerouted to flow westerly, per the City of Oxnard's Drainage Master Plan. The Study outlines a number of drainage system improvements to be performed in each of the Reaches. These drainage system improvements are included within the Proposed Action and will result in an improvement to the current drainage system.

The existing fuel farm would be relocated and equipped with above ground fuel storage tanks constructed in accordance with, City of Oxnard, State and Federal requirements, including automatic fire protection and a secondary containment system with provisions for spill control. As such, the new fuel farm is not expected to result in any significant impacts to local water quality, rather it would result in an improvement to the existing condition. Also, the new fuel farm would be in compliance with EPA requirements regarding fuel storage tanks on airports.

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* indicates that where water quality standards can be met, no special water related problems exist, and no anticipated permit difficulty is indicated, it may be assumed that there would be no significant impact on water quality. The County *Initial Study Assessment Guidelines* indicate that if a project sponsor receives an acceptable water availability letter from the water purveyor, then no significant impact is expected. Regarding domestic sewage disposal, the *Guidelines* indicate that a project which would individually or cumulatively generate sufficient sewage effluent to exceed the capacity of an existing sewer main or treatment plant would have a potentially significant impact. Surface runoff would be considered to have a significant adverse impact on surface water resources where the land use proposal will degrade the quality of the surface water and cause it to fail to meet surface water quality objectives, per the *Guidelines*. As a rule, compliance with applicable state regulations regarding hazardous waste reduces the potential for impact from this by-product to a level of less-than-significant; however, a significant impact as a result of hazardous waste may occur when the character and quantity of hazardous waste produced by a project may seriously degrade groundwater.

NEPA Analysis. As Oxnard Airport does and will continue to comply with all federal, state, and local requirements regarding water supply and quality, no significant impacts to these resources are expected to occur as a result of the implementation of the Proposed Action. No mitigation measures are, therefore, required.

CEQA Analysis. As correspondence was received from the water purveyor and sewage disposal utility which indicates adequate capacity to accommodate the continuing growth of the airport, no

significant impact to these systems is expected to occur as a result of the Proposed Action. Through compliance with federal, state, and local water quality regulations and implementation of the *Oxnard Airport Storm Drain Master Plan Study*, as included in the project description, the Proposed Action will meet surface water quality objectives of the County and, therefore, not result in a significant water quality impact. Finally, the airport does and will continue to comply with federal, state, and City of Oxnard requirements regarding above ground fuel storage facilities, resulting in a less-than-significant impact associated with hazardous materials.

Cumulative Impacts. Continued development at Oxnard Airport and in the Oxnard area will create an increased demand for potable water and wastewater disposal. It will also result in an increase in surface water runoff during storm events, potentially increasing the risk of localized flooding. While the impacts of the Proposed Action are not individually significant to the existing potable water and wastewater disposal systems, they may participate in cumulatively significant impacts. Implementation of the *Airport Storm Drain Master Plan Study* addresses and mitigates the airport's cumulative impact to the stormwater drainage system.

CONSISTENCY WITH PLANS AND POLICIES

The No Action alternative would be inconsistent with EPA requirements regarding fuel storage tanks on airports. Also, it would be inconsistent with City and County plans regarding the regional storm drain system in the vicinity of the airport, which is currently over capacity. The Proposed Action is consistent with County and City objectives and policies concerning water supply, wastewater treatment, and storm drain/runoff. For more information regarding plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.

MITIGATION MEASURES

No mitigation measures are required under NEPA to implement the Proposed Action. ~~Implementation will require compliance with State and Federal permitting requirements which include the modification of the Airport's Stormwater Pollution Prevention Plan. In consideration of local concerns regarding water supply, the County of Ventura will provide the following voluntary mitigation measure:~~

- ~~• The County of Ventura will meet standard requirements of the City of Oxnard, State and the Uniform Building Code to conserve potable water, ensure adequate water flow, and, as appropriate, participate in the funding for improvements to the water distribution system and sewage collection system.~~

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Cumulative impacts are mitigated to a degree of less-than-significant. No project-related impacts are considered significant.

HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966*, as amended and the *Archeological and Historic Preservation Act of 1974*.

The *National Historic Preservation Act of 1966*, as amended, requires that an initial review be made of a project's *Area of Potential Effect* (APE) to determine if any properties in or eligible for inclusion in the National Register of Historic Places are present in the area. The APE is defined as that geographic area within which direct and indirect impacts generated by the proposed action could reasonably be expected to occur and cause a change in the historic, archaeological, or cultural qualities possessed by the property. For airport projects, the APE is generally defined as the area to be disturbed by or acquired under the proposed action. Depending on the project, the APE may also include the area within the 65 CNEL noise contour.

If any property within the APE is identified as being in or eligible for inclusion in the National Register, a determination is made as to the proposed action's effect on the property. The *Criteria of Effect* (36 CFR Part 800.3(a)) is applied in consultation with the State Historic Preservation Officer. Should the proposed action result in a determination of effect on historic, architectural, archaeological, or cultural resources, then the *Criteria of Adverse Effect* (36 CFR Part 800.3(b)) is applied. The results of this analysis are either a Determination of No Adverse Effect or a Determination of Adverse Effect.

The *Archeological and Historic Preservation Act of 1974* describes the process when consultation with resource agencies indicate that there may be an impact on significant scientific, prehistoric, historic, archeological, or paleontological resources. The process provides for the preparation of a professional resource survey of the area to be impacted. Should the survey identify significant resources, the National Register process described above is followed. Should the survey be inconclusive, a determination is made whether it is appropriate to provide a commitment to halt construction if resources are uncovered in order for a qualified professional to evaluate their importance and provide for data recovery, as necessary.

EXISTING CONDITIONS

Both the State Historic Preservation Officer (SHPO) and South Central Coastal Information Center were contacted for information regarding known or suspected historical and cultural resources in the vicinity of Oxnard Airport. The response received from the SHPO referred to the South Central Coastal Information Center (see **Appendix C**). According to the response received by the South Central Coastal Information Center (see **Appendix C**), only a portion of the APE has been subjected to a Phase I archaeological survey, at which time an isolated mano (i.e., artifact) was identified within airport boundaries. No other historic, architectural, archaeological, or cultural resources were identified.

One building of historical significance is located in the vicinity of Oxnard Airport, but not in the APE. The former Oxnard Public Library is located at 424 South C Street and is listed on the National Register of Historic Places. This building now houses the Carnegie Cultural Arts Center. No sites in the area are listed as California Historical Landmarks or California Points of Historical Interest.

Subsequent correspondence from the SHPO indicates that further coordination with both the SHPO and the local Native American Nations is warranted. As part of continuing compliance with Section 106 of the federal *Historic Preservation Act*, efforts are being made to contact and coordinate with the local Native American Nations. Subsequent to that coordination, further coordination will occur with the SHPO. ~~The results of this additional coordination will be included in the Final EA/EIR document.~~

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. As the No Action would not result in any change to existing airport development, no impacts to historic, architectural, archaeological, or cultural resources would be expected to occur under either the short-term or long-term planning periods.

Proposed Action. Construction activities identified for the Proposed Action will primarily effect previously impacted or disturbed areas. The taxiway improvements, which consist primarily of widening the existing taxiways and constructing a new exit taxiway, would occur in the area between the runway and parallel taxiway, an area that is regularly mowed and heavily maintained. The majority of the landside improvements are expected to occur in areas which are currently paved. Some of the hangar and automobile parking development are expected to occur on land that is currently either vacant or in agricultural production (approximately 15.5 acres).

According to the South Central Coastal Information Center, given the presence of the prehistoric artifact and the alluvial nature of the project vicinity, archaeological materials may be buried under several feet of sediment or disturbed topsoil at the Airport. The Information Center further suggests that cultural remains may not be identified until construction is underway. ~~The Proposed Action would, therefore, have an unknown, and possibly significant, effect on cultural resources.~~

In addition, the acquisition of the center portion of the RPZ will result in the removal or razing of several buildings. A field survey of the acquisition area did not identify any significant architectural structures.

Analysis Summary

Threshold of Significance. Significant impact to historical, architectural, or cultural resources may occur where a project will result in either direct (e.g., land acquisition) or indirect (e.g., within 65

CNEL noise contour) impacts to a property which is listed or eligible for listing in the National Register of Historic Places. The Ventura County *Initial Study Assessment Guidelines* indicate that a project which may potentially have a significant impact on unique archaeological resources when the resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; the resource has a special and particular quality, such as oldest of its type or best available example; or the resource is directly associated with a scientifically recognized important prehistoric or historic event or person. Any alteration, change, movement, relocation or disturbance of an historic resource would be considered significant if it would result in the resource losing its historically significant characteristics. Changes or alterations that do not detract from the original historic content of the resource would not be significant.

NEPA Analysis. No direct or indirect impacts to historical resources listed or eligible for listing is expected to occur with implementation of the Proposed Action. Some of the hangar and automobile parking development are expected to occur on land that is currently either vacant or in agricultural production. Because cultural remains may be buried under several feet of sediment or disturbed topsoil at the airport, the Proposed Action has an unknown, and possibly significant, effect on cultural resources. Mitigation is required for potential impacts to cultural resources.

CEQA Analysis. The airport is located in an area classified as “undetermined” on the County’s Archaeological Survey Maps; therefore, the project has the potential to result in a significant impact to cultural resources. No element of the Proposed Action would result in the alteration, change, movement, relocation, or disturbance to an historic resources; therefore no impacts to historic resources are expected. Mitigation is required for potential impacts to cultural resources.

Cumulative Impacts. The Proposed Action is not expected to contribute to cumulative impacts to historical or cultural resources.

CONSISTENCY WITH PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local, regional, state and federal plans and policies related to historic and cultural resources. For more information regarding land use plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.

MITIGATION MEASURES

As recommended by the South Central Coastal Information Center, the following mitigation measure is provided to mitigate potential project impacts to cultural resources under both NEPA and CEQA.

- Ventura County will retain an archaeologist to monitor all ground disturbing activities associated with the airport improvements identified in the Draft Airport Master Plan. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery

plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the *National Historic Preservation Act*.

- Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Oxnard Airport and submit the report to the FAA and the SHPO.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

FLOODPLAINS

Floodplains are defined in *Executive Order 11988, Floodplain Management*, as “the lowland and relatively flat areas adjoining inland and coastal waters...including at a minimum, that area subject to a one percent or greater chance of flooding in any given year” (i.e., that area that would be inundated by a 100-year flood). Federal agencies, including the FAA, are directed to “reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.” Natural and beneficial values include the natural moderation of floods, water quality maintenance, groundwater recharge, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, and forestry.

EXISTING CONDITIONS

According to the *Oxnard 2020 General Plan*, flood hazard areas in the City are limited to the banks of the Santa Clara River and the Beardsley and Revlon Sloughs. Oxnard Airport is not located within the 100-year floodplain or flood hazard area as mapped by the Federal Emergency Management Agency. It does, however, include a flood control facility known as the *West Fifth Street Drain*, which traverses the airport. This facility is currently maintained by the Ventura County Department of Airports, but is under the jurisdiction of the Ventura County Flood Control District. The Airport does experience some flooding during storm events. These were evaluated during the course of the Airport Master Plan Update and are discussed in the *Oxnard Airport Storm Drain Master Plan Study* (1996) and in the Water Quality and Quantity section of this report. (A copy of the *Oxnard Airport Storm Drain Master Plan Study* is available for review at the Ventura County Department of Airports office located at Camarillo Airport.)

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. As discussed under Water Quality and Quantity, the area in and around the airport does experience significant flooding during storm events. Under the No Action alternative, the drainage

system improvements outlined in the *Oxnard Airport Storm Drain Master Plan Study* (1996) would not be implemented; therefore, existing on-site flooding problems would remain.

Proposed Action. Because Oxnard Airport is not located within a 100-year floodplain, no impacts to a floodplain would occur under the Proposed Action alternative. Correspondence received from the County of Ventura, Flood Control Department (see **Appendix C**) indicates that the existing drainage problem and the impact of the airport growth to the West Fifth Street Drain must be addressed as part of the environmental process for the Proposed Action. As previously stated, the Proposed Action includes the implementation of the recommendations in *Oxnard Airport Storm Drain Master Plan Study* (1996). This study was prepared assuming that all vacant developable parcels of land along 5th Street and Teal Club Road would be developed and that the 45.6 acres that currently drains along 5th Street and flows north in an earthen channel along Patterson Road would be rerouted to flow westerly, per the City of Oxnard's Drainage Master Plan. The Study outlined a number of drainage system improvements to be performed in each of the Reaches. These drainage system improvements have been reviewed and approved by the Ventura County Flood Control District. Implementation of the *Oxnard Airport Storm Drain Master Plan Study* is expected to result in beneficial impacts to the local flooding concerns.

~~While no impacts to a 100-year floodplain would occur as a result of the Proposed Action, given the planned implementation of the 1996 *Oxnard Airport Storm Drain Master Plan Study*, existing surface flooding problems on and in the vicinity of the airport would be addressed resulting in positive environmental impacts.~~

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that if the proposed action is not within the limits of the 100-year (base) floodplain, would not indirectly support secondary development within this floodplain nor otherwise significantly impact the base floodplain, it may be assumed there are no floodplain impacts and no further analysis is necessary. The Ventura County *Initial Study Assessment Guidelines* provide that, when a discernable impact on depth of water or extent of floodplain results from a project, it is considered to have a significant impact to flood control/drainage facilities.

NEPA Analysis. Oxnard Airport is not located within a 100-year floodplain; therefore, no impact to this resource will occur with implementation of the Proposed Action and no mitigation measures are required.

CEQA Analysis. The Proposed Action includes improvements to the existing storm drain system in the vicinity of the airport, such that it is expected to result in beneficial impacts, reducing the discernable depth of water and extent of floodplain which currently occur during storm events. No mitigation is required.

Cumulative Impacts. The Proposed Action is not expected to contribute to cumulative impacts to the 100-year floodplain due to the distance to the nearest floodplain and the implementation of the Oxnard Airport Storm Drain Master Plan Study, as included in the Proposed Action.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to wetlands in the airport area. For more information regarding these plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required because implementation of the *Oxnard Airport Storm Drain Master Study* is to be implemented as part of the Proposed Action (referenced as “improve airport drainage” in **Chapter One**).

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

FARMLAND

The *Farmland Protection Policy Act* (FPPA) authorizes the U.S. Department of Agriculture to develop criteria for identifying the effects of Federal programs on the conversion of farmland to nonagricultural uses. Farmland protected by the FPPA is classified as either prime farmland which is not already committed to urban development or water storage, unique farmland, or farmland which is of state or local importance (as determined by the appropriate government agency and the U.S. Secretary of Agriculture). According to *FAA Order 5050.4A*, Federal agencies are directed to use the developed criteria to identify any adverse impacts on the preservation of farmland, consider alternative actions which could lessen adverse effects, and, wherever possible, ensure the project is compatible with state, local, or private programs and policies to protect farmland.

According to the Ventura County General Plan, the County is one of the principal agricultural counties in the State of California, as such, it has adopted a number of programs to preserve agricultural use in the area. These programs include: (1) agriculture land use designation on the County’s land use plan, (2) participation in the Williamson Act program, and (3) the County’s Greenbelt Agreement program. Oxnard Airport is not designated for agricultural use nor does it fall under the purview of these agricultural programs.

EXISTING CONDITIONS

Oxnard Airport is located south, east, and north of actively cultivated farmland. Agricultural uses are compatible with airport operations. According to the *Oxnard 2020 General Plan*, soil classifications in most of the Oxnard planning area fall within Class I or II, indicating they are well-suited to general farming. "...Only limited areas of Oxnard have soils which are not considered prime agricultural soils."

The area immediately west of the airport, across Victoria Avenue, is under a Williamson Act agricultural land contract. These contracts are designed to encourage the preservation of agricultural lands in the State of California.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. Because there would be no construction, implementation of the No Action Alternative would not result in any impacts to farmland.

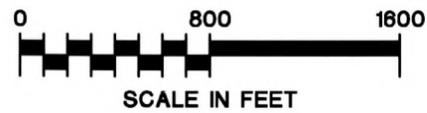
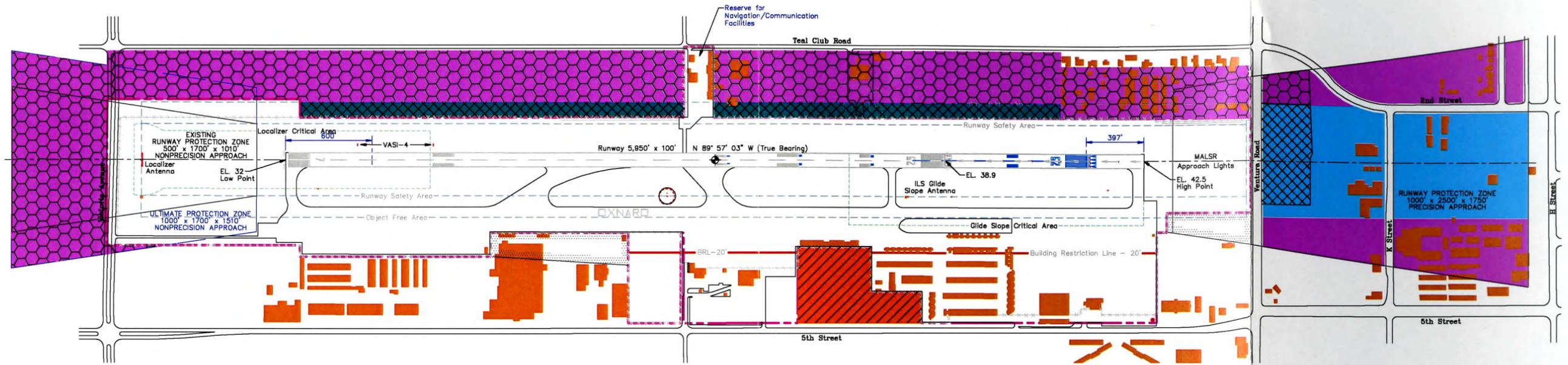
Proposed Action. As illustrated on **Exhibit 4L, Farmland**, under the Proposed Action, Ventura County would acquire in fee simple interest some farmland which currently falls within the Runway 7-25 OFA and RPZ areas (23.02 acres) and in the landside facility area on the south side of the airfield (7.9 acres). This farmland would be removed from active production. (Note: the *Oxnard 2020 General Plan* designates these areas for urban and airport compatible development.) Remaining farmland in the area, including that beneath proposed aviation easements, would not be affected by the project. Farmland currently protected under the Williamson Act would remain so following implementation of the Proposed Action.

In compliance with the Farmland Protection Policy Act, *Form AD-1006, Farmland Conversion Impact Rating*, was completed with assistance from the U.S. Department of Agriculture, Natural Resources Conservation Service, Somis Field Office (see **Appendix C** for their letter and **Appendix J** for the completed form). ~~In accordance with FAA Order 5050.4A, where a combined score on the Form is less than 160 points, the impact is considered less-than-significant, where the score exceeds 160 points, but is less than 200 points, there is a potential for adverse impact, and where the score exceeds 200 points the impact is assumed to be significant pending further consideration.~~ For the proposed project at Oxnard Airport, the combined score on Form AD-1006 was 108 points; ~~therefore, the impact to farmland is expected to be less-than-significant.~~

~~Impacts to farmland resulting from the Proposed Action are anticipated to be less-than-significant.~~

Analysis Summary

Threshold of Significance. According to *FAA Order 5050.4A*, a project's impact to farmland is potentially significant if the farmland is subject to the Federal *Farmland Protection Policy Act* and



LEGEND:

-  Property Purchase For OFA
-  Avigation Easement Acquisition
-  Property Purchase For RPZ
-  Property Purchase For Landside Development

FARMLAND IMPACTS	
	Direct Impact
	Indirect Impact
	No Impact



if its score on the *Farmland Conversion Impact Rating* form is greater than 160. The Ventura County *Initial Study Assessment Guidelines* defines specific thresholds, based on the General Plan land use designation, at which direct or indirect impacts to prime, unique, or local farmland is considered significant. Direct impacts are those which result in a loss of agricultural soils due to removal or permanent overcovering; indirect impacts occur due to increased wind or water erosion.

NEPA Analysis. The project's score on the *Farmland Conversion Impact Rating* form was 108 points; therefore, the impact to farmland is considered to be less-than-significant. No mitigation is required.

CEOA Analysis. The Proposed Action results in fewer than 20 acres of direct or indirect impact to farmland, indicating that the impact to this resource is less-than-significant. No mitigation is required.

Cumulative Impacts. The Proposed Action is not expected to contribute to cumulative impacts to farmland.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state, and federal plans, policies, and controls related to farmland. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

CONSTRUCTION IMPACTS

Construction activities have the potential to create temporary environmental impacts. These impacts would primarily relate to noise resulting from construction activities, potential impacts on air quality from wind erosion, and impacts to water quality from runoff and soil erosion from exposed surfaces.

EXISTING CONDITIONS

There is no existing condition for this category.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The No Action Alternative is not expected to result in any construction-related impacts.

Proposed Action. Implementation of the Proposed Action is expected to result in temporary and intermittent construction-related noise, air emissions, and water quality concerns. These are discussed in the following paragraphs.

Noise. Short-term acoustic impacts are those associated with construction activities necessary to implement the proposed developments on-site. These noise levels will be higher than the ambient noise levels in the project area today, but will subside once construction is completed.

Two types of noise impacts would be expected during construction: (1) the transport of workers and equipment to the construction site and (2) the noise generated by the actual on-site construction activities. Impacts from the former are not expected to be audible to noise receptors located along the roadways.

Construction activities are carried out in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases will change the character of the noise levels surrounding the construction site as work progresses. The airport is already a noise producer. The majority of land uses near the project construction areas is not considered to be noise-sensitive due to its current uses: agriculture, airport, and commercial.

Due to the short duration of the activity, the presence of other noise producers (airport and roadways), and the proximity of compatible land uses, noise impacts resulting from construction activities are expected to be less-than-significant.

Air Quality. Intermittent air quality emissions would be generated during construction of the short-term and long-term improvements by three basic sources: fugitive dust generated by grading of project site soils; diesel emissions from on-site heavy duty construction vehicles, and gasoline emissions from construction employee vehicles. **Table 4N. Daily Construction Emissions,** provides the estimated construction-related emissions from the implementation of the Proposed Action.

TABLE 4N Daily Construction Emissions¹					
Equipment²	Pollutant (pounds/day)				
	CO	ROC	NOx	SOx	PM₁₀
Short-term					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10) ³	25.1	6.7	6.7	N/A	1.6
Fugitive Dust from Project Site ⁴	N/A	N/A	N/A	N/A	101
Total	52.5	11.1	77.6	6.8	106.7
Long-term					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10) ³	25.1	6.7	6.7	N/A	1.6
Fugitive Dust from Project Site ⁴	N/A	N/A	N/A	N/A	100.5
Total	52.5	11.1	77.6	6.8	106.2
Notes: ¹ Construction emission factors are from the EPA's <i>Compilation of Air Pollutant Emission Factors (AP-42, Volume II, 1985)</i> and SCAQMD's <i>CEQA Air Quality Handbook</i> .					
² All construction equipment are assumed to operate on diesel fuel and to operate for an 8-hour workday except for water trucks, which are assumed to operate 4 hours a day.					
³ Assumes 20-mile round trip.					
⁴ See next table for further detail.					
Source: Oxnard Airport Master Plan EA/EIR Air Quality Analysis; Envicom Corporation, 1998.					

Table 4P, Fugitive Dust Emissions, estimates the amount of fugitive dust resulting from the implementation of the Proposed Action. This information is included in the previous table as “Fugitive Dust from Project Site.”

Both short-term and long-term construction emissions are considered less-than-significant since no quantitative thresholds have been set by the APCD for construction emissions. APCD does, however, recommend mitigation to reduce fugitive dust emissions during construction activities. The mitigation measures listed below under the Mitigation Measures subsection would reduce the amount of fugitive dust generated during construction by approximately 50 percent.

TABLE 4P			
Fugitive Dust Emissions (pounds/day)¹			
	Grading	On-Site Vehicles	Dirt Pushing²
Short-Term ³ 0.35 Acres Disturbed	9.2	22.2	69.6
Long-Term ⁴ 0.33 Acres Disturbed	8.7	22.2	69.6

Notes: ¹ Construction emission factors are from the EPA's *Compilation of Air Pollutant Emission Factors (AP-42, Volume II, 1985)* and SCAQMD's *CEQA Air Quality Handbook*.
² Assumes 7% silt and 2% moisture content. Generation factor equals 6.96 pounds per bulldozer per hour.
³ 7.7 acres over a one month grading period.
⁴ 7.2 acres over a one month grading period.

Source: Oxnard Airport Master Plan EA/EIR Air Quality Analysis; Envicom Corporation, 1998.

Water Quality. Implementation of the Proposed Action has the potential to result in short-term water quality impacts, particularly suspended sediments, during and shortly after precipitation events in the construction phase. Recommendations established in *FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, will be incorporated in project design specifications to further mitigate potential impacts. These standards include temporary measures to control water pollution, soil erosion, and siltation through the use of berms, fiber mats, gravels, mulches, slope drains, and other erosion control methods.

To address stormwater quality issues, Ventura County and all applicable contractors will comply with the requirements and procedures of the EPA's *National Pollutant Discharge Elimination System (NPDES)* General Permit prior to the initiation of project construction activities. This includes the preparation of a Notice of Intent and a Stormwater Pollution Prevention Plan.

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that “only in unusual circumstances, as for example construction in an ecologically sensitive area or construction involving substantial urban effects, would this impact category be considered to create significant consequences which may not be adequately mitigated. It is a matter of FAA judgment to determine if such circumstances exist and require the preparation of an environmental impact statement.” The Ventura County APCD has not set quantitative threshold for construction emissions. The Ventura County *Initial Study Assessment Guidelines* provide no specific thresholds for construction impacts; however, reference can be made back to previously discussed thresholds for noise, air quality, and water quality.

NEPA Analysis. The Proposed Action will not result in any construction-related impacts to ecologically sensitive areas nor does it involve substantial change to the existing urban environment.

Construction activities are expected to result in short-term emissions of fugitive dust, diesel, and gasoline emissions, and suspended sediments during and shortly after precipitation events. These impacts will not be significant with the proposed mitigation measures below.

CEQA Analysis. The construction activities are expected to result in short-term emissions of fugitive dust, diesel, and gasoline emissions, and suspended sediments during and shortly after precipitation events. These impacts will not be significant with the proposed mitigation measures below.

Cumulative Impacts. Construction impacts are short-term, localized, and project specific, and are mitigated in that manner. The Proposed Action, therefore, is not expected to contribute to cumulative construction-related impacts.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to construction impacts. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

Air Quality. Although the APCD has not established quantitative thresholds for construction-related emissions, the APCD does require the following specific construction mitigation measures to prevent excessive amounts of PM₁₀, ROC, and NOx.

- Dust generated by the development activities shall be retained on-site and kept to a minimum by following the dust control measures listed below.
 - During clearing, grading, earth moving, or excavation, water trucks or sprinkler systems shall be used to minimize dust leaving the site and to create a crust after each day's activities cease.
 - During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to minimize dust leaving the site. At a minimum, this would include wetting down such areas three times a day, and whenever wind exceeds 15 miles per hour.
 - After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated by watering, revegetating, or spreading soil binders to prevent wind pickup of the soil until the area is paved or otherwise developed so that dust generation will not occur.
 - Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
 - Trucks transporting construction debris to or from the site shall be trapped from the point of origin.

- Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.
- All construction roads internal to the construction site shall be surfaced with base material or decomposed granite, or shall be paved.
- Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.
- Construction equipment shall be inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.
- On-site vehicular traffic shall not exceed 15 miles per hour.
- Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.

The following mitigation measures are proposed to reduce short-term ozone precursor (NO_x and ROC) emissions that would be generated during the grading and construction phases of the proposed project.

- Best Available Control Technology (BACT) for construction vehicles shall be utilized. BACT measures shall include two degree engine timing retard, high pressure fuel injectors, and reformulated diesel fuel, if available.
- Construction equipment shall be maintained in good condition and in proper tune as per manufacturer's specifications.

Water Quality. The project design and construction of the Proposed Action will incorporate *Best Management Practices* (BMPs) to reduce erosion, minimize sedimentation, and control non-stormwater discharges, in order to protect the quality of surface water features on and off of the airport. BMPs are defined as nonstructural and structural practices that provide the most efficient and practical means of reducing or preventing pollution of stormwater. Examples of BMPs include the use of temporary dikes, basins, and ditches with each phase of construction to control erosion and sedimentation and prevent degradation of off-airport surface water quality. After construction is complete, slopes and denuded areas will be reseeded to aid in the vegetation process. The selection of BMPs will be based on the site's characteristics and will focus on those categories of erosion factors within the airport and contractor's control. In general, the following preventative and mitigative measures will be utilized during construction.

Construction Scheduling

- Sequence construction activities so that areas void of vegetation are not exposed for long periods of time.
- Schedule landscaping and other work that permanently stabilizes the area to be done immediately after the land has been graded to its final contour.
- Alter the project schedule to minimize the amount of denuded areas during wet months.
- Construct permanent stormwater control facilities early in the project schedule and then utilize these structures for controlling erosion and sedimentation.

Limiting Exposed Areas

- Divert up-slope water from entering the denuded areas of the construction site by constructing dikes and swales.
- Divert or intercept stormwater before it reaches long and/or steep slopes.
- Release captured stormwater at a slow and controlled rate to prevent damage to downstream drainage ways and structures.
- Increase the soil's ability to absorb moisture through vegetative means, surface roughening, and/or mulching.
- Stage grading so that the native vegetation provides a buffer to slow and disperse runoff.

Runoff Velocity Reduction

- Build check dams or other energy dissipation structures in unlined drainage channels to slow runoff velocity and encourage settlement of sediments.
- Limit slopes to 3:1 wherever practical
- Intercept runoff before it reaches steep slopes using diversion dikes, swales, or other barriers.
- Protect slopes with mulches, matting, or other types of temporary or permanent soil stabilization.
- Provide velocity reducing structures or rip rap linings at stormwater outfalls.

Sediment Trapping

- Direct sediment laden stormwater to temporary sediment traps.
- Construct temporary sediment traps or basins at the drainage outlet for the site.
- Utilize temporary sediment barriers such as: silt fences, straw bale barriers, sand bag barriers, and gravel filter barriers, for construction sites with relatively flat slopes that produce sheet flow runoff.

Good Housekeeping

- Schedule regular inspections of stormwater and sediment control devices.
- Repair and/or replace stormwater and sediment control devices as often as necessary to maintain their effectiveness.
- The County of Ventura, Department of Airports will incorporate into the project design specifications the compliance with *FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control.*

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

With implementation of the mitigation measures identified above, the Proposed Action will not result in any significant unavoidable adverse impacts from construction activities.

SECTION II: ISSUES FOUND NOT TO BE SIGNIFICANT

Impacts from either the Proposed Action or No Action alternatives which were found not to be significant through either the Initial Study process or during the preparation of this document, are briefly discussed below. These environmental categories include: socioeconomic, U.S. Department of Transportation Section 4(f) lands, biotic communities, endangered and threatened species, wetlands and waters of the U.S., coastal zone management areas, coastal barriers, wild and scenic rivers, energy supply and natural resources, light emissions, and solid waste disposal.

INDUCED SOCIOECONOMIC IMPACTS

Induced socioeconomic impacts address those secondary impacts to surrounding communities brought on by the proposed development, including shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development. According to *FAA Order 5050.4A*, “Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use or direct social impacts.”

EXISTING CONDITIONS

See the previous discussions under Noise, Compatible Land Use, and Social Impacts.

Population. Historical and forecasted population estimates for the City of Oxnard and Ventura County are included in **Table 3A of Chapter Three** of this document. According to the *Oxnard 2020 General Plan*, in 1990, the population of the City of Oxnard was 142,216. According to the Southern California Association of Governments, the same year, the population of Ventura County was 669,010.

Economic. Airports create significant social and economic benefits for the regions which they serve. The greater the services available at a given airport, the more benefits can be expected. For example, airports with passenger service offer convenient air transportation which then provides individuals with the freedom to travel to satisfy their preferences for goods, services, and personal needs. Airports with large, air cargo operations provide the same or similar benefits for businesses needed to transport raw materials and/or finished products. Even at smaller scales, airports make the regional economy more competitive by providing businesses with access to markets, materials, and commerce (Lee McPheters, Ph.D., 1997).

Airports also bring essential services to a community, including enhanced medical care (through an air ambulance service), support for law enforcement and fire control, and courier delivery of mail and freight. Most residents in a community would classify these services as beneficial because they improve the quality of life for residents and make the region more attractive for businesses to (re)locate.

According to Dr. Lee McPheters, an economist specializing in airports, studies of factors influencing economic development consistently show that modern aviation facilities have an impact on the pace and quality of economic growth. In addition to exerting a positive influence on economic development in general, aviation often reduces costs and increases efficiency in individual firms. Companies that operate general aviation aircraft typically record net income as a percent of sales approximately 50 percent greater than companies not utilizing such aircraft (McPheters, 1997).

An *Economic Benefit Study* for Oxnard Airport was completed in association with the *Airport Master Plan*. According to the results of this study, in 1995, Oxnard Airport was the source of \$55.4 million in gross revenues and \$40.8 million in value added (or net new production related to the presence of the airport). This spending and output supported 720 jobs within the airport's service area, with a payroll of \$17.6 million. Airport operations alone were responsible for \$18.8 million in gross revenues, \$9.7 million in value added, and 209 jobs. Combining direct and induced benefits, air visitors contributed \$55.4 million in gross revenues, \$40.8 million in value added and 720 jobs to the regional economy.

Because of the high volume of economic activity due to the presence of Oxnard Airport, the facility is an important source of public revenues. In 1995, an estimated \$4 million of tax revenues were collected as a result of activity related to Oxnard Airport.

An analysis completed as part of the Study indicates that, on average, each commercial aircraft arrival results in a gross revenue from visitor spending of \$4,452. Based on a total of 9,300 total operations, of which 4,650 would be arrivals, this equates to approximately \$20.7 million in annual gross revenue from air passenger visitors. Each arriving general aviation aircraft represents a gross revenue of \$283.

Public Service Demands. For a discussion of water supply and wastewater treatment, see the Water Supply and Quality section.

Emergency services, including both police and fire, for Oxnard Airport are provided by the City of Oxnard. The Oxnard Police Department supports and provides back-up for the on-airport security force. The Oxnard Fire Department responds to fire and hazardous material emergencies on the Airport.

Ventura County currently provides Aircraft Rescue and Firefighting (ARFF) personnel and equipment at Oxnard Airport in accordance with *Federal Aviation Regulation (FAR) Part 139, Certification and Operation: Land Airports Serving Certain Air Carriers*. Oxnard Airport operates as an *Index A* facility, which references the number/types of equipment and the types of material used for initial responses. The ARFF facility at Oxnard Airport is intended to provide immediate response to on-airport incidents involving primarily aircraft. The City of Oxnard Fire Department also responds to on-airport incidents. The Airport's equipment includes one quick-response vehicle which provides storage for 650 gallons of water, 110 gallons of AFFF foam, and 500 pounds of dry chemical. Other equipment includes two pick-up trucks.

ENVIRONMENTAL CONSEQUENCES

Alternatives

The *Airport Master Plan* was prepared to respond to the projected population growth in Oxnard and Ventura County, as described in the *Oxnard 2020 General Plan*, and from estimates provided by the Southern California Association of Governments and California Department of Finance. As a demand-based document, its facility improvements are scheduled based on the attainment of certain milestones in the use of the facility (i.e., number of passenger enplanements, number of aircraft owners desiring to base their aircraft at the facility, etc.). These milestones generally correlate to the attainment of certain population or development levels.

No Action. Because the community population projections would be the same, the demand for aviation services at Oxnard Airport would be the same under the No Action Alternative as under the Proposed Action. Also, implementation of the No Action Alternative would not be expected to result in greater population growth or any secondary growth impacts.

Under the No Action scenario, should the FAA not issue modifications to standards for Oxnard Airport for the insufficient protection of the RSA and transitional surface, the Airport's Part 139 Certification would be at risk of being revoked by the FAA. It is then possible, that airlines would decide not to operate at the facility, reducing or even eliminating an important link to the local transportation system. This would have a subsequent effect on the economic benefit of the airport to the region.

Coordination occurred with the City of Oxnard Police Department and Ventura County Sheriff during the course of the agency scoping process; no response was received from the City. In his response (see **Appendix C**), the County Sheriff noted that they were unaware of any negative impact on operations or services provided by the Sheriff's Department to either the airport or its neighboring areas. An increase in activity at Oxnard Airport may result in a corresponding increase in the number of responses by the Oxnard Police Department to the Airport. Due to on-airport security, this impact is not expected to be significant.

According to correspondence received from the Oxnard Fire Department (see **Appendix C**), staffing and supporting the recently acquired crash-fire-rescue vehicle at Oxnard Airport is in question. "Oxnard Fire's call load, present staffing level, and budgetary constraints may preclude staffing the vehicle without increasing on-duty personnel." As the County of Ventura, Department of Airports initially responds to fire emergencies at Oxnard Airport, they provide staffing to the on-airport ARFF, for which a new crash-fire-rescue vehicle was recently acquired. The nearest City-owned fire station is located one block east of the airport. Upon arrival at an on-airport incident, the Oxnard Fire Department takes control of the situation. The County did give the City of Oxnard a crash-fire-rescue vehicle to assist in their response to on-airport emergencies; the donation of this vehicle is not part of the Proposed Action.

~~The No Action is not expected to result in significant impacts to socioeconomic factors, including population, local economy, or public service demands.~~

Proposed Action. Implementation of the *Airport Master Plan* is not expected to cause additional population growth in the community beyond what is already projected in the City of Oxnard's and Ventura County's general plans. Proposed improvements to the Airport would be in response to the already projected growth and is not expected to result in secondary growth impacts to the surrounding region.

Based on the *Economic Benefit Study* of the Airport, over the short-term (approximately 5 years) regional economic benefits associated with the airport (in constant 1995 dollars) are projected to be \$81 million in gross revenues, \$63.5 million in value added, and 1,426 jobs. In the intermediate term (approximately 10 years), these are expected to increase to \$104.9 million in gross revenue, \$82.9 million in value added, and 1,878 jobs. Because of the dynamic nature of airports and the local/regional/federal economy, no information was provided for the long-term condition (approximately 20 years).

Demands for police and fire services are expected to be the same as under the No Action.

~~The Proposed Action is not expected to result in significant impacts to socioeconomic factors, including population, local economy, or public service demands. It may result in beneficial economic impacts over the No Action alternative.~~

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that, for major airport development proposals (e.g., new airport, new runway, or runway extension that attracts a larger group/class of aircraft) there is a potential for induced or secondary impacts on surrounding communities. Induced impacts are normally not considered significant except where there are also significant impacts in other categories, especially noise, compatible land use, and social impacts. The most appropriate corresponding criteria within the Ventura County Initial Study Assessment Guidelines is "community character." The *Guidelines* provide that any project which is consistent with both the zoning and the General Plan can be determined to have a less-than-significant impact on the land use of an area.

NEPA Analysis. The Proposed Action is not considered a "major airport development" and NEPA impacts within the noise, compatible land use, and social impact categories are classified as less-than-significant following mitigation; therefore, socioeconomic impacts are also considered to be less-than-significant.

CEQA Analysis. The Proposed Action is consistent with both the zoning and General Plan for the property; therefore, impacts to community character are considered to be less-than-significant.

Cumulative Impacts. The Proposed Action is not expected to result in cumulative socioeconomic impacts. See also the discussion of growth-inducing impacts in **Chapter Six**.

CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls for the airport area. The socioeconomic factors considered in the aviation forecasting effort of the *Draft Airport Master Plan Update* were obtained from the City of Oxnard, Southern California Association of Governments, and California Department of Finance.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No significant unavoidable adverse impacts are associated with the Proposed Action.

U.S. DEPARTMENT OF TRANSPORTATION SECTION 4(F) LANDS

Section 4(f) of the U.S. Department of Transportation Act (49 USC Section 303) provides that the Secretary of Transportation shall not approve any program or project which requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance, or any land from an historic site of national, state or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program includes all possible planning to minimize harm.

According to *FAA Order 5050.4A*, Section 4(f) applies if there is an actual physical taking of publicly-owned land for airport development or expansion, or if there is the possibility of use of or adverse impact to Section 4(f) land, such as significant noise exposure. A development action is compatible with Section 4(f) lands if it would not affect the normal activity or aesthetic value of a public park, recreation area, refuge, or historic site.

EXISTING CONDITIONS

One building of historical significance is located in the vicinity of Oxnard Airport. The former Oxnard Public Library is located at 424 South C Street and is listed on the National Register of Historic Places. This building now houses the Carnegie Cultural Arts Center. No sites in the area are listed as California Historical Landmarks or California Points of Historical Interest.

No publicly-owned park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or any land from an historic site of national, state or local significance is located within the 65 CNEL noise contour nor within airport property.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. No publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site of national, state or local significance is located within either the short-term or long-term 65 CNEL noise contour; therefore, the No Action Alternative is not expected to result in any significant impacts to Section 4(f) properties.

Proposed Action. As with the No Action Alternative, no Section 4(f) properties are located within the Proposed Action's projected 65 CNEL noise contour. The Proposed Action does, however, provide for the acquisition of athletic fields associated with the Old Oxnard High School. According to the Oxnard High School District, the high school has been relocated and the property in question is no longer used for school athletics. The district has agreed with the State of California to sell the old high school site and turn the proceeds over to the State. Because the fields are no longer in active or organized use, acquisition of these areas would not constitute a Section 4(f) impact. ~~The Proposed Action, therefore, is not expected to result in significant impacts to Section 4(f) lands within either the short-term or long-term planning periods.~~

Analysis Summary

Threshold of Significance. FAA Order 5050.4A provides that where direct or indirect taking of land classified as Section 4(f) under the U.S. Department of Transportation Act occurs as part of the Proposed Action, coordination needs to occur with the agency(ies) having jurisdiction as to whether the impact to the resources is significant or has been adequately mitigated. The Ventura County Initial Study Assessment Guidelines provide no specific thresholds for this category; however, thresholds defined for historical and cultural resources (discussed previously), recreation facilities, and biological resources (particularly references to habitat for protected species) are appropriate.

NEPA Analysis. As no Section 4(f) property will be either directly or indirectly impacted by the Proposed Action, the action will result in no impacts to this resource.

CEQA Analysis. No impacts to endangered/threatened/rare species habitat, historical or cultural resources (with implementation of previously defined mitigation measure), or recreational facilities will occur with implementation of the Proposed Action; therefore, no significant impacts will occur to these resources.

Cumulative Impacts. The Proposed Action is not expected to result in any cumulative impacts to U.S. DOT Section 4(f) lands, as no such property is located within the area of potential effect.

CONSISTENCY WITH PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local, regional, state and federal plans, policies, and controls for the airport area. For more information regarding land use plans and policies in the vicinity of Oxnard Airport, refer to **Chapter Five** of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

BIOTIC COMMUNITIES

Biotic communities refer to those flora and fauna (i.e., vegetation and wildlife) habitats which are present in an area. Impacts to biotic communities are determined based on whether a proposal would cause a minor permanent alternation of existing habitat or whether it would involve the removal of a sizeable amount of habitat, habitat which supports a rare species, or a small, sensitive tract.

EXISTING CONDITIONS

The existing airport and surrounding agricultural and residential land uses have reduced the use of the area as a significant habitat of either flora or fauna communities. As such, the area is comprised primarily of urban development and agricultural field. Scoping coordination was conducted with the California Department of Game and Fish and the U.S. Fish and Wildlife Service (USFWS). No response was received from the California Department of Game and Fish. The response from USFWS indicated that there were no unique or sensitive habitat at the airport; it did, however, identify a concern for a protected species that falls well off the airport, along the coastline (see **Appendix C**).

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. As the No Action alternative would not result in any construction activities, no impacts to biotic communities would be expected to occur.

Proposed Action. Implementation of the Proposed Action will impact land that is currently in agricultural production or has already been developed. No special or unique habitat is expected to be impacted, either directly or indirectly. Given the nature of the local ecosystem (urban lands and agriculture), no significant impacts to biotic communities are expected with implementation of the Proposed Action.

Analysis Summary

Threshold of Significance. According to FAA Order 5050.4A, if a project would impact only man-dominated areas such as previously disturbed airport property, populated areas, or farmland, it may be assumed that there would be no significant impact on biotic communities. The Ventura County Initial Study Assessment Guidelines identify biotic communities as wetland habitat, coastal habitat, migration corridors, locally important communities. The significance of impact is determined by whether the project will result in the direct reduction of or indirect impact to the resource, or substantially interfere with the use of the resource.

NEPA Analysis. Oxnard Airport is an existing facility located in a largely urban and agricultural area; therefore, any potential impacts to biotic communities are not considered to be significant and no mitigation is required.

CEQA Analysis. No impacts to wetland habitat, coastal habitat, migration corridors, or locally important biological communities will occur under the Proposed Action; therefore, no mitigation is required.

Cumulative Impacts. Because no important or significant biological habitat is located in the vicinity of the airport, the Proposed Action is not expected to contribute to cumulative impacts to this resource.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to biotic communities in the airport area. For more information regarding these plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

ENDANGERED AND THREATENED SPECIES

Section 7 of the *Endangered Species Act*, as amended, requires each Federal agency to ensure that “any action authorized, funded, or carried out by such agency...is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with the affected States, to be critical, unless such agency has been granted an exemption for such action by the Committee....” Section 7 coordination further requires that a determination be made as to the projects likelihood to jeopardize the continued existence of any species proposed to be listed as a threatened or endangered species, or in the destruction or adverse modification of critical habitat proposed to be designated for such candidate species.

EXISTING CONDITIONS

As previously indicated, scoping coordination was made with both the California Department of Game and Fish and the U.S. Fish and Wildlife Service (USFWS) for information regarding protected species. No response was received from the California Department of Game and Fish. The correspondence received from the USFWS did not identify the occurrence of any protected species or their habitat on airport property (see **Appendix C**).

The USFWS letter did identify a plant species, the Ventura marsh milkvetch (*Astragalus pycnostachyus* var. *lanosissimus*), which occurs west of the airport, beneath the extended runway centerline. The USFWS identified this species, not because the airport currently or in the future would be expected to impact or affect its survival, but in an effort to have the Airport assist in its conservation through the acquisition of the property on which it occurs. According to their letter, the USFWS “views maintenance of this and adjacent parcels for native habitats as a compatible use with continued operation of the airport.”

According to the 1987 EIR for the existing *Oxnard Airport Master Plan*, “no species of vegetation or wildlife designated rare, endangered, or threatened by the California Department of Fish and Game, or by the U.S. Fish and Wildlife Service, or considered sensitive by conservation organizations such as the National Audubon Society and the California Native Plant society, was detected” during the survey completed for the report.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. As the No Action alternative would not result in any construction activities, no impacts to protected species would be expected to occur. No endangered or threatened species occur on airport.

Proposed Action. No endangered or threatened species occur within the areas of the Proposed Action; therefore, the Proposed Action is not expected to impact any State or Federal listed sensitive, threatened or endangered species, or species considered eligible for listing . The Ventura marsh milkvetch is located well off airport property and is beyond the airport’s area of potential effect.

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that impacts to endangered or threatened species of flora and fauna are considered significant if they are likely to jeopardize the continued existence of any protected species or result in the destruction of or adverse modification to the habitat of such species. The Ventura County *Initial Study Assessment Guidelines* identify that a significant impact to endangered, threatened, or rare species would occur if a project directly or indirectly reduces species population, reduces species habitat, or restricts reproductive capacity of the species or habitat.

NEPA Analysis. As no endangered or threatened species occur within the areas of potential effect of the Proposed Action, the project is not expected to result in a significant impact to this resource.

CEQA Analysis. As no protected species occur within the areas of potential effect of the Proposed Action, the impact to this resources is not considered to be significant.

Cumulative Impact. Because no significant habitat or endangered or threatened species occur within the area of potential effect, the Proposed Action is not expected to result in any cumulative impacts to these protected species.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to endangered and threatened species in the airport area. For more information regarding these plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

WETLANDS AND WATERS OF THE U.S.

The U.S. Army Corps of Engineers (ACE) regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the Clean Water Act.

Wetlands are defined by *Executive Order 11990, Protection of Wetlands*, as “those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction.” Categories of wetlands include swamps, marches, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: hydrology, hydrophytes (plants able to tolerate various degrees of flooding or frequent saturation), and poorly drained soils.

Because there are no wetlands or waters of the U.S. located on Oxnard Airport, no federal or state permits for dredging or filling wetlands are required. This includes federal permits issued under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. As discussed in the Water Supply and Quality Section, compliance with the a Clean Water Act Section 402 is required for both the on-going operation of the airport and all construction activities in excess of five acres.

EXISTING CONDITIONS

A jurisdictional delineation of wetlands and waters of the U.S. was not performed for Oxnard Airport because there are no streams, watercourses, tributaries, or wetlands (indicated with blue lines or blue symbols on the United States Geological Survey (USGS) maps) within the project area.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. As the No Action alternative will not result in any construction activities and as there are no streams, watercourses, tributaries, or wetlands at Oxnard Airport, no impacts to wetlands or waters of the U.S. would be expected to occur.

Proposed Action. As there are no streams, watercourses, tributaries, or wetlands at Oxnard Airport, no impacts to wetlands or waters of the U.S. would be expected to occur with implementation of the Proposed Action.

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that “if a proposal does not affect a wetlands area, no further analysis is necessary. The Ventura County *Initial Study Assessment Guidelines* does not define a quantitative threshold regarding wetland impacts. It does define that a significant impact to wetland habitat occurs where a project would result from the direct reduction of or substantial impact to a significant wetland habitat. A qualified biologist is required to make the determination of whether the habitat is significant.

NEPA Analysis. The Proposed Action will not affect any wetland; therefore, no impact to this resource is expected to occur and no mitigation is required.

CEQA Analysis. The Proposed Action will not impact any wetland; therefore, no impact to wetland habitats, either significant or not significant, will occur and no mitigation is required.

Cumulative Impact. Because this resource is not present in the vicinity of the airport, no cumulative impact to wetlands or waters of the U.S. are expected to occur as a result of the Proposed Action.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to wetlands in the airport area. For more information regarding these plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

COASTAL ZONE MANAGEMENT PROGRAM

States with coastal lands may prepare and submit a coastal zone management plan for approval by the National Oceanic and Atmospheric Administration (NOAA). These plans/programs are intended to preserve, protect and enhance designated coastal areas.

EXISTING CONDITIONS

Oxnard Airport is located outside of the California Coastal Zone Management Program's coastal zone boundary; therefore, this category is not applicable to projects at Oxnard Airport.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The No Action alternatives would not have any impact on property protected by the California Coastal Zone Management Program.

Proposed Action. The Proposed Action alternatives would not have any impact on property protected by the California Coastal Zone Management Program.

Analysis Summary

Threshold of Significance. According to *FAA Order 5050.4A*, a project that is consistent with an approved coastal zone management program is not expected to result in a significant impact to coastal resources. The Ventura County *Initial Study Assessment Guidelines* provide thresholds for impacts to coastal beaches and sand dunes, utilizing the goals and policies of the County's General Plan and Local Coastal Program to determine the degree of impact.

NEPA Analysis. No impacts to coastal zone resources are expected to occur with implementation of the Proposed Action; therefore, no mitigation measures are required.

CEQA Analysis. No impact to coastal beaches or sand dunes will occur as part of the Proposed Action; therefore, no mitigation is required.

Cumulative Impact. Because Oxnard Airport is located outside of the Coastal Zone Management area, no cumulative impact to coastal areas are expected to occur as a result of the Proposed Action.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to coastal management in the airport area. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

COASTAL BARRIERS

Coastal barriers are islands protected by the Coastal Barriers Resources Act of 1982. These undeveloped islands are located along the Atlantic and Gulf coasts.

EXISTING CONDITIONS

Oxnard Airport is not located near or adjacent to coastal zone barrier resources; therefore, this category is not applicable to projects at Oxnard Airport.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. Implementation of the No Action alternative would not result in any impacts to coastal zone barrier resources.

Proposed Action. Implementation of the Proposed Action alternative would not result in any impacts to coastal zone barrier resources.

Analysis Summary

Threshold of Significance. According to *FAA Order 5050.4A*, development of new facilities on a coastal barrier island is considered to result in a significant impact, pending further coordination and consultation with the U.S. Fish and Wildlife Service. This resource category is not addressed in the Ventura County *Initial Study Assessment Guidelines*.

NEPA Analysis. Designated barrier islands are located on the Atlantic and Gulf of Mexico coasts, and are outside of the area of potential effect for this project. No further analysis is necessary.

CEQA Analysis. Not applicable.

Cumulative Impact. Because this resource is not present in the vicinity of the airport, no cumulative impact to coastal barrier islands is expected to occur as a result of the Proposed Action.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with federal plans, policies, and controls related to coastal barriers. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

WILD AND SCENIC RIVERS

Wild and scenic rivers refers to those rivers or segments of rivers which are listed or eligible for listing in the U.S. Department of the Interior, National Park Service, *Nationwide Rivers Inventory*. These rivers are free flowing and possess “outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values” (PL 90-542).

EXISTING CONDITIONS

A review of the *Nationwide Rivers Inventory* indicates that no listed or eligible for listing wild and scenic rivers are located in the vicinity of Oxnard Airport; therefore, this category is not applicable to projects proposed for Oxnard Airport.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. Implementation of the No Action alternative would not result in any impacts to wild and scenic rivers as listed in the *Nationwide Rivers Inventory*.

Proposed Action. Implementation of the Proposed Action alternative would not result in any impacts to wild and scenic rivers as listed in the *Nationwide Rivers Inventory*.

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that if no river listed or eligible for listing in the *Nationwide Rivers Inventory* then no further analysis is necessary. This resource category is not addressed in the *Ventura County Initial Study Assessment Guidelines*.

NEPA Analysis. No impact to wild and scenic rivers are expected to occur as a result of the implementation of the Proposed Action; therefore, no mitigation measures are required.

CEQA Analysis. Not applicable.

Cumulative Impact. Because this resource is not present in the vicinity of the airport, no cumulative impact to wild and scenic rivers is expected to occur as a result of the Proposed Action.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with state and federal plans, policies, and controls related to wild and scenic rivers. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

ENERGY SUPPLY AND NATURAL RESOURCES

Energy requirements generally fall into two categories: (1) those which relate to changed demands for stationary facilities and (2) those which involve the movement of air and ground vehicles. According to *FAA Order 5050.4A*, an impact arises where a project will have a measurable effect on local energy supplies or would require the use of an unusual material or one in short supply. Increased consumption of fuel by aircraft is examined where ground movement or runup times are increased substantially without offsetting efficiencies in operational procedures or if the action includes a change in flight patterns. Ground vehicles fuel consumption is examined only if the action would add appreciably to access time or if there would be a substantial change in movement patterns for on-airport service or other vehicles.

State CEQA Guidelines indicate that a project will have a significant impact if it “encourages activities which result in the use of large amounts of fuel...or energy,” or “uses fuel or energy in a wasteful manner.” The Ventura County *Initial Study Assessment Guidelines*, further indicate that, since almost all projects will directly or indirectly use energy, no individual project is considered as having a significant impact on solar, wind and hydraulic energy sources because they are renewable, nor on petroleum resources because they are a world-wide, national, and state-wide resources beyond the scope of the County to effectively manage or control.

EXISTING CONDITIONS

There are no existing energy production or supply facilities at Oxnard Airport. According to the *Oxnard 2020 General Plan*, the Airport is located within the West Montalvo Field oil field; however, there are no wells located on the airport.

In order to provide for facility maintenance and operations, expenditure of electricity, gas, chemicals, water, and other forms of energy supply and natural resources currently occur at Oxnard Airport. The use of nonrenewable resources is considered to be an irreversible impact, since these resources are only renewable over long periods of time.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. Continued maintenance and operation of the airport will require continued energy and natural resource consumption over both the short and long-term. These impacts are not expected to be significant under the federal, state, and county thresholds.

Proposed Action. As part of the scoping coordination process, Southern California Edison was contacted to determine the availability of electrical service to Oxnard Airport in the future; no response was received. According to a facsimile received from the City of Oxnard (see **Appendix C**), the water and sewer needs of Oxnard Airport are within the “generation anticipated for the airport property in our sewer and water plans.”

As with the No Action Alternative, continued maintenance and operation of the airport will require continued consumption of energy and natural resources for the life of the airport. In addition, the Proposed Action will require additional electrical service to operate the new apron security lighting, lighting within the new/expanded buildings, new airfield lighting (PAPI-4, complete MALSR), and new access road lighting. ~~Based on the thresholds identified in FAA Order 5050.44, none of these projects, either individually or collectively, are expected to have a measurable effect on local energy supplies; therefore, their effect is less than significant.~~

In addition, the Proposed Action will require the use of energy supplies and natural resources, including manpower, fuel, electricity, chemicals, and water, in order to implement the identified construction projects. The use of these materials is expected to be short-term and localized. ~~Impacts to energy supplies and natural resources from the construction projects are expected to be less-than-significant.~~

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that “for most airport actions, changes in energy or other natural resource consumption will not result in significant impacts” unless there is a problem with demands exceeding supplies, or changes in aircraft or ground vehicles use which would greatly increase fuel consumption, or the proposed substantial use of natural resources in short supply. The Ventura County *Initial Study Assessment Guidelines* indicate that no individual project is considered as having a significant impact on solar, wind and hydraulic energy sources because they are renewable, nor on petroleum resources because they are a world-wide, national, and state-wide resources beyond the scope of the County to effectively manage or control.

NEPA Analysis. The Proposed Action is not expected to result in a significant impact to energy supply or natural resources; therefore, no mitigation is required.

CEQA Analysis. Impacts to energy supply is not considered significant and no mitigation is required.

Cumulative Impact. Cumulative impacts to energy supply and resources are not considered significant because solar, wind, and hydro power are all renewable. Also, currently there are sufficient petroleum resources available on a nationwide basis. Also, because the demand for this resource would be the same in the region, regardless of whether this project is implemented, the cumulative effect would be considered *de minimus*.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with state and federal plans, policies, and controls related to energy supply and natural resources. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

LIGHT EMISSIONS

Light emissions of a proposed project are evaluated to determine whether they would create an annoyance among people in the vicinity of their installation. Airfield lighting, by function, needs to be visible from the air and, therefore, there is little that can be done should complaints/concerns arise. Should lighting concerns occur as a result of landside lighting efforts can be made to reduce its effects on the neighbors, such as redirecting or shielding the light source.

EXISTING CONDITIONS

Lighting at Oxnard Airport currently includes both airfield and landside lighting. Adequate airfield lighting assures efficient aircraft movement at night and includes both identification lighting and runway/taxiway lighting. Landside lighting is necessary to ensure the safety of vehicles and pedestrians using the airport facility and includes parking lot, terminal areas, and roadway lighting.

The airport is currently indicated at night by an airport rotating beacon. This beacon rotates and alternatively flashes green and white colored lights, indicating a lighted land airport. The beacon is located on the southeast side of the airfield, along Fifth Street adjacent to Hangar One.

The runway is equipped with Medium Intensity Runway Lighting (MIRL) along the runway edges. These are pilot controlling, meaning that when the lights are not illuminated, an approaching pilot can activate them with his on-board radio by clicking the microphone a predetermined number of times on the airfield's Common Traffic Area Frequency. Taxiways providing access from/to Runway 7-25 are illuminated with Medium Intensity Taxiway Lights (MITL), which are blue lights along the edges of the taxiways.

Runway 25 is equipped with a Medium Intensity Approach Lighting System (MALSR). These lights are used in conjunction with an instrument approach to support electronic navigational aids for the final portion of IFR approaches and visual guides for nighttime approaches under VFR conditions. The approach lighting system provides visual clues concerning aircraft alignment, roll, height, and position relative to the runway threshold. As a rule MALSR lights extend 2,400 feet from the runway end. At Oxnard, these lights stop west Ventura Road, 200 feet and two light stations short. Runway 7 is equipped with a visual approach slope indicator (VASI), a system of lights located near the runway end to provide visual descent guidance information during approach to the runway in relatively good weather conditions.

Landside areas that are lighted include the terminal and hangar areas. These are lighted by standard security and parking area lights stations.

Existing off-airport lighting sources are located primarily north, east, and south of the airport, in developed portions of Oxnard. Farmland or open space is located between the airport and residential areas north, south, and west of the airport.

According to the Airport Manager, no lighting complaints have been received in his office in the last 18 months.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. The No Action would result in no change to the existing lighting system at the airport.

Proposed Action. Under the Proposed Action, additional landside lighting would be added to provide security in the aircraft parking apron areas, in the vicinity of new hangar facilities, within new hangars and expanded terminal building, and along the new entrance road. This lighting would be similar to what already exists on the airport. Airside lighting include the completion of the MALSR approach lighting system to Runway 25, the installation of PAPI-4 structures on both Runway 7 and Runway 25, and the replacement of the rotating beacon. ~~None of these efforts are expected to result in a significant impact to airport neighbors.~~

~~Airfield lighting, by function, needs to be visible from the air and, therefore, there is little that can be done should complaints/concerns arise. Should lighting concerns result from landside lighting, however, efforts can be made to reduce its effects on the neighbors. These are described under the Mitigation Measures subsection.~~

Analysis Summary

Threshold of Significance. *FAA Order 5050.4A* provides that “only in unusual circumstances...will the impact of light emissions be considered sufficient to warrant special study....” Normally, it may be concluded that no significant impact would occur. The Ventura County Initial Study Assessment Guidelines provide a threshold for the assessment of glare, defined as a continuous or periodic intense light which may cause eye discomfort or be blinding to humans. For a project to have impact it must generate light which would directly illuminate or reflect upon adjacent property, or be directly seen by motorists or persons residing, working, or otherwise located within sight of the project.

NEPA Analysis. No runway end identifier lights are proposed under the project; therefore, light emissions impacts of the Proposed Action are expected to be less-than-significant and no mitigation is required.

CEQA Analysis. The Proposed Action is not projected to generate light which would directly illuminate or reflect upon adjacent property. No element of the project is expected to result in a continuous or periodic intense light; therefore, no significant impact is expected and no mitigation is required.

Cumulative Impact. Oxnard Airport is illuminated at night, both the landside and the airside facilities. Combined with other development in the area, this increases total light emissions. Since the airport is located within an urban area, however, these cumulative impacts are not considered significant.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to light emissions. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required under either NEPA or CEQA.

~~The following mitigation measure is provided to respond to potential lighting complaints resulting from the implementation of the Proposed Action:~~

- ~~• Should complaints/concerns arise regarding lighting and glare from landside lighting, Ventura County Department of Airports will redirect the lighting and/or install shields to direct the lighting away from the sensitive site. Because of the need for airfield lighting to be seen from the sky, the rotating beacon, runway and taxiway lighting, visual approach aids, and lighted windcone are required to maintain safe operations in the vicinity of the airport; these lighting sources would not be redirected.~~

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

SOLID WASTE IMPACT/DISPOSAL

Operational and construction activities of an airport do contribute to the generation of solid waste. The presence of sanitary landfills and transfer stations in the vicinity of airports can be a concern because they can attract scavenger birds, which can increase the potential for bird strikes. FAA Advisory Circular 150/5200-33 considers putrescible waste landfills to be incompatible with aviation

activity if located within 10,000 feet of an airport serving jet aircraft, or within five miles of runway approaches.

EXISTING CONDITIONS

According to the City of *Oxnard 2020 General Plan*, three landfills are located within 10,000 feet of Oxnard Airport. As of this date, all three are closed. None of the landfills are on alignment with the runway and none have been directly associated with any bird strike incidents at the Airport. No other known active or inactive, landfills or transfer stations are located in the proximity of Oxnard Airport.

Solid waste at Oxnard Airport is collected by the Ventura County General Services Agency. Each week, the waste in six 4-yard dumpsters is disposed of off-site. In February 1998, Oxnard Airport started a voluntary recycling program for all recyclable items. One 4-yard trash bin is located on the airport for collection and hauling by a contract recycling company.

ENVIRONMENTAL CONSEQUENCES

Alternatives

No Action. As operations continue to increase at Oxnard Airport, so to will the generation of solid waste. The generation of solid waste at Oxnard Airport is expected to increase over the 20-year planning period as a result of the increased use of the facility by both passengers and general aviation aircraft.

Proposed Action. Solid waste generation resulting from airport operations under the Proposed Action is expected to be the same as under the No Action. In addition, construction activities at the airport may result in the generation of additional solid waste. Correspondence received from the Ventura County Solid Waste Management Department (see **Appendix C**) indicates that the Proposed Action will have less-than-significant project and cumulative impacts. ~~Additional D~~ discussions with the Ventura County Solid Waste Management Department indicate that the increase in passenger enplanements will likely only result in incidental increases to solid waste, most particularly from on-airport restaurants. Due to their designed use for parking aircraft, only minimal waste is expected from the hangar construction.

~~No significant impact to solid waste facilities is expected as a result of the Proposed Action.~~ The County of Ventura Department of Airports is, however, required to comply with AB 939 regarding solid waste management and the use of recyclable materials. The County is mandated to achieve a waste diversion goal of 50% by the year 2000. The Department of Airports will be expected to assist in achieving this goal, regardless of the degree of impact from the proposed project.

Analysis Summary

Threshold of Significance. FAA Order 5050.4A provides that where a project is expected to result in an appreciable change in either the quantity or type of solid waste generation or method of collection or disposal, mitigation is necessary. The Ventura County *Initial Study Assessment Guidelines* define thresholds for projects which individually and/or cumulatively present a significant adverse impact upon solid waste management systems in the County. Project impacts are considered individually significant when the solid waste disposal rate exceeds 65 tons per year and diversion is less than 25 percent. The project is considered to contribute to cumulative impacts when it generates in excess of 13 tons per year.

NEPA Analysis. No significant change in either quantity or type of solid waste generation, or method of collection or disposal is projected to occur with implementation of the Proposed Action; therefore no mitigation measures are required.

CEQA Analysis. Based on correspondence received from the Ventura County Solid Waste Management Department (see **Appendix C**), the Proposed Action will have a less-than-significant project impact on solid waste management systems.

Cumulative Impact. Based on correspondence received from the Ventura County Solid Waste Management Department (see **Appendix C**), the Proposed Action will have a less-than-significant cumulative impact on solid waste management systems; however, it will be necessary for the airport to assist the County in achieving its State mandated waste diversion goal of 50 percent by the year 2000, as required by AB 939.

CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with local, regional, state and federal plans, policies, and controls related to light emissions. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

MITIGATION MEASURES

No mitigation measures are required under NEPA or for project impacts under CEQA. ~~to mitigate the effects of the Proposed Action on solid waste resources.~~ The Ventura County Department of Airports will, however, implement the following measures to assist the County in achieving its State mandated waste diversion goal of 50% by the year 2000 in order to reduce cumulative impacts.

- The County of Ventura Department of Airports will divert from the waste stream to the extent feasible, construction and demolition debris. Wood waste, if feasible, shall be recycled on-site by mulching and chipping for use in landscaping, weed control, water conservation, etc. Scrap metals shall be recycled through a solid waste or recycling collection company. Concrete,

asphalt, rock, brick, and dirt shall be recycled, to the extent possible, on-site and used as aggregate for road beds, walkways, etc., and/or for landscaping purposes.

- The County of Ventura Department of Airports will allocate interior and exterior storage space for recycling containers throughout the airport facility as required by the Guidelines for Space Allocation.
- The County of Ventura Department of Airports will incorporate xeriscaping and low growth vegetation to the fullest extent possible. Also, they will, to the extent currently allowed by state regulation and exemptions, mulch, chip, grasscycle, and/or compost organic materials generated from the project for use in on-site landscaping activities, etc. The County of Ventura Department of Airports will set aside an area at least 96 square feet in size to enable on-site composting as recommended in the Guidelines for Space Allocation for all commercial developments with landscaped areas in excess of one-fifth acre.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.



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Chapter Five

NEPA: ENVIRONMENTAL CONSEQUENCES - OTHER CONSIDERATIONS

This chapter addresses other environmental considerations which are specifically identified in *FAA Order 5050.4A, Airport Environmental Handbook*. It also briefly summarizes some of the applicable regional and local land use plans and policies for the Oxnard Airport area.

POSSIBLE CONFLICTS BETWEEN THE PROPOSED ACTION AND THE OBJECTIVES OF FEDERAL, REGIONAL, STATE, AND LOCAL LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AREA CONCERNED

The following sections briefly summarize and outline pertinent local and regional plans, policies and controls. The Proposed Action is not in conflict with objectives of federal, regional, state, or local land use plans, policies, or controls for the area concerned.

OXNARD 2020 GENERAL PLAN

The *Oxnard 2020 General Plan* was adopted in 1990 and includes eleven planning elements: growth management, land use, circulation, public facilities, open space/conservation, safety, noise, economic

development, community design, parks and recreation, and housing. As indicated in **Appendix A**, Ventura County Department of Airports staff reviewed this plan and determined that, in general, the Proposed Action is consistent with the City's General Plan. The following is a discussion of the *Oxnard 2020 General Plan* references to noise, compatible land use, social impacts, traffic and circulation, and socioeconomic concerns.

Noise. The Oxnard 2020 General Plan Noise Element illustrates Oxnard Airport's 1983 noise condition, designated Airport Sphere of Influence, and 60 CNEL noise contour. As identified in the General Plan, in 1985 the 60 CNEL noise contour extended west of the Edison Canal (approximately 7,200 feet from the west runway end) and off the map to the east (approximately 7,000 feet from the east runway end). The long-term projected 60 CNEL noise contours, developed for this EA/EIR and discussed earlier, do not extend as far west (approximately 4,500 feet from the western runway end) or east (approximately 5,000 feet from the eastern runway end) and are slightly wider. The EA/EIR contours remain inside the City's designated Airport Sphere of Influence.

The General Plan also includes a map, Figure IX-5 (incorporated by reference), which illustrates the projected noise condition in 2020. On this figure, the 60 CNEL contour extends over the Pacific Ocean to the west of the airport (approximately 11,500 feet from the western end of the runway) and just slightly across Ventura Road to the east (approximately 1,600 feet from the eastern end of the runway). The long-term projected noise contours for Oxnard Airport developed for this EA/EIR and as previously described, are shorter to the west and longer to the east.

The Proposed Action is consistent with the Oxnard 2020 General Plan because the airport noise contours are provided in the report to assist the City in review of projects in the vicinity of Oxnard Airport, which is in the jurisdiction of the City of Oxnard, and not to limit the use of the airport facility. The presence of new noise contours is, therefore, not in conflict with those in the existing Oxnard 2020 General Plan but represents the most up-to-date information.

Compatible Land Use. The Oxnard 2020 General Plan includes a Noise element which illustrates Oxnard Airport's 1983 noise condition, designated Airport Sphere of Influence, and 60 CNEL noise contour. As identified in the General Plan, in 1985 there were a total of 21 single-family residences and 10 multi-family units, located between Teal Club Road and Little Farms Road, which were within the 65 CNEL noise contour. (This compares with the 12 single family and 10 multi-family units within the existing 65 CNEL noise contour.) The General Plan notes that homes in the 60-65 CNEL contour band, while not preferred, are not considered incompatible. At the time, there were six single family homes within this area.

The General Plan recommends policies to encourage compatible land use planning in the vicinity of Oxnard Airport. These policies include (1) providing for consistency with the Ventura County Airport Comprehensive Land Use Plan, and (2) prohibiting the development of noise-sensitive land uses within the Oxnard Airport 65 CNEL noise contour.

The Proposed Action supports compatible land use by acquiring in either fee simple or easements some of the property within the 65 CNEL noise contour and immediately adjacent to the airport to ensure future compatible land use development in these areas.

Social Impact. The Oxnard 2020 General Plan designates an area between the old Oxnard High School and the Airport for compatible land uses (commercial office and neighborhood commercial) and an area to serve as a buffer to the easterly approach to Oxnard Airport. This buffer area is part of the area to be acquired under the Proposed Action. In addition, the General Plan designates the area off the west end of the airport as the “Airport West Area” and recommends agricultural land uses, which are compatible with airport operations. The Proposed Action helps implement the buffer area and supports the compatible land use development around the Airport.

Traffic and Circulation. The traffic analysis indicates that the vehicle traffic generated by Oxnard Airport over the long-term is greater than that utilized in the City of Oxnard’s Traffic Model which reflects the City’s General Plan buildout scenario. In fact, existing vehicle trips associated with Oxnard Airport are greater than those projected by the City for the year 2020. The traffic analysis completed for this EA/EIR includes existing and projected traffic levels associated with Oxnard Airport and concludes that affected roadways and intersections will continue to operate within acceptable levels of service with planned improvements previously identified by the City of Oxnard. The Proposed Action is, therefore, consistent with the *Oxnard 2020 General Plan*.

Socioeconomic Impact. Forecasts developed as part of the *Draft Airport Master Plan Update* were derived, in part, from population estimates included in the *Oxnard 2020 General Plan*.

The Oxnard 2020 General Plan indicates support for the development of a new, regional aviation facility in Ventura County to provide commercial service to the area. The General Plan further supports Oxnard Airport remaining a primarily general aviation facility with commuter passenger service. The General Plan specifically indicates that “operating levels should not be increased.”

The Proposed Action provides for the continuing use of Oxnard Airport as primarily a general aviation facility with commuter passenger service and is, therefore, in keeping with these statements in the General Plan. The Proposed Action in and of itself will not result in increased operations at the Airport over those of the No Action alternative; however, an increase in operations is forecasted as a result of the Airport’s location and the economic and population growth in the surrounding region.

VENTURA COUNTY GENERAL PLAN GOALS AND POLICIES

The *Ventura County General Plan* was adopted in 1988 and has been amended several times since then. The Plan incorporates several documents, including Goals, Policies and Programs (1996a), and the following appendices: Land Use (1995a), Resources (1994a), Public Facilities and Services (1994a), and Hazards (1994a). As indicated in **Appendix A**, Ventura County Department of

Airports staff reviewed this plan and determined that, in general, the Proposed Action is consistent with the City's General Plan. The following is a discussion of the *Ventura County General Plan* references to noise, compatible land use, and traffic and circulation.

Noise. The *Ventura County General Plan* illustrates Oxnard Airport's 1983 noise condition, as determined in the ANCLUC study of the same year and discussed above. The existing and future noise conditions at Oxnard Airport result in different contours, smaller to the west and slightly larger to the east (see above).

Compatible Land Use. The *Ventura County General Plan* recommends that noise-sensitive land uses be prohibited in the 65 CNEL contour, and only permitted in the 60-65 CNEL contour band "if means will be taken to ensure interior noise levels of CNEL 45 or less." It also sets as a policy that "discretionary development which would endanger the efficient, safe, operation of an airport, or would result in significant land use incompatibility with an airport shall be prohibited." The proposed development projects included in the Proposed Action are all compatible with airport operations and, in the case of the acquisition of land in the RPZ, will increase land use compatibility in the area.

Finally, the *Ventura County General Plan Goals and Policies* sets as a policy that the General Plan shall remain consistent with the Airport Master Plan and Airport Noise Control and Land Use Compatibility (ANCLUC) Study for Oxnard Airport for the purposes of ensuring compatible land uses around the airport.

See also discussion under *Ventura County Airport Comprehensive Land Use Plan*.

Traffic and Circulation. The *Ventura County General Plan* identifies dedicated and eligible scenic highways within the County. Scenic highways, which were once used primarily for recreational purposes, are now planned, in Ventura County, around commuting patterns, to accommodate drivers who want to avoid the higher trafficked roadways. The purpose of identifying Scenic Highway Areas is to protect and preserve the scenic resources within the viewshed of the scenic highway. The following policies apply: (1) all development is evaluated by application for a planned development permit; (2) no protected tree can be removed, damaged, or destroyed without a permit; (3) revegetation must incorporate the use of native plants indigenous to the area; (4) no off-site signs are allowed; and (5) no new use is permitted which could significantly contribute to the degradation or destruction of the scenic resources.

Air Quality. See discussion under *Ventura County Air Quality Management Plan*.

Socioeconomic. The *Ventura County General Plan Goals and Policies* has set a goal to provide facilities at Oxnard Airport which meets the general aviation and commuter service needs of the citizens of Ventura County. The Proposed Action is in keeping with this goal.

Finally, the *Ventura County General Plan Goals and Policies* lists as a program that the Oxnard Airport Master Plan will periodically be updated; therefore, the Proposed Action, which represents that update, is consistent with the County's plan.

VENTURA COUNTY AIRPORT COMPREHENSIVE LAND USE PLAN

The Public Utilities Code of the State of California, Sections 21670 et seq., requires individual county boards of supervisors to establish an Airport Land Use Commission (ALUC) in each county with an airport operated for the benefit of the general public. As an alternative, State law allows the county board of supervisors to authorize an appropriately designated body to fulfill ALUC responsibilities. (See Section 21670.1.) In Ventura County, the Board of Supervisors has designated the Ventura County Transportation Commission to act as the ALUC for the County.

The PUC sets forth the range of responsibilities, duties, and powers of the ALUC. Section 21675 requires the ALUC to formulate a comprehensive land use plan for the area surrounding each public use airport. These plans shall:

(a)... provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the Commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Commission plan shall include a long-range master plan or an airport layout plan ... that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the Commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

State law requires local general plans, specific plans, zoning ordinances, and building regulations to be consistent with the ALUC's plan and provides for the review of amendments to those plans by the ALUC (Section 21676). This consistency requirement extends to proposed modifications in airport master plans. Section 21676 provides as follows:

(c) Each public agency owning any airport within the boundaries of an airport land use commission plan shall, prior to modification of its airport master plan, refer such proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is inconsistent with the purposes of this article stated in Section 21670.

State law also stipulates that the comprehensive airport land use plans can only apply to proposed future land use. They do not apply retroactively to existing development.

In November 1991, the Ventura County Airport Land Use Commission (ALUC) approved an *Airports Comprehensive Land Use Plan (1991 CLUP)* for the three public use airports and one military airport in the County (P&D Aviation, 1991). The Plan is intended to protect and promote the safety and welfare of residents near the military and public use airports in the County, as well as airport users, while promoting the continued operation of those airports. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

The 1991 *CLUP* establishes airport compatibility standards based on safety, noise, and height restriction.

Safety Compatibility. The safety compatibility standards of the 1991 *CLUP* establish three safety zones – an Inner Safety Zone, an Outer Safety Zone, and a Traffic Pattern Zone. Within the Inner Safety Zones, the boundaries of which correspond to the runway protection zones off each runway end, all structures are prohibited. Within the Outer Safety Zones, the boundaries of which correspond to the inner approach areas off each runway end, structural coverage cannot exceed 25 percent of the lot. Selected commercial, industrial, parks, and open space uses are the only conditionally permitted uses in this area. Residential and institutional uses are prohibited. The Traffic Pattern Zone extends 4,000 feet off the runway centerline. Most institutional uses are “unacceptable” within this area according to the 1991 *CLUP*. Residential uses are conditionally compatible provided structural coverage not exceed 25 percent of the lot. Commercial and industrial uses are conditionally permitted if maximum structural coverage is limited to 50 percent of the lot.

The *Draft Airport Master Plan Update* for Oxnard Airport shows a larger runway protection zone (RPZ) for Runway 25 than an earlier airport layout plan that the 1991 *CLUP* was based on. The enlarged RPZ lies within the Inner Safety Zone and part of the Outer Safety Zone as defined in the 1991 *CLUP*. The *Draft Airport Master Plan Update* recommends that the County purchase part of this area and acquire aviation easements throughout the rest of the area. This proposal promotes safety and airport compatibility and is fully consistent with the safety standards of the 1991 *CLUP*.

The *Draft Airport Master Plan Update* also recommends purchasing aviation easements to the part of the Runway 7 protection zone outside airport property. This area lies within the Inner Safety Zone as defined in the 1991 *CLUP*. Again, this promotes airport safety compatibility and is fully consistent with the 1991 *CLUP*.

Noise Compatibility. The noise compatibility standards of the 1991 *CLUP* define mobile home parks and outdoor amphitheatres as “unacceptable” with noise above 60 CNEL. Other residential uses, hotels and motels, and noise-sensitive institutions (hospitals, convalescent homes, schools, places of worship, auditoriums, and theaters) are conditionally acceptable subject to an analysis of

noise reduction requirements and the incorporation of necessary noise insulation into design of new structures. All residential land uses are classified “unacceptable” with noise above 65 CNEL. Various noise-sensitive institutions are described as “unacceptable” with noise above 70 CNEL.

The *Draft Airport Master Plan Update* envisions no changes which would conflict with the noise standards of the 1991 *CLUP*.

Height Restrictions. The height restrictions of the 1991 *CLUP* for Oxnard Airport apply within the inner transitional and approach surfaces – that portion of the FAR Part 77 airspace surfaces below the elevation of the horizontal surface. In the 1991 *CLUP*, that area is based on 34 to 1 approach slopes for both runways.

The *Draft Airport Master Plan Update* shows a 50 to 1 approach slope for Runway 25, reflecting the existing precision instrument approach to that runway. This will enlarge the size of the area lying below the horizontal surface elevation in comparison with the 1991 *CLUP*, which was based on a 34 to 1 approach slope. It would also slightly lower the elevations above which structures would be prohibited by the height restrictions.

The Proposed Action is consistent with the *1991 Comprehensive Land Use Plan* for Ventura County.

The County ALUC is currently in the process of updating the 1991 *CLUP* to reflect the updated airport layout plans for both Oxnard and Camarillo Airports. It is also being updated to reflect updated sets of noise contours developed for both airports in FAR Part 150 Noise Compatibility Studies which are currently nearing completion. Because the new *CLUP* will be prepared in light of the approved Airport Layout Plan and Airport Master Plan, the two documents will be consistent with each other.

VENTURA COUNTY, OXNARD AIRPORT FAR PART 150 STUDY

Ventura County Department of Airports is currently preparing a Noise and Land Use Compatibility Plan for Oxnard Airport, consistent with Federal Aviation Regulation (FAR) Part 150. The *Aviation Safety and Noise Abatement Act of 1979* (ASNA, P.L., 96-193), was enacted “...to provide and carry out noise compatibility programs, to provide assistance to assure continued safety in aviation, and for other purposes.” FAR Part 150 represents the administrative rule promulgated by the FAA to implement the Act. It sets requirements for airport operators who choose to undertake an airport noise compatibility study with federal funding assistance. FAR Part 150 provides for the development of two final documents: noise exposure maps and a noise compatibility program. The County initiated the preparation of these documents in 1997.

The Noise Exposure Map document (NEM) shows existing and future noise conditions at the airport and are considered a baseline analysis. The FAA accepts the NEM based on a review of the process used to develop the contours and identify the noise impacts. A Noise Compatibility Program

document (NCP) is then prepared which evaluates various noise abatement, land use management and mitigation alternatives to reduce or eliminate any previously identified impacts. The NCP also includes the recommend noise compatibility plan for the airport. This plan is ultimately approved by the Airport Sponsor (Ventura County Board of Supervisors). The FAA reviews the identified measures and either accepts them or denies them based on identified criteria and the benefit to the community.

This EA/EIR includes as voluntary mitigation measures for identified Noise and Compatible Land Use impacts, the implementation of the NCP, specifically those measures approved and/or accepted by the FAA and within the County's jurisdiction. The County will also work with other jurisdictions to implement the remaining measures of the NCP outside of their control.

VENTURA COUNTY AIR QUALITY MANAGEMENT PLAN

The California Air Resources Board (CARB) coordinates the statewide air quality planning process which is aimed at meeting both the national and statewide AAQS. They have been identified as the responsible agency for all air quality regulations in the State of California. Local control in air quality management is provided by CARB through county-level Air Pollution Control Districts (APCDs). The Ventura County APCD oversees air quality planning for air pollution sources in Ventura County. The Southern California Association of Governments (SCAG) is also involved in air quality planning and, with the APCD, prepares the AQMP which provides the framework for air pollution management in Ventura County.

Since 1991, several AQMPs have been approved. The 1994 AQMP was prepared to satisfy the planning requirements of the 1990 Federal Clean Air Act Amendments and to outline a strategy for meeting the federal ozone clean air standard. The Plan indicates that Ventura County will attain the federal ozone standard by 2005. The 1995 AQMP Revision was prepared to update information that has changed since the 1994 AQMP was approved. It contains new modeling results and improved emission forecasts. The 1997 AQMP Revision revised the adoption and implementation dates for several control measures.

The 1994 AQMP, including a 1995 revision, was approved by the EPA in September 1996. The AQMP includes air pollution control measures to reduce ROC and NOX emissions, both ozone precursors, and bring the region into compliance with the federal ozone standard. This plan predicts attainment of the federal ozone standard by 2005.

The Proposed Action is consistent with the 1994 AQMP because the current population of the growth area within which the project is located does not exceed the AQMP population target for the year 2000. The most recent population estimates for the Oxnard Growth Area (as provided by the APCD and dated December 31, 1998) indicate that it currently has a population of 159,468. This falls below AQMP growth projections of 161,000 for the year 2000 (Ventura County 1995 Air Quality Management Plan Revision, Appendix E-95, Table E-6). it is located in an area that is not

forecasted to exceed AQMP population forecasts for either the short-term or the long-term planning periods. The most current projections for the Oxnard Growth Area (as developed by the Ventura County Planning Department and Ventura County Organization of Governments) indicate that it is anticipated to have a population of 72,072 by the year 2005 (the closest year to the short-term buildout date). This falls below AQMP growth projections of 79,340 for the year 2005. The most current projections also show that the Oxnard Growth Area is anticipated to have a population of 78,836 by the year 2020, which is below AQMP projections of 84,280 for the same year.

According to correspondence received from the APCD (see **Appendix K**), the project is consistent with the AQMP.

SCAG REGIONAL COMPREHENSIVE PLAN AND GUIDE

The Southern California Association of Governments (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments, Regional Transportation Planning Agency, and a Metropolitan Planning Organization. Among other duties, SCAG is mandated to maintain a comprehensive *Regional Transportation Plan* and *Regional Transportation Improvement Program*. It is also responsible for developing the demographic projections and integrated land use, housing, employment, and transportation programs, measures and strategies portions of the *South Coast Air Quality Management Plan*. It is responsible for determining air quality *general conformity* under the Federal Clean Air Act. SCAG is also responsible for reviewing EIRs for projects of regional significance for consistency with regional plans.

In their response to agency coordination and scoping, SCAG submitted a letter and attached many policies of the *Regional Comprehensive Plan and Guide* (see **Appendix C**). The Plan and Guide identify regional goals to reinvigorate the economy, avoid social and economic inequities and geographical isolation of communities, and maintain the region's quality of life. The letter incorporated those goals considered applicable to the project. Upon review, the *Draft Airport Master Plan Update* appears to be consistent with and promote these policies. In particular, the *Draft Airport Master Plan Update* promotes Commercial Airport Capacity, Ground Access, and Air Cargo policies by proposing to meet the projected increase in demand for the airport. Environmental concerns, such as anticipated off-site increases in automobile traffic, air quality, and water quality, have been addressed in **Chapter Four** of this document. Appropriate mitigation measures have also been included in **Chapter Four** and are reiterated later in this chapter.

ANY INCONSISTENCY OF A PROPOSED ACTION WITH ANY APPROVED STATE OR LOCAL PLANS AND LAWS

The Proposed Action is consistent with approved local and state plans and laws. It provides for the continuing operation of a primarily general aviation airport with commuter air service, as provided for in the *Oxnard 2020 General Plan* and the “facilities to meet the general aviation and commuter service needs of the citizens of Ventura County,” as provided for in the *Ventura County General Plan*. It is also consistent with the *SCAG Regional Comprehensive Plan and Guide* which supports the more efficient use of commercial airport facilities to serve growing air passenger demand in the region and short-haul air passenger demand in the subregions.

MEANS TO MITIGATE ADVERSE ENVIRONMENTAL IMPACTS

Where appropriate, mitigation measures are included in the discussion of the specific environmental impact categories in Chapter Four of this report. **Tables C and D** in the **Summary Chapter** in the front of this document summarizes the environmental findings for the Proposed Action and No Action alternatives, addressing both the project-related and cumulative impacts under each of the environmental categories which were evaluated.

Mitigation measures for Alternative A, Proposed Action are summarized as follows.

- Ventura County Department of Airports will institute a program to purchase or sound insulate dwelling units on Little Farms Road through a voluntary program with homeowners. Up to 30 dwelling units have been identified for acquisition or sound insulation (including 20 single-family homes, three duplexes (total of 6 units), and one four-plex); this includes all three (3) of the residential units impacted by the project, as well as the 22 units impacted under the existing condition. Property owners would be given the opportunity to participate in the program, at their option and when the Department of Airports has secured adequate funding. The Department of Airports will seek funding assistance through the noise set-aside of the Airport Improvement Program administered by the FAA. On properties to be acquired, the Department of Airports will comply with all requirements of the federal *Uniform Relocation and Real Property Acquisition Policy Act of 1970, as amended*, which requires that the value of the property be established through two professional appraisals, and that residents and property owners be assisted in finding replacement housing that is substantially the same as the purchased property, and that moving and relocation expenses be provided to residents and property owners. The County of Ventura will implement those measures of the FAR part 150, Noise and Land Use Compatibility Study (Part 150 Study) currently underway, which are approved and/or accepted by the FAA. The County of Ventura will approve and/or implement those measures under its jurisdiction and will work with other jurisdictions to implement other measures of the Noise Compatibility Program section of the Part 150 Study.

- ~~The County of Ventura will provide the City of Oxnard with up-to-date noise contour projections for their use in future updates to the City's General Plan.~~
- The County of Ventura will comply with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, *FAA Order 5100.37A*, *Land Acquisition and Relocation Assistance for Airport Projects*; and *FAA Advisory Circular 150/5100-17*, *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*.
- The Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action. New construction projects at the airport will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads. If it is determined that the proposed project will have impacts, the Director of Airports and a County and/or City representative will negotiate determine the appropriate fee needed to mitigate the project impact.
- ~~The County of Ventura will meet standard requirements of the City of Oxnard, County of Ventura, State, and the Uniform Building Code to conserve potable water, ensure adequate water flow, and, as appropriate, participate in the funding for improvements to the water distribution system and sewage collection system.~~
- An archaeologist will be retained to monitor all ground disturbing activities associated with airport improvements identified in the *Draft Airport Master Plan Update*. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the *National Historic Preservation Act*.
- Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Oxnard Airport and submit the report to the FAA and the SHPO.
- Ventura County shall utilize Ventura County Air Pollution Control District's construction-related air emissions mitigation measures and standard best management practices to reduce air and water quality impacts resulting from construction activities.
- ~~Should complaints/concerns arise regarding lighting and glare from landside lighting, Ventura County will redirect the lighting and/or install shields to direct the lighting away from the sensitive site.~~
- Ventura County will comply with the County's Source Reduction and Recycling Element policies related to: (1) diverting construction and demolition debris from the waste stream, to the extent feasible; (2) allocating interior and exterior storage space for recycling containers; and (3) incorporating xeriscaping and low growth vegetation into project plans to the fullest extent practical.

DEGREE OF CONTROVERSY ON ENVIRONMENTAL GROUNDS

No Federal, state, or local government agency has expressed any opposition to either the Proposed Action or No Action alternatives based on environmental grounds.



Chapter Six REQUIRED CEQA TOPICS

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REQUIRED CEQA TOPICS

CUMULATIVE IMPACTS

According to the revised *State CEQA Guidelines*, “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR” (Section 15130(a)(1)). The revised CEQA Guidelines further indicate that “a project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact” (Section 15130(a)(3)). Cumulative impacts may also be classified as de minimus, and thus not significant, if the environmental conditions would essentially be the same whether or not the proposed project is implemented (Section 15130(a)(4).

~~*CEQA Section 15130* requires an analysis of cumulative effects found to be significant that includes a summary of projections contained in a related planning document; an analysis of cumulative impacts of related projects using the projected growth; a summary of expected environmental effects; and an examination of options for mitigating or avoiding cumulative impacts.~~

The amount of development considered in a cumulative analysis depends on the resource being evaluated. Because of Oxnard Airport’s location cumulative consideration was given to the City of Oxnard’s *2020 General Plan*, *Ventura County General Plan*, and *Southern California Association*

of Governments (SCAG) Regional Comprehensive Plan and Guide. The Draft Airport Master Plan was prepared using population growth estimates from the Oxnard 2020 General Plan, and SCAG.

~~The *Draft Airport Master Plan* reflects a response to population and economic growth projections identified by these other agencies. From that perspective, the Proposed Action reflects the results of cumulative growth within the City and within the region, and is not expected to be the cause of additional growth.~~

~~Continued development in the region will result in increased use of the Airport which, in turn, is expected to result in increased noise, traffic, and air quality impacts. These impacts would occur under either the Proposed Action or No Action alternatives because they are the result of the increased demand for the use of the airport resulting from the increase in community and regional population and economic growth. Should the region cap growth at current levels, these impacts would likely be reduced and/or eliminated.~~

~~This EA/EIR on the *Draft Airport Master Plan Update* for Oxnard Airport also addresses the cumulative impacts of the Proposed Action, the adoption of the Airport Master Plan, on the community within Chapter Four of this document. Cumulative noise, compatible land use, traffic and circulation, and air quality impacts are evaluated and, where appropriate, mitigation measures are identified. ~~These impacts and mitigation measures are described in detail in Chapter Four of this document.~~ The following discussion summarizes the findings discussed earlier.~~

Regarding noise and compatible land use, the project-related impacts of the Proposed Action is an increase in the number of residential units within the significant noise contour of three units. The cumulative impacts of the project is to the same three units. The mitigation measure identified in Chapter Four mitigates both the direct and cumulative impacts to these homes. In addition, it allows for mitigation (acquisition or sound insulation) of up to 27 other homes in the same area known as Little Farms Road, including the 22 residential units impacted under the existing condition.. The additional five (5) homes may be cumulatively impacted under the FAA's definition of social impacts because noise does not stop at the 65 CNEL contour and, if the neighboring properties are either razed or sound insulated, and their homes are not, there may be secondary impacts to these properties in terms of value. The result of the mitigation measure is a beneficial impact on the 27 residential units that are not considered directly or cumulatively impacted and a less-than-significant impact on the three (3) units which are considered directly and cumulatively impacted.

Regarding social impacts, no cumulative impacts are expected because the noise and compatible land use mitigation measures have included the entire neighborhood of Little Farms Road.

Regarding traffic and circulation, cumulative impacts to Fifth Street and the intersections with Victoria Avenue and Ventura Road are considered to be less-than-significant because the Ventura County Department of Airports will participate in the traffic mitigation fee program (*State CEQA Guidelines*, Section 15130(a)(3)).

Regarding air quality, cumulative impacts are considered *de minimus* because air travelers, both on commercial and general aviation flights, would still need to be accommodated within the region, hence the emissions would be the same whether or not the Proposed Action is implemented (*State CEQA Guidelines*, Section 15130(a)(4)).

Cumulative water supply and wastewater treatment impacts are classified as less-than-significant because the County of Ventura, Department of Airports has agreed to participate in funding their fair share of improvements to the water distribution and sewage collection systems, as necessary (*State CEQA Guidelines*, Section 15130(a)(3)).

Finally, cumulative impacts for solid waste impact/disposal were found to be less-than-significant based on correspondence received from the Ventura County Solid Waste Management Department. It is, however, necessary for the County to comply with AB 939 regarding solid waste management and use of recyclable materials. The Department of Airports is expected to assist in achieving the County-wide waste diversion goal of 50 percent by the year 2000. Mitigation measures are provide to assist in this effort.

Identified mitigation measures reduce cumulative impact to a level of less-than-significant.

~~RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY~~

~~Oxnard Airport is located on the boundary between the urbanized area of the City of Oxnard and the San Buenaventura-Oxnard Greenbelt. The Proposed Action does provide for restrictions to future development in the immediate vicinity of the Airport. Specifically, the County would acquire a total of 48.51 acres, removing this property from the City's developable area. In addition, the County would acquire avigation easements over an additional 111.15 acres, restricting its future use to those which are airport compatible. These acquisitions are being completed to enhance safety at the airport, both existing and long-term.~~

~~In the short-term, the Proposed Action is not expected to result in increased development pressures within the Oxnard region. Instead, it is intended to respond to those demands.~~

~~If productivity is defined in terms of natural resources, long-term productivity of the environment will be somewhat reduced as development occurs. Specifically, approximately eight acres which is currently farmed will be paved to accommodate parking and aircraft hangars. The approximately 31 acres in the runway protection zone which are proposed for acquisition would be cleared of all structures and retained as open space, thus providing a productivity benefit.~~

~~As indicated previously, both the No Action and the Proposed Action are expected to generate equal increases in noise levels and air quality emissions. Currently, there are no mitigation measures to~~

~~reduce air quality impacts from aircraft, as there are for other uses and users. (The EPA regulates aircraft emissions and does not recommend or require special mitigation measures to reduce or eliminate these emissions in nonattainment areas.) The noise effects are being separately evaluated and its effects may be reduced or eliminated in the future. As a mitigation measure to the EA/EIR, Ventura County will implement the FAA approved and accepted portions of the on-going FAR Part 150 Noise and Land Use Compatibility Study for Oxnard Airport.~~

~~Water and energy uses will be consumed as growth in the airport's use continues. Demand for sewage treatment and solid waste disposal methods and sites will also increase. The consumption of natural gas, gasoline, and electricity will be increased, thus increasing the demand for fossil fuels.~~

~~With identified mitigation, the approval of the *Draft Airport Master Plan* will allow Ventura County to consider incremental improvements of the Airport in an environmentally sound fashion. The short-term use of the property for the airport and approval of a plan to accommodate growth will facilitate the efficient use of the airport in the long-term.~~

~~Finally, if Oxnard Airport were not able to meet the projected demand for commercial and general aviation activity, these passengers and users would need to find alternative transportation to their destinations. This would likely result in longer vehicle trips as residents and business travelers commute to/from one of the other nearby airports, such as Burbank, Los Angeles, or Santa Barbara. As these people would likely be using either automobiles or aircraft to reach their destinations, the air quality emissions of the Proposed Action may be considered regional and not project-specific.~~

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Implementation of the *Draft Airport Master Plan* will constitute an irreversible and irretrievable commitment of the following non-renewable or slowly renewable resources: open land, energy resources (natural gas, coal, oil, fossil fuels), water, construction materials (lumber, gravel, sand, cement, asphalt, metal), and clean air.

The Proposed Action will remove 7.9 acres which are currently farmed and convert them to airport-related uses (parking lot, aircraft hangar area). This land is designated by the City of Oxnard for urban land use (specifically, airport compatible land uses). In addition, the conservation easements proposed to be obtained on an additional 111.15 acres will result in their reuse and/or redevelopment as compatible land uses. The remaining land to be acquired would either remain undeveloped or would be cleared of all existing structures to ensure land use compatibility and compliance with airspace requirements. This land would not be available for other development.

Continued use of the Airport would require an adequate supply of potable water. Water in California is tightly regulated and controlled, and is not in abundant supply. For these reasons, the Airport will

continue to contribute to the cumulative loss of water resources in Ventura County. It is important to note, however, that this commitment of water resources is expected to occur regardless of whether the Proposed Action is approved and implemented.

The volume of traffic in the project area will continue to increase either with or without implementation of the Proposed Action, resulting in the additional consumption of non-renewable fossil fuels.

Air quality within Ventura County will be further degraded, thereby resulting in an irreversible and irretrievable commitment of resources. This increase in air quality pollutant emissions is expected to occur under either the No Action or Proposed Action alternatives. Project related impacts on air quality will be at least partially mitigated by clean air standards and policies of the Ventura County Air Pollution Control District with regards to construction mitigation.

As previously stated, if Oxnard Airport were not available for commercial or general aviation activity, these passengers and users would find alternative transportation to their destination. This would likely result in longer vehicle trips as residents and business travelers commute to/from one of the other nearby airports, such as Burbank, Los Angeles, or Santa Barbara. This would result in a greater commitment of fossil fuel than the Proposed Action.

GROWTH INDUCING IMPACTS

In describing how growth inducing impacts are to be treated in an EIR, *CEQA Guidelines Section 15126(g)* states that “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The *Draft Airport Master Plan* for Oxnard Airport is intended to provide a plan for responding to regional population and economic growth, and is not expected to be growth inducing in and of itself. It is important to note, however, that the ability of a region to attract population and business is partially dependent on the availability of regional access to the nation’s aviation system. As such, Oxnard Airport is expected to have some role in the attractiveness of the local community and, therefore, may be considered to have some influence on regional growth.

It is also important to note, that the development strategy outlined in the *Draft Airport Master Plan Update* was developed to more efficiently accommodate the projected demand for the use of the airport facility. This increased demand and use of the airport is expected to occur regardless of the implementation of the Proposed Action, and can be accommodated at the current facility, but in a less efficient manner than proposed.

In the field of airport planning, it is the accepted industry standard that implementation of an Airport Master Plan, in and of itself, does not generate additional airport activity or, by extension,

local/regional socioeconomic growth, rather it is intended to respond to it. The preparation of an Airport Master Plan is intended to identify potential future facility demands (as reflected in the number of operations, based aircraft, and passenger enplanements) and provide the airport sponsor with the means to address those demands. The demands themselves are a byproduct of local and regional population and economic growth, which are forecasted by others and are external to the control of the airport. Under this approach, the Proposed Action would have project and cumulative impacts, but no growth-inducing effect.

It is, however, reasonable to assume that the proposed improvements would generate some increase in activity as a direct result of making the airport more attractive and convenient for its users. Similarly, it is also reasonable that the No Action would result in reduced demand for the facility in the long-term (less attractive, inconvenient). Whether the aviation demand forecasts prepared for the Airport Master Plan, and used in this document, represent the Proposed Action (from which the No Action would be less) or the No Action (from which the Proposed Action would be greater) is undeterminable at this point in time. There is currently no methodology for calculating the difference between demand for an improved airport and an unimproved airport in instances where the project does not result in any significant increase in airport capacity (represented by the Annual Service Volume). For this reason, the Oxnard Airport's aviation demand forecasts, which were calculated based on external local and regional socioeconomic forecasts, represents the reasonably foreseeable future demand for the airport facility. Under this approach it is feasible to estimate the project impacts and cumulative impacts of the Proposed Action, but not growth-inducing impacts.



Chapter Seven

LIST OF PREPARERS

Environmental Assessment /
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Chapter Seven

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Persons responsible for preparation of this Environmental Assessment document and significant supporting background analysis and materials are listed below.

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Joe Johns, Geoff Reilly, and Scott Weinstock, Envicom	Air Quality Analysis	
VENTURA COUNTY EVALUATORS		
Kari Gialketsis, Environmental Coordinator Consultant, Ventura County Department of Airports	Land Use Planning, Environmental Analysis and Documentation	B.A. Environmental Studies and Geography. Thirteen years experience in land use planning and environmental evaluation.
Rodney L. Murphy, C.A.E., Director of Airports, Ventura County Department of Airports	Airport Management and Administration	Certified Airport Executive. Fifteen years airport management and operations of city and county airports.
Donald O. Hurley, Senior Civil Attorney, Ventura County	Public Legal Counsel	J.D., Hastings College of Law. Twelve years experience as legal advisor to airports.

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
FEDERAL AVIATION ADMINISTRATION EVALUATOR		
Charles B. Lieber, Regional Environmental Planner, Airports Division, Western Pacific Region	Principal FAA airport planner responsible for FAA evaluation and contribution to all parts of the EA and overall coordination of comments from various Federal, State and local government agencies.	B.S., Architecture. Twenty-seven years engineering experience with 20 years experience in airport/airfield planning, design, construction, and maintenance.



Appendix A INITIAL STUDY

Environmental Assessment /
Environmental Impact Report

8-5-17

SECTION B
 INITIAL STUDY CHECKLIST
 PROJECT NO. _____

OXNARD AIRPORT MASTER PLAN

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
		GENERAL:	1. GENERAL PLAN ENVIRONMENTAL GOALS AND POLICIES (PLNG.):				✓		
LAND USE:	2. LAND USE (PLNG.)								
	A. COMMUNITY CHARACTER:		✓				✓		
	B. HOUSING:	✓				✓			
	C. GROWTH INDUCEMENT:		✓				✓		
RESOURCES:	3. AIR QUALITY (APCD)								
	A. REGIONAL				✓				✓
	B. LOCAL:				✓				✓
	4. WATER RESOURCES (PWA)								
	A. GROUNDWATER QUANTITY:		✓				✓		
	B. GROUNDWATER QUALITY:		✓				✓		
	C. SURFACE WATER QUANTITY:		✓				✓		
	D. SURFACE WATER QUALITY:		✓				✓		
	5. MINERAL RESOURCES (PLNG.)								
	A. AGGREGATE:	✓				✓			
	B. PETROLEUM:	✓				✓			
	6. BIOLOGICAL RESOURCES								
	A. ENDANGERED, THREATENED, OR RARE SPECIES:	✓				✓			
	B. WETLAND HABITAT:	✓				✓			
	C. COASTAL HABITAT:	✓				✓			
	D. MIGRATION CORRIDORS:	✓				✓			
	E. LOCALLY IMPORTANT SPECIES/COMMUNITIES:	✓				✓			
	7. AGRICULTURAL RESOURCES (AG. DEPT.)								
	A. SOILS:	✓				✓			
	B. WATER:	✓				✓			
	C. AIR QUALITY/MICRO-CLIMATE:	✓				✓			
	D. PESTS/DISEASES:	✓				✓			
	E. LAND USE INCOMPATIBILITY:	✓				✓			
	8. VISUAL RESOURCES								
	A. SCENIC HIGHWAY (PLNG.):	✓				✓			
	B. SCENIC AREA/FEATURE:	✓				✓			
	9. PALEONTOLOGICAL RESOURCES:	✓				✓			
	10. CULTURAL RESOURCES								
	A. ARCHAEOLOGICAL:	✓				✓			
	B. HISTORICAL (GSA):	✓				✓			
	C. ETHNIC, SOCIAL OR RELIGIOUS:	✓				✓			
	11. ENERGY RESOURCES:	✓				✓			
12. COASTAL BEACHES & SAND DUNES:	✓				✓				

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
		HAZARDS:							
	13. <u>SEISMIC HAZARDS (PWA)</u>								
	A. FAULT RUPTURE:	✓				✓			
	B. GROUND SHAKING:	✓				✓			
	C. TSUNAMI:	✓				✓			
	D. SEICHE:	✓				✓			
	E. LIQUEFACTION:	✓				✓			
	14. <u>GEOLOGIC HAZARDS (PWA)</u>								
	A. SUBSIDENCE:	✓				✓			
	B. EXPANSIVE SOILS:	✓				✓			
	C. LANDSLIDES/MUDSLIDES:	✓				✓			
	15. <u>HYDRAULIC HAZARDS (PWA/FCD)</u>								
	A. EROSION/SILTATION:	✓				✓			
	B. FLOODING:		✓			✓			
	16. <u>AVIATION HAZARDS (AIRPORTS):</u>			✓				✓	
	17. <u>FIRE HAZARDS (FIRE):</u>	✓				✓			
	18. <u>HAZARDOUS MATERIALS/WASTE</u>								
	A. ABOVE-GROUND HAZARDOUS MTL'S. (FIRE):		✓				✓		
	B. BELOW-GROUND HAZARDOUS MTL'S. (EH):	X	✓			✓			
	C. HAZARDOUS WASTE (EH):		✓				✓		
	19. <u>NOISE AND VIBRATION:</u>				✓				✓
	20. <u>GLARE:</u>	✓				✓			
PUBLIC FACILITIES/SERVICES:									
	21. <u>TRANSPORTATION/CIRCULATION</u>								
	A. PUBLIC ROADS AND HIGHWAYS								
	(1) LEVEL OF SERVICE (PWA):		✓				✓		
	(2) SAFETY/DESIGN (PWA):		✓				✓		
	(3) TACTICAL ACCESS (FIRE):		✓				✓		
	B. PRIVATE ROADS AND DRIVEWAYS (FIRE)								
	(1) SAFETY/DESIGN:		✓				✓		
	(2) TACTICAL ACCESS:		✓				✓		
	C. PEDESTRIAN/BICYCLE								
	(1) PUBLIC FACILITIES (PWA):	✓				✓			
	(2) PRIVATE FACILITIES:	✓				✓			
	D. PARKING (PLNG.):	✓				✓			
	E. BUS TRANSIT:	✓				✓			
	F. RAILROADS:	✓				✓			
	G. AIRPORTS (AIRPORTS):			✓				✓	
	H. HARBORS (GSA):	✓				✓			
	I. PIPELINES:	✓				✓			
	22. <u>WATER SUPPLY</u>								
	A. QUALITY (EH):	✓				✓			
	B. QUANTITY (PWA/EH):				✓				✓
	C. FIRE FLOW (FIRE):		✓				✓		

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
		PUBLIC FACILITIES/ SERVICES (CONT.):							
23.	<u>WASTE TREATMENT/DISPOSAL</u>								
	A. INDIVIDUAL SEWAGE DISPOSAL SYSTEM (EH):	✓				✓			
	B. SEWAGE COLLECTION/TREATMENT FACILITIES:		✓		✓		✓		✓
	C. SOLID WASTE FACILITIES (SWMD):		✓				✓		
24.	<u>UTILITIES</u>								
	A. ELECTRIC:	✓				✓			
	B. GAS:	✓				✓			
	C. COMMUNICATION:	✓				✓			
25.	<u>FLOOD CONTROL/DRAINAGE</u>								
	A. FCD FACILITY (FCD):		✓				✓		
	B. OTHER FACILITIES (PWA):	✓				✓			
26.	<u>LAW ENFORCEMENT/EMERGENCY SYS. (SHERIFF)</u>								
	A. PERSONNEL/EQUIPMENT:				✓				✓
	B. FACILITIES:				✓				✓
27.	<u>FIRE PROTECTION (FIRE)</u>								
	A. DISTANCE/RESPONSE TIME:		✓				✓		
	B. PERSONNEL/EQUIPMENT/FACILITIES:		✓				✓		
28.	<u>EDUCATION</u>								
	A. SCHOOLS:	✓				✓			
	B. LIBRARIES (LIB. AGENCY):	✓				✓			
29.	<u>RECREATION (GSA)</u>								
	A. LOCAL PARKS/FACILITIES:	✓				✓			
	B. REGIONAL PARKS/FACILITIES:	✓				✓			
	C. REGIONAL TRAILS/CORRIDORS:	✓				✓			

•EXPLANATION: DEGREE OF EFFECT
N = NO EFFECT
LS = LESS THAN SIGNIFICANT EFFECT
S = SIGNIFICANT EFFECT; MND OR EIR REQUIRED.
U = UNKNOWN; EIR REQUIRED.

AGENCIES

APCD - AIR POLLUTION CONTROL DISTRICT
PWA - PUBLIC WORKS AGENCY
PLNG. - PLANNING DIVISION
GSA - GENERAL SERVICES AGENCY
AG. DPT. - AGRICULTURAL DEPARTMENT
FCD - FLOOD CONTROL DISTRICT

AIRPORTS - DEPARTMENT OF AIRPORTS
FIRE - FIRE PROTECTION DISTRICT
SHERIFF - SHERIFF'S DEPARTMENT
EH - ENVIRONMENTAL HEALTH DIVISION
SWMD - SOLID WASTE MANAGEMENT DEPT.
LIB. AGENCY - LIBRARY SERVICES AGENCY

D. MANDATORY FINDINGS OF SIGNIFICANCE		YES/MAYBE	NO
BASED ON THE INFORMATION CONTAINED WITHIN SECTIONS B AND C:			
1.	DOES THE PROJECT HAVE THE POTENTIAL TO SIGNIFICANTLY DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL, OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	✓ maybe	
2.	DOES THE PROJECT HAVE THE POTENTIAL TO ACHIEVE SHORT-TERM, TO THE DISADVANTAGE OF LONG-TERM, ENVIRONMENTAL GOALS? (A SHORT-TERM IMPACT ON THE ENVIRONMENT IS ONE WHICH OCCURS IN A RELATIVELY BRIEF, DEFINITIVE PERIOD OF TIME WHILE LONG-TERM IMPACTS WILL ENDURE WELL INTO THE FUTURE).		✓
3.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (SEVERAL PROJECTS MAY HAVE RELATIVELY SMALL INDIVIDUAL IMPACTS ON TWO OR MORE RESOURCES, BUT THE TOTAL OF THOSE IMPACTS ON THE ENVIRONMENT IS SIGNIFICANT).	✓	
4.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	✓	

E. DETERMINATION OF ENVIRONMENTAL DOCUMENT	
ON THE BASIS OF THIS INITIAL EVALUATION:	
<input type="checkbox"/>	I FIND THE PROPOSED PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT, AND A NEGATIVE DECLARATION SHOULD BE PREPARED.
<input type="checkbox"/>	I FIND THAT ALTHOUGH THE PROPOSED PROJECT COULD HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT, THERE WILL NOT BE A SIGNIFICANT EFFECT IN THIS CASE BECAUSE THE MITIGATION MEASURE(S) DESCRIBED IN SECTION C OF THE INITIAL STUDY WILL BE APPLIED TO THE PROJECT. A MITIGATED NEGATIVE DECLARATION SHOULD BE PREPARED.
<input checked="" type="checkbox"/>	I FIND THE PROPOSED PROJECT, INDIVIDUALLY AND/OR CUMULATIVELY, MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED.*

Kari Gialkitis
SIGNATURE OF PERSON RESPONSIBLE
FOR ADMINISTERING THE PROJECT

8-5-97
DATE

*EIR ISSUES OF FOCUS: air quality, noise, water supply, sewer law enforcement

Section C
DISCUSSION OF RESPONSES TO CHECKLIST
OXNARD MASTER PLAN

1. General Plan Environmental Goals and Policies:

The Department of Airports has reviewed the Ventura County General Plan Goals and Policies and related environmental issues applicable to the Oxnard Airport Master Plan. The proposed Oxnard Airport Master Plan is consistent with the General Plan Goals and Policies related to water resources, mineral resources, biological resources, farmland resources, scenic resources, paleontological and cultural resources, energy resources, coastal beaches and sand dunes, fault ruptures, ground shaking, tsunami, seiche, liquefaction, subsidence, expansive soils, landslides/mudslides, airport hazards, coastal wave and beach erosion hazards, flood hazards, inundation from dam failure, land use, land use designations, population and housing, employment and commerce/industry, public facilities and services, and hazardous materials, fire protection and transportation. These issue areas are addressed in more detail in their related sections that follow.

Other issue areas that have been identified as having potential adverse impacts or undetermined impacts include air quality and noise. These issues will be addressed in an environmental impact report.

Department of Airports staff has also reviewed the City of Oxnard 2020 General Plan Goals and Policies. The Airport property is designated “Open Space – Miscellaneous” in the City’s General Plan and Zoned “M-P-D” Industrial, Planned Development. Airports are an allowed use in this zone. The City’s General Plan discusses the Oxnard Airport in the Regional Planning Framework chapter, and Land Use, Circulation, Open Space/Conservation, Safety and Noise Elements. Additional relevant sections include the Community Design chapter and Parks and Recreation Element.

In general, these sections of the 2020 Plan discuss land use compatibility and safety issues. The City’s General Plan defines the Oxnard Airport “Sphere of Interest” and “Clear Zones”. Proposed development in these designated areas require review by the Oxnard Airport Authority and/or the Airport Land Use Commission. The Airport Land Use Compatibility Plan, as well as, City’s General Plan define compatible land uses adjacent to the airport. Both documents specifically state that residential uses are not compatible or safe within the Airport “Clear Zones”. In addition, the Oxnard High School is identified as a potential land use conflict and has been relocated since the adoption of the Plan. Therefore, provided that the City adheres to the General Plan Policies for promoting compatible land uses adjacent to the Airport, no significant impacts are anticipated with implementation of the Oxnard Airport Master Plan. Airport staff finds that for the reasons above and because the Oxnard Airport Master Plan is a demand-based document, and does not propose expansion of the facilities, it is consistent with the Goals and Policies of the City’s 2020 General Plan.

2. Land Use

- A. Community Character - The Oxnard Airport is currently located in an urban area. Adoption of the Master Plan will have a less than significant effect on the character of the community because it is not introducing a new land use or significant alteration to the existing airport. Proposed construction and improvements will be consistent with and in support of existing airport facilities provided that the City of Oxnard and Ventura County adhere to current land use designations on adjacent properties and the recommendations of the Ventura County Transportation Commission's Airports Comprehensive Land Use Plan (updated 3/96). No significant impacts are anticipated.
- B. Housing - The proposed project will not remove, create or demand additional housing because it is a demand-based, planning document designed to serve projected needs and will not require development of additional land. Therefore, the proposed project will not have a significant effect on housing.
- C. Growth Inducement - The proposed Master Plan will not create new growth or remove obstacles for growth because it is a demand-based document. Therefore, it will not have a significant effect with regards to growth inducement.

3. Air Quality

Potential air quality impacts have not been determined at this time. Therefore an air quality impact analysis will be prepared as part of the EIR/EA. The analysis will include discussion as required per the Air Pollution Control District Guidelines.

4. Water Resources

Both groundwater and surface water resources have been determined to have less than significant potential impacts. Based upon the projected increase in long range annual operations water uses other than irrigation would be expected to about double. This is not considered to be significant by the water resources section of the Public Works Agency.

5. Mineral Resources

- A. Aggregate - The proposed project site is already developed, is not located within an MRZ-2 zone, and will not hamper access to aggregate resources. Therefore, it will not have a significant impact on aggregate resources.
- B. Petroleum - The project site is not under an existing CUP for oil and gas. Implementation of the Master Plan will not hamper access to existing oil resources.

6. Biological Resources

- A. Endangered, Threatened, or Rare Species - The proposed Master Plan involves improvements to the existing airport facilities. New construction will be limited to currently paved and farmed areas as opposed to biologically sensitive or undeveloped areas. Therefore, the proposed project will not have a significant effect on biological resources.
- B. Wetland Habitat - See response to "A" above.

- C. Coastal Habitat - The proposed project is not located in the coastal zone.
- D. Migration Corridors - The adoption of the proposed Master Plan will only allow intensification of an existing use, as opposed to new development on an undeveloped parcel. Therefore, it will not affect migration corridors.
- E. Locally Important Species/Communities - See responses to “A” and “D” above.

7. Agricultural Resource

The proposed Master Plan is not expected to significantly impact any agricultural resources. Implementation of the Master Plan will not have an affect on land that is currently under agricultural production and, therefore, will not have a significant impact on agricultural resources.

8. Visual Resources

- A. Scenic Highway - The implementation of the proposed Master Plan will not change the existing views of the airport from Victoria Avenue which is an eligible county scenic highway per the County General Plan Resources Appendix. New construction will occur only in an already urbanized area and will be consistent with existing airport development. Therefore, it will not have a significant effect on a scenic highway.
- B. Scenic Area/Feature - The proposed project will not have a significant effect on a scenic feature/area. See response to “A” above.

9. Paleontological Resources -

The project site is located in an area of “Undetermined Importance” on the County’s Unified Mapping System. However, the site is currently developed and proposed new development is planned to be located on previously disturbed areas. Therefore, the adoption of the proposed Master Plan will not have a significant effect on paleontological resources.

10. Cultural Resources

- A. Archaeological - See response to number 9 above.
- B. Historical - Implementation of the proposed Master Plan will not affect any known historical resources.
- C. Ethnic, Social or Religious - There are no ethnic, social or religious establishments within the project area. There are no proposed changes to the existing land use. Therefore, the proposed project will not have a significant effect on these resources.

11. Energy Resources

The proposed project will not have a significant impact on energy resources by definition in the County’s CEQA Supplement.

12. Coastal Beaches & Sand Dunes

The proposed project will not have a significant impact on coastal beaches and sand dunes because it is not located within the coastal zone.

13. Seismic Hazards

According to the County Development and Inspection Services Division, the proposed Master Plan is not subject to any seismic hazards.

14. Geologic Hazards

County Development and Inspection Services has reviewed the proposed Master Plan and indicated that it will not be subject to any geologic hazards.

15. Hydraulic Hazards

A Master Plan of Drainage has been prepared by the Department of Airports and has been reviewed by the Flood Control Division. This Plan is expected to adequately address potential flooding issues at the airport.

16. Aviation Hazards

Implementation of the Oxnard Master Plan is intended to help prevent potential aviation hazards by improving airport facilities to meet demand in the foreseeable future. All improvements have been or will be planned to meet FAA regulations and will be designed to meet FAA, as well as, local building and construction requirements. Therefore, the proposed project is expected to have a positive significant impact on aviation hazards.

17. Fire Hazards

Oxnard Airport voluntarily maintains a Federal Aviation Regulations, Part 139, certificate of operation. FAR Part 139 is the standard for "Certification and Operation: Land Airports Serving Certain Air Carriers". It is applicable to airports that serve passenger operations of a scheduled airline using an aircraft with more than 30 seats. FAR Part 139 establishes minimum levels of fire protection equipment and response. Oxnard Airport does not have service from air carriers with more than 30 seats. Therefore, it is not required to maintain a Part 139 certificate and any minimum level of fire equipment. However, Oxnard Airport has a crash/fire truck that exceeds the minimum requirement (Index A) of the FAR. The current vehicle provides: 500 pounds of dry chemical, 650 gallons of water, and 110 gallons of AFFF. In addition, the Department of Airports is currently negotiating to purchase a new firefighting truck for the City of Oxnard. Therefore, Oxnard Airport exceeds the federal requirements for fire hazards.

18. Hazardous Materials/Waste

- A. Above-ground hazardous materials - City of Oxnard Fire Officials have indicated concern over this issue. However, the Department of Airports will comply with all local and State requirements when installing and maintaining new above-ground storage tanks. Therefore, no significant impacts are anticipated.
- B. Below-ground hazardous materials - Future development allowed pursuant to the Master Plan will not utilize underground hazardous material storage tanks. The Department of Airports will comply with applicable Federal, State and local regulations pertaining to removal of existing underground hazardous material storage tanks. This will reduce potential impacts to a level considered less than significant.

- C. Hazardous Waste - Current and future development allowed pursuant to the Master Plan may generate hazardous wastes. The Department of Airports will continue to comply with Federal, State and local regulations pertaining to these materials that will reduce potential impacts to a level considered less than significant.

19. Noise and Vibration

Existing noise information including noise contours from the airport indicates less than significant noise impacts. However, because there may be an increase in airport use, additional noise evaluation will be conducted as part of the environmental review process. A Part 150 Noise Study is currently being prepared by a qualified consultant for the Oxnard Airport. Existing information and any new information from this study will be included in the EIR/EA.

20. Glare

The proposed project is not expected to introduce any new sources of light and glare. Therefore, it will not have a significant glare impact.

21. Transportation/Circulation

A. & B. Public and Private Roads, Drives and Highways

A preliminary traffic impact assessment has been prepared by a qualified transportation engineer. The study estimates potential trip generation associated with the Master Plan for the short-term, intermediate-term, and long-range planning horizons as 452 ADT, 743 ADT, and 1,282 ADT, respectively. The complete study will be included in the EIR/EA. However, because the Master Plan is a demand-based planning document, it is not certain that all of the proposed improvements within the Plan will be constructed. Therefore, potential traffic impacts may or may not be realized.

In order to recognize these potential impacts without imposing unwarranted fees, the Department of Airports suggests the following mitigation Program:

The Department of Airports agrees to comply with the Ventura County Transportation Department and City of Oxnard Public Services Division Traffic Impact Fee Programs on a project-by-project basis. The fees will be assessed on an evaluation of each project at the building permit stage of development. A project description will be submitted to both County Transportation and the City designee for evaluation. If deemed to have an impact, the appropriate fee will be negotiated by the Director of Airports and Transportation Planning designee of each agency.

C. Pedestrian/Bicycle

The airport Master Plan does not propose any facilities that would affect the off-site pedestrian or bicycle traffic on the transportation network. The improvement of Fifth Street to the City's planned section will improve the pedestrian and bicycle facilities in the airport area.

D. Parking - The proposed Master Plan includes additional parking lot construction to

meet the anticipated demands. Therefore, there will be enough new spaces to meet parking requirements.

- E. Bus Transit - Bus service, similar to the airport, is demand driven. The adoption of the airport Master Plan by itself will not create additional demand on bus service. Therefore, the airport Master Plan will not have a significant impact on bus service.
- F. Railroads - See response to 21E above.
- G. Airports - The proposed project is a Master Plan designed to improve and meet anticipated demands for airport facilities. Therefore, the proposed project will have a significant positive impact on airports.
- H. Harbors - The proposed project will not have a significant impact on harbors.
- I. Pipelines - The proposed project will not have a significant impact on pipelines.

22. Water Supply

- A. Domestic Water Supply - Oxnard Airport is currently served by and planned to be served in the future by the City of Oxnard public water system. Conformance of specific future development with applicable State and local requirements pertaining to domestic water supply systems will prevent potential adverse impacts to the quality of water supplied by the domestic water distribution system.
- B. Quantity - This issue will be addressed in the EIR/EA.
- C. Fire Flow - Provided that the water quantity is available, the Department of Airports will upgrade facilities, as necessary, to meet required fire flow.

23. Waste Treatment/Disposal

- A. ISD Systems - Oxnard Airport is currently served by and planned to be served in the future by the City of Oxnard public sewer system. Therefore, no individual sewage disposal system (septic systems) will be utilized for future development, thus no adverse environmental impacts attributable to septic systems will occur.
- B. Sewage Collection/Treatment Facilities - The Oxnard Airport is located within the City of Oxnard Sanitation Department. The City of Oxnard will be contacted and this issue will be discussed in the EIR/EA.
- C. Solid Waste Facilities - Based upon the County "Initial Studies Guidelines for Assessing Solid Waste Impacts" thresholds of significance and the Oxnard Airport Master Plan description, project and cumulative impacts are considered less than significant. However, mitigation measures including information about the management of solid waste and recyclable materials will be discussed in the EIR/EA.

24. Utilities

- A. & C. Electric and Communication - The project site is already served by these utilities. No new service or extension of these services is anticipated. Therefore, there will not be a significant impact on these services.
- B. Gas - The project site is located within a service area for existing gas service. Therefore, there will not be a significant impact on gas service.

25. Flood Control/Drainage

A Master Plan for Drainage at the Oxnard Airport has been recently prepared. Implementation of this plan will eliminate this potential impact to less than significant

levels. This report has been reviewed by the Flood Control Division of Ventura County.

26. Law Enforcement/Emergency Services

The Department of Airports currently has a letter of agreement with the City of Oxnard Police Department to provide law enforcement support for the airline terminal. In addition, the Department of Airports provides 24 hour security at the airport. Although it is anticipated to be insignificant, this issue will be discussed in the EIR/EA.

27. Fire Protection

See response to number 17 above.

28. Education

A. & B. Schools and Libraries - The proposed Airport Master Plan is a non-residential use and therefore will not have a significant impact on schools and libraries.

29. Recreation

The proposed Oxnard Airport Master Plan is a non-residential use and, therefore, is not expected to significantly affect recreational facilities.

OXNARD AIRPORT MASTER PLAN INITIAL STUDY
REFERENCES/PERSONS CONSULTED

REFERENCES

City of Oxnard, 2020 General Plan, November 1990.

Department of Transportation, Federal Aviation Administration, Order No. 5050.4A, Airport Environmental Handbook.

State of California, Office of Planning and Research, California Environmental Quality Act: Statutes and Guidelines, 1996.

Ventura County, Administrative Supplement to State CEQA Guidelines, 1994.

Ventura County, Air Pollution Control District, 1994 Air Quality Management Plan, Appendix G-94, Guidelines for Preparation of Air Quality Impact Analyses, October 1989.

Ventura County, General Plan, 1988.

Ventura County, Initial Study Assessment Guidelines, November 1992.

Persons Consulted

1. Alicia Stratton, Ventura County Air Pollution Control District
2. Chris Stephens, Ventura County Transportation Commission
3. Dick Maggio, City of Oxnard Community Development Director
4. Ralph Steele, City of Oxnard City Planner
5. Tim Merwin, SCAG
6. Charles Lieber, Airport Planner FAA
7. Bob Brownie, Ventura County Transportation Department
8. Darrell Siegrist, Ventura County Environmental Health Division
9. Haywood Merricks III, Fire Marshall City of Oxnard
10. Al Echarren, Ventura County Public Works Agency, Development Inspection Services
11. Fred Boroumand, Ventura County Public Works Agency Flood Control Division
12. Lowell Preston, Ventura County Public Works Agency Water Resources Division
13. Peter Kaiser, Ventura County Solid Waste Management Department



Appendix B
AGENCY COORDINATION LIST

Environmental Assessment /
Environmental Impact Report

AGENCY COORDINATION LIST
Oxnard Airport, Oxnard, California
Environmental Assessment/Environmental Impact Report

Federal

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Mr. Tim Setnicka
Superintendent
U.S. DEPARTMENT OF THE INTERIOR
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Mr. Ron Fellows
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Chief
Environmental Resources Branch
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Mr. Bill Studt
Superintendent
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Superintendent
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Appendix C INITIAL AGENCY CORRESPONDENCE

Environmental Assessment /
Environmental Impact Report

Appendix C

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

October 17, 1997

Kari Gialketsis, Environmental Coordinator
Department of Airports
County of Ventura
555 Airport Way
Camarillo, California 93010

Subject: Environmental Assessment/Environmental Impact Report for Proposed
Improvements at Oxnard Airport, Ventura County, California

Dear Ms. Gialketsis:

The U.S. Fish and Wildlife Service (Service) has reviewed the subject document, dated September 11, 1997 and received on September 16, 1997, which pertains to improvements at Oxnard Airport proposed by the County of Ventura Department of Airports. The Service has no comment to offer on the proposed improvements, other than on the proposal to acquire land to protect the approach for Runway 25 and other airport features at Oxnard Airport. This action is proposed to ensure compatible development and structure height in the affected areas.

A residential development, the Northshore at Mandalay Bay, is currently proposed for a 91-acre parcel located beneath the extended centerline for Runway 25. The parcel, which was previously used for disposing of waste oil products, is located northeast of the intersection of Harbor Boulevard and Fifth Street north of Oxnard. The proposed development would consist of 364 single-family homes.

This site supports the only known location of the Ventura marsh milkvetch (*Astragalus pycnostachyus* var. *lanosissimus*), a plant taxon which was thought to be extinct since 1967 until it was rediscovered on the site in June, 1997. Because the species was thought to be extinct prior to the passage of the Federal Endangered Species Act of 1973, as amended (Act), and the California Endangered Species Act, it has no formal protected status.

The Service is working with the developer to conserve this very rare species, but the proposed development would destroy the habitat of the species. Little is known about the Ventura marsh milkvetch or the specific habitat characteristics needed to support it. Other species in this genus are difficult to transplant or to grow from collected seeds. Consequently, any action which does

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not include management of the existing plants, at least until other self-supporting populations are established, would involve a high risk of extinction of this species.

The Service views maintenance of this and adjacent parcels for native habitats as a compatible use with continued operation of the airport. Acquisition of this parcel by the Department of Airports may contribute to resolving the dual issues of the potential conflict between the proposed development and the continued operation of Oxnard Airport and the conservation of the Ventura marsh milkvetch. The acquisition of all or part of this property would additionally assist in maintaining the diminishing coastal dune habitats in Ventura County.

We appreciate the opportunity to review the subject document. If you have questions on this matter, please contact Kate Symonds of my staff at (805) 644-1766

Sincerely,

A handwritten signature in cursive script that reads "Judy Hohman". The signature is written in black ink and is positioned above the typed name and title.

 Diane K. Noda
Field Supervisor



OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO 94296 0001
(916) 653-6624
FAX: (916) 653-9824

October 27, 1997

FAA970917A

Kari Gialketsis, Environmental Coordinator
County of Ventura
Department of Airports
555 Airport Way
CAMARILLO CA 93010

Re: Environmental Assessment/Environmental Impact Report for
Proposed Improvements at Oxnard Airport, Oxnard, Ventura
County.

Dear Ms. Gialketsis:

Thank you for submitting to our office, on behalf of the Federal Aviation Administration (FAA), your September 11, 1997 letter and supporting documentation regarding the Environmental Assessment/Environmental Impact Report (EA/EIR) for proposed improvements at Oxnard Airport, Oxnard, Ventura County. The proposed EA/EIR is being prepared to review potential impacts associated with both the short-term (first five years) and long-term (20 years) improvement program at Oxnard Airport.

On behalf of the FAA, you are seeking our comments regarding information on known historic properties that may be associated with or affected by the proposed improvements to the Oxnard Airport in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. It is recommended that the FAA do the following to fulfill its responsibilities for the identification and evaluation of historic resources for this project as set forth in 36 CFR 800:

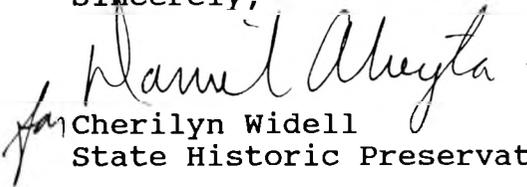
- o Establish an Area of Potential Effects (APE) for the project that will determine the scope of the undertaking and its potential to effect historic resources.
- o Contact Ms. Phyllisa Eisentraut, Coordinator of the South Central Coastal Information Center, Institute of Archeology, University of California, Los Angeles, and request a record search of archeological resources within or near your established APE. The Information Center will provide your with a written statement verifying the existence or nonexistence of historic resources in the project area. The South Central Information Center can be contacted by phon at)310) 825-1980 or by FAX at (310) 206-4723.

This letter represents neither acknowledgement that the FAA has consulted with the State Historic Preservation Officer (SHPO) under any applicable law or regulation nor evidence of satisfactory FAA compliance with Section 106 for the undertaking.

We are prepared to provide such evidence in writing after we receive correspondence from the FAA requesting my comments on its determination that a geographic area associated with this undertaking either does not contain historic properties or does contain historic properties that will not be affected.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at (916) 653-8902.

Sincerely,

A handwritten signature in cursive script, appearing to read "Cheryl Widell". The signature is written in dark ink and is positioned above the typed name.

for Cheryl Widell
State Historic Preservation Officer

South Central Coastal Information Center

California Historical Resources Information System
UCLA Institute of Archaeology
A163 Fowler Building
Los Angeles, California 90095-1510
(310) 825-1980 / FAX (310) 206-4723 / sccic@ucla.edu

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*Los Angeles
Orange
Ventura*

October 6, 1997

Ms. Kari Gialketsis
Ventura County Department of Airports
555 Airport Way
Camarillo, CA 93010

RE: Environmental Assessment/Environmental Impact Report for Proposed
Improvements at Oxnard Airport, Oxnard, California

Dear Ms. Gialketsis:

Thank you for submitting the above listed document to our office for review. Our files indicate that only a portion of the project area has been subjected to a Phase 1 archaeological survey and that an isolated mano was identified within airport boundaries. Given the presence of a prehistoric artifact within the airport area and the alluvial nature of the project vicinity, this office does not concur with your assessment that cultural resources will not be affected by proposed short-term and long-term improvements to the airport. Although the project area has been disturbed, the geologic history of the area suggests that archaeological materials may be buried under several feet of sediment/disturbed topsoil; cultural remains may not be identified until construction is underway. This office therefore recommends that the degree of effect for cultural resources be changed from "no effect" to "unknown" and a monitoring plan be in place whereby an archaeologist is retained to monitor all ground disturbing activities associated with airport improvements.

If you have any questions concerning this review, please feel free to contact this office at 310-825-1980.

Sincerely,

Phyllisa Eisentraut
Coordinator

DEPARTMENT OF TRANSPORTATION

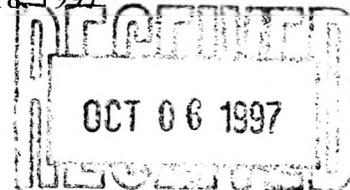
AERONAUTICS PROGRAM M.S. #40
 1120 N STREET - ROOM 3300
 P.O. BOX 942874
 SACRAMENTO, CA 94274-0001
 (916) 654-4959
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September 18, 1997

Ms. Kari Gialketsis
 Ventura County Department of Airports
 555 Airport Way
 Camarillo, CA 93010



Dear Ms. Gialketsis:

RE: The County of Ventura Department of Airports' Request for Comments on a Proposal to Prepare an Environmental Assessment/Environmental Impact Report for Proposed Improvements at Oxnard Airport

The California Department of Transportation's Aeronautics Program has reviewed the above-referenced document with respect to CEQA. The following comments are offered for your consideration.

The Environmental Assessment/Environmental Impact Report (EA/EIR) will address potential environmental impacts associated with the airport improvements recommended in the 1996 Oxnard Airport Master Plan. One of the functions of an airport master plan is to identify measures which the airport proprietor can take to limit the noise and safety impacts generated by airport activity. These noise and safety impacts and mitigation measures should be addressed in the Draft EA/EIR.

Ventura County proposes to acquire parcels around the airport by fee simple acquisition in order to ensure protection of the Runway 25 precision approach, accommodate hangar development on the airport, protect the Object Free Area on the north side of the runway and to provide a perimeter service road on the north side of the runway. The County also proposes to acquire avigation easements within the remaining portions of the Runway Protection Zones and along the north side of the airport to ensure compatible development and structure height in these areas. We concur with and support these objectives.

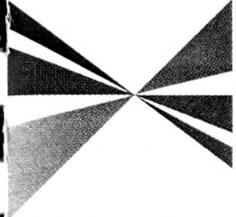
Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the Draft EA/EIR. Please call me at 916/654-5314 if you have any questions.

Sincerely,

Sandy Hesnard
 SANDY HESNARD
 Environmental Planner

cc: Ventura County ALUC

SOUTHERN CALIFORNIA



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County of Imperial: Sam Sharp, Imperial County • Ed Dhillon, El Centro

County of Los Angeles: Yvonne Brathwaite Burke, Los Angeles County • Richard Alarcon, Los Angeles • Richard Alatorre, Los Angeles • Eileen Ansari, Diamond Bar • Bob Bartlett, Monterey Park • Bruce Berman, Cerritos • George Bass, Bell • Sue Bauer, Corona • Hal Bernson, Los Angeles • Robert Chisholm, Rosemead • Laura Chick, Los Angeles • Doug Drummond, Long Beach • John Ferraro, Los Angeles • Michael Feuer, Los Angeles • Jane Friedkin, El Segundo • Ruth Galanter, Los Angeles • John Givens, Glendale • Jackie Goldberg, Los Angeles • Garland Hardeman, Inglewood • Mike Hernandez, Los Angeles • Nate Holden, Los Angeles • Keith McCarthy, Downey • Barbara Messina, Alhambra • Cindy Miscikowski, Los Angeles • David Myers, Palmdale • George Nakano, Torrance • Pam O'Connor, Santa Monica • Jenny Pappalardo, Long Beach • Beatrice Proo, Pico Rivera • Ridley-Thomas, Los Angeles • Diann Ring, Torrance • Richard Riordan, Los Angeles • Marjorie Shaw, Compton • Rudy Svorinich, Los Angeles • Joel Wachs, Los Angeles • Rita Walters, Los Angeles • Dennis Washburn, Calabasas • Paul Wooten, Pasadena

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County of Riverside: James Venable, Riverside County • Dick Kelly, Palm Desert • Ron Loveridge, Riverside • Andrea Puga, Corona • Ron Roberts, Temecula

County of San Bernardino: Larry Walker, San Bernardino County • Bill Alexander, Rancho Dominguez • Jim Bagley, Twentynine Palms • Irene Bennett, Colton • David Eshleman, Fontana • Norine Miller, San Bernardino • Gwenn Norton-Perry, Chino Hills

County of Ventura: Judy Mikels, Ventura County • Lew Fox, Thousand Oaks • John Melton, Santa Barbara • Toni Young, Port Hueneme

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Ms. Kari Gialketsis
Environmental Coordinator
County of Ventura
Department of Airports
555 Airport Way
Camarillo, CA 93010

RE: Comments on the Notice of Preparation of an Environmental Assessment/Environmental Impact Report for Proposed Improvements at Oxnard Airport, Oxnard, California - SCAG No. I9700532

Dear Mr. Graham:

Thank you for submitting the Notice of Preparation of an Environmental Assessment/Environmental Impact Report for Proposed Improvements at Oxnard Airport, Oxnard, California to SCAG for review and comment. As SCAG is a statewide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [b]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide which may be applicable to your project are outlined in the attachment.

Please provide a minimum of 45 days for SCAG to review the DEIR/DEIS if and when this document is available. If you have any questions regarding the attached comments, please contact Bill Boyd at (213) 236-1960.

Sincerely,


J. DAVID STEIN
Manager, Performance Assessment and Implementation

**COMMENTS ON THE NOTICE OF PREPARATION OF A
ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT REPORT
FOR PROPOSED IMPROVEMENTS AT OXNARD AIRPORT**

PROJECT DESCRIPTION

The Project involves the review of potential environmental impacts associated with both short-term (first five years) and long-term (20 years) improvement program at Oxnard Airport. The airport is situated on approximately 216 acres of land in the northwest reaches of the City of Oxnard. Improvements will be made to the following systems: runway/taxiway improvements, pavement maintenance, aircraft parking and storage, lighting, terminal improvements, aviation support facilities, roads, automobile parking, fencing, drainage and land acquisition.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIS/EIR for the Oxnard Airport Improvements.

- *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*
- *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The Regional Mobility Element (RME) also has policies pertinent to this proposed project¹. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

Transportation Demand Management Policies

- *Promote Transportation Demand Management (TDM) programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.*
- *Support the extension of TDM program implementation to non-commute trips for public and private sector activities.*
- *Support the coordination of land use and transportation decisions with land use and*

¹ See Endnote.

transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.

- *Support the use of market incentives as a mechanism to affect and modify behavior toward the use of alternative modes for both commute and non-commute travel.*

Regional Transit Program Policies

- *Public transportation programs should be considered an essential public service because of their social, economic, and environmental benefits.*
- *Implementation of new transit service or improvements in existing and expanded transit should be supportive of the Centers-Based Transit Network (cbtn) concept.*
- *Specific service types, levels and configuration should be determined by the local transit providers, transit users, local jurisdictions, and applicable county transportation commissions.*
 - a ○ *Public transit services shall be designed to provide the maximum availability at times convenient for use.*
 - b ○ *Public transit services shall be designed to be available for use without impediments.*
 - c ○ *Public transit services should be designed to provide maximum user utility.*
 - d ○ *New and expansion transit programs which are designed to meet the objectives of Transportation Control Measures contained in the AQMP shall receive priority for funding.*
 - e ○ *Local funding resources for transit should be used to leverage all available federal funding sources as applicable.*
 - f ○ *All existing and new public transportation services, facilities, and/or systems shall be fully accessible to persons with disabilities as defined, mandated, and required under the applicable Titles and Sections of the Americans With Disabilities Act, 1990 and the Rehabilitation Act, 1974.*
 - g ○ *All existing and new public transit services shall be provided in a manner which does not preclude use on the basis of race, color, and/or national origin as defined, mandated and required under Title 6 of the Civil Rights Act, 1964.*
 - h ○ *All existing and new public transit services, facilities, and/or systems shall evaluate the potential for private sector participation through the use of*

competitive procurement based on Fully Allocated Costing methodologies.

Transportation System Management

- *Expanded transportation system management by local jurisdictions will be encouraged.*
- *New transportation infrastructure will incorporate advanced system technologies, where appropriate.*
- *TSM activities throughout the region shall be coordinated among jurisdictions.*
- *Methods to improve safety and reduce incidents on the regional transportation system will be considered.*

Non-Motorized Transportation

- *The development of the regional transportation system should include a non-motorized transportation system that provides an effective alternative to auto travel for appropriate trips. The planning and development of transportation projects and systems should incorporate the following, as appropriate:*
 - a ○ *Provision of safe, convenient, and continuous bicycle and pedestrian infrastructure to and throughout areas with existing and potential demand such as activity areas, schools, recreational areas (including those areas served by trails), which will ultimately offer the same or better accessibility provided to the motorized vehicle.*
 - b ○ *Accessibility to and on transit (bus terminals, rail stations, Park-And-Ride lots), where there is demand and where transit boarding time will not be significantly delayed.*
 - c ○ *Maintenance of safe, convenient, and continuous non-motorized travel during and after the construction of transportation and general development projects. Existing bikeways and pedestrian walkways should not be removed without mitigation that is as effective as the original facility.*
- *Entities and programs that currently support the auto should be encouraged to provide the same types of services for non-motorized transportation, including education, promotion, and enforcement.*
- *Urban form, land use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.*

Goods Movement

- *Growth in the demand for goods movement will be accommodated through the provision of adequate multi-modal and intermodal infrastructure that is consistent with overall regional goals, objectives and policies.*
- *Pricing strategies will be considered as one of the strategies to reduce peak-period congestion.*
- *The feasibility of air cargo transport at all major air carrier airports in the region will be considered as a means to address growth in cargo volumes.*
- *Demand for increased goods movement will be given consideration in corridors where system connectivity and gap closure projects are being planned.*
- *The ports and major air carrier airports in the SCAG region are regionally significant and important trade links with the remainder of the world and shall be supported as a major foundation of the regional economy.*
- *Arterial truck access routes will be coordinated for the purpose of improving system connectivity, eliminating circuitous routings, and reducing delays.*
- *The potential for adverse impacts to mode shares, diversion of business to other ports and loss of cost-competitiveness in goods movement to, from, and through the SCAG region will be considered in the development and implementation of local and regional plans.*
- *Planning to accommodate multi-modal and inter-modal goods movement shall be an integral part of the land use and circulation elements of local government general plans and specific plans.*
- *Local governments shall consider requiring off-street dock facilities for all new buildings and for existing buildings that are approved for extensive renovation; the facilities should be sufficient to accommodate the shipping and receiving needs of such buildings.*
- *In order to assist in the identification of potential bottlenecks that could occur downstream of cargo flows, the identification of potential intermodal routes that cross or connect to provide future transfer facility nodes (highway, rail, harbor or airports) shall be encouraged.*

Commercial Airport Capacity

- *Support the more efficient use of commercial airport facilities to serve growing air passenger demand in the region. Airport-generated noise, air quality and ground access impacts resulting from increasing air service should be mitigated.*
- *Each subregion should provide environmentally acceptable capacity within its own market area to meet local, short-haul air passenger demand due to shorter access time of short-haul*

passengers. Subregion in this context refers to county-sized subregional market areas.

- *For those military airbases which are, or will be, closed by the Department of Defense, support conversion to commercial air service if such bases have been determined to have technical and market potential for use as commercial airports. This policy most strongly applies to those subregions which cannot otherwise provide sufficient, environmentally acceptable capacity to meet their own local, short-haul air passenger demand.*
- *Examine the feasibility of commercial air passenger service at remaining active duty air bases if invited to do so by the military.*
- *Support outlying airports, such as Palm Springs, George AFB and Palmdale to serve their own market area. Also, examine high-speed access systems to attract passengers from the metropolitan areas of the Los Angeles basin.*
- *Support continued examination of new technologies and their potential impact on the aviation system, and its inter-modal connection to the rest of the Metropolitan Transportation System (MTS). This would include locational opportunities for tiltrotor service, and possible applications of high-speed rail. It would also include development of a multi-modal transportation demand model for various ground modes to assess their ability to attract air passengers.*
- *Policy constraints on existing air carrier airports should be defined in terms on environmental impacts and should remain in place, except where relevant noise, air quality, and ground access impacts are mitigated². Airports proprietors and/or the Regional Airport Authority are encouraged to reassess constraints to determine if additional service can be provided, but in no case should constraints be lifted until negative impacts are mitigated.*

Commercial Airport Ground Access

- *In accordance with State law (SB 2487), SCAG will conduct multi-modal and inter-modal ground access studies to the region's commercial airports for each update of the Regional Transportation Plan.*
- *Traffic impacts generated by significant new off-airport development should be mitigated if they worsen ground access to a commercial airport and reduce that airport's operational capacity. This especially applies to those areas where the commercial airport is host to nationwide and international air service. This type of mitigation should be a condition of project approval.*
- *Traffic impacts generated by non-aviation development on airports should be mitigated through prudent planning. Such development is encouraged for revenue purposes, but only if it utilizes excess capacity not needed for aviation purposes.*
- *SCAG, in cooperation with appropriate transportation agencies, should ensure that airport-related ground access projects are placed in the Regional Transportation Improvement*

² Significant impacts other than noise, air quality, and ground access that might occur over and beyond existing policy constraints should also be mitigated.

Program (RTIP). It is important to include airport planning staff in the identification of airport-related projects, especially those which link directly to the airport roadway system.

- *Support development of a multi-modal transportation demand model which integrates various ground transportation modes.*

Commercial Airport Air Cargo

- *Support development of a comprehensive strategy to find additional air cargo handling capacity in the region, to reduce projected shortfalls in that capacity. A regional strategy should locate potential additional capacity as close to where cargo is produced as possible, and should evaluate the feasibility and relative effectiveness of new airports, conversion of military airports to commercial uses, and increasing cargo handling efficiencies at existing airports.*
- *Ground freight routes should be planned that minimize impacts upon residential neighborhood and heavy commuter routes.*
- *The conversion of Norton Air Force Base to civilian/commercial use is a most promising alternative for adding substantial new cargo handling capacity to the regional airport system.*
- *For those military airbases which are, or will be closed by the Department of Defense, support conversion to commercial air service, including air cargo, if such bases have been determined to have a high technical and market potential for use as commercial air passenger and air cargo service airports. This policy most strongly applies to those subregions which cannot otherwise provide sufficient, environmentally acceptable capacity to meet their own local air cargo shipment demand.*
- *Examine feasibility of commercial air cargo service at remaining active duty air bases if invited to do so by the military.*
- *Long-term trends in the regional economic profile of Southern California, their relationship to the world economy, and their implications for air cargo forecasts and handling capacity shortfalls, should be explored in an aviation strategic plan for the SCAG region.*

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

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

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

- *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

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

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

- *Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.*
- *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- *Support and encourage settlement patterns which contain a range of urban densities.*
- *Encourage planned development in locations least likely to cause environmental impact.*
- *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

- *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

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

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

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

AIR QUALITY CHAPTER CORE ACTIONS

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

- *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- *Encourage "watershed management" programs and strategies, recognizing the primary role*

of local governments in such efforts.

- *Coordinate watershed management planning at the subregional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e.g., transportation, air quality, water supply).*
- *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.*
- *Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.*
- *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

CONCLUSIONS

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

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

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

SCAG is designated by the federal government as the Region's **Metropolitan Planning Organization** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated **Regional Transportation Planning Agency**, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

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

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

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

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

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

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

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

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.

COUNTY OF VENTURA
ENVIRONMENTAL HEALTH DIVISION
M E M O R A N D U M

TO: Kari Gialketsis

DATE: October 14, 1997

FROM: Melinda Talent *MT*

**SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT
REPORT FOR THE OXNARD AIRPORT**

The Environmental Health Division (EHD) has reviewed the information submitted for the subject project and comments that EHD records indicate four leaking underground fuel tank (LUFT) sites are located on the subject property. EHD records also indicate that closure of these sites has not yet occurred. Information regarding these sites should be included in the report.

If you have any questions please contact me at 805/654-2811.

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OCT 16 1997
DEPT. OF AIRPORTS



LARRY CARPENTER
SHERIFF
800 S. VICTORIA AVE.
VENTURA, CALIFORNIA 93009

RECEIVED
OCT 17 1997
DEPT. OF AIRPORTS

October 13, 1997

Kari Gialketsis
Environmental Coordinator
County of Ventura Department of Airports
555 Airport Way
Camarillo, CA 93010

RE: EIR/Assessment for Proposed Improvements at Oxnard Airport

Dear Ms. Gialketsis,

This office has reviewed your letter concerning the potential environmental impacts of improvements to the Oxnard Airport. At this time, we cannot identify any negative environmental impacts on operations or services provided solely by the Sheriff's Department or in conjunction with the operation of Oxnard airport and neighboring areas. Obviously any significant increase in the number of passengers using the airport would require additional security levels and related costs. Since airport security is handled by another county agency and because the airport lies completely within the City of Oxnard, those agencies should be consulted as to their concerns in this area.

Please feel free to contact Capt. Keith Parks at (805) 654-2417 if you have any questions of the Sheriff's Department.

Sincerely,

LARRY CARPENTER
Sheriff

PUBLIC WORKS AGENCY
county of ventura

Director
Arthur E. Goulet

Representing Ex-officio:

Ventura County Flood Control District
Ventura County Waterworks Districts
No. 1, 16, 17, and 19
Lake Sherwood Community Services District
Fox Canyon Groundwater Management Agency

Deputy Directors

William B. Britt
Transportation
John C. Crowley
Water Resources & Development
Robert E. Quinn, Jr.
Engineering Services
Paul W. Ruffin
Central Services
Alex Sheydayi
Flood Control

October 17, 1997

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OCT 24 1997
DEPT. OF AIRPORTS

Kari Gialketsis
Ventura County
Department of Airports
555 Airport Way
Camarillo, CA 93010

SUBJECT: Oxnard Airport EA/EIR

Dear Kari Gialketsis:

Thank you for the opportunity to review your proposed project at Oxnard Airport.

Public Works Agency does not have any comments at this time.

If you have any question please contact me at (805) 654-2059.

Very truly yours,



Al Echarren
Manager
Development and Inspection Services
Water Resources and Engineering

FWORD/DRIVER/ECHARREN/LETTER/AIRPORTS



RESOURCE MANAGEMENT AGENCY

county of ventura

THOMAS BERG

Agency Director

Wednesday, November 05, 1997

Kari Gialketsis
Ventura County Airports
FAX 388-4366

Subject: Oxnard Airport Improvements

Dear Mrs. Gialketsis:

Thank you for the opportunity to review the subject documents. These notices were circulated for review. The responses are attached. Please forward your reply to our comments as appropriate.

Please call Kim Hocking if you have questions and he will direct you to the appropriate person, 805-654-2414.

Yours truly,



Thomas Berg, Director

Reference No. 97-73

cc: Trigg, PWA - L#1600

Attachment

Government Center, Hall of Administration, L#1700
800 S. Victoria Ave., Ventura, Ca. 93009 (805) 654-2661 FAX 648-9212

County of Ventura

**PLANNING DIVISION
MEMORANDUM**

DATE: November 4, 1997

TO: Kim Hocking, Environmental Review Coordinator
BS

FROM: Bruce Smith, Manager RMA/General Plans Section

SUBJECT: Oxnard Airport Improvements; Initial Study Question 8A
(Visual Resources, Highways)

Because Victoria Avenue (adjacent to the west end of the Airport) has been correctly identified as an "eligible County Scenic Highway", the appropriate check list response to question 8A should not be "N" (no effect), but "LS" (less than significant). Our reason for reaching this conclusion is that even though the airport's new construction within one half mile of Victoria Avenue will occur in an already urbanized area, some of the improvements will be visible from Victoria Avenue. Therefore, there will be an effect, albeit probably less than significant.

If you have any questions regarding this matter, please contact Joseph Eisenhut at (805) 654-2464.

JE:ka/1K6-5.97



Ventura County
Air Pollution
Control District

669 County Square Drive
Ventura, California 93003

tel 805/645-1400
fax 805/645-1444

Richard H. Baldwin
Air Pollution Control Officer

September 29, 1997

Kari Gialketsis
County of Ventura Department of Airports
555 Airport Way
Camarillo, Ca 93010

RECEIVED
OCT 07 1997
DEPT. OF AIRPORTS

Subject: Request for Review of Environmental Assessment/Environmental Impact Report for Proposed Improvements at Oxnard Airport

APCD staff has reviewed the Initial Study for the project, which involves improvements to and expansion of the Oxnard Airport. District staff concurs with the Initial Study (Section 3, Page 2) that potential air quality impacts have not been determined. However, Ventura County is a state and federal ozone nonattainment area. As such, the proposed improvements at the Oxnard Airport may contribute to Ventura County's air quality problems. Therefore, District staff recommends that the air quality section of the draft environmental impact report (EIR) be prepared in accordance with *Ventura County's Guidelines for the Preparation of Air Quality Impact Analyses*. We look forward to reviewing the draft Environmental Impact Report where air quality issues are addressed.

Thank you for the opportunity to review this project. If you have any questions, please call me at 645-1426.

Sincerely,

A handwritten signature in cursive script that reads "Alicia Stratton".

Alicia Stratton
Planning Division

MEMO

Will send original when receive it.
K6

To: John C. Crowley, Deputy Director of Public Works
Water Resources & Development Services

From: *WBB* Butch Britt, Deputy Director of Public Works
Transportation Department

RECEIVED
OCT 18 1997

Subject: Notice of Preparation and Agency Coordination Letter for the Environmental Assessment and Environmental Impact Report for Proposed Improvements at Oxnard Airport, Oxnard, CA

Date: October 8, 1997

This is submitted in response to letters dated September 11, 1997 and September 17, 1997 from the Department of Airports regarding the Notice of Preparation and Agency Coordination Letter for the Environmental Assessment and Environmental Impact Report for the Proposed Improvements at Oxnard Airport, Oxnard, California. Following are our comments:

- 1) The Environmental Assessment and Environmental Impact Report should address the specific impacts this project will have on the County Road Network. Although not an Environmental Impact, the City of Oxnard should be requested to accept the last minor segment of Teal Club Road. Only one minor segment, 0.27 miles, remains under County jurisdiction and it is inefficient to maintain such a small segment.
- 2) The payment of the Traffic Impact Mitigation Fee to the County of Ventura and City of Oxnard to mitigate the cumulative impacts on the Counties Road Network on a project-by-project basis as discussed in the Discussion of Responses to the Initial Study is acceptable.
- 3) Our review of this project is limited to the impacts of this project to the Ventura County Road Network.

Please call me at (805) 654-2077 with questions.

WBB.622:sa

c: Robert B. Brownie
Duane Flaten

Post-it* Fax Note	7671	Date	10-9-97	# of pages	1
To	Kari Gial Katsis	From	John Crowley		
Co./Dept.		Co.			
Phone #		Phone #	654-2075		
Fax #	388-4366	Fax #			



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OCT 16 1997
DEPT. OF AIRPORTS

October 14, 1997

Ms. Gail Gialketsis
Ventura County Department of Airports
555 Airport Way
Camarillo CA 93010

SUBJECT: Oxnard Fire's Review of the Environmental Assessment/Environmental Impact Report for Proposed Improvements at Oxnard Airport

Dear Ms. Gialketsis:

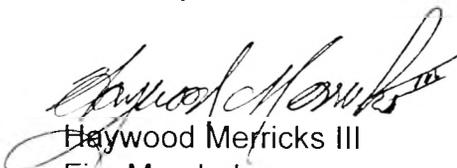
Oxnard Fire has reviewed the proposed improvements at Oxnard Airport. We find that there are some areas in which we ask further clarification.

Under "Terminal Improvements," the report indicates that enplanement levels are expected to increase to 130,000 annually. A more relevant statistic for our purposes would be to translate "enplanements" to the anticipated increase in the number of daily flights.

Under the "Aviation Support Facilities Section," the proposed fuel farm must meet Oxnard Fire requirements for automatic fire protection and secondary containment with provisions for spill control. Additionally, the proximity of the proposed fuel farm to buildings and parking lots (i.e., potential sources of ignition) is also a matter of great concern, and this, of course, should be reflected in the design and layout.

Finally, under the "Oxnard Airport Masterplan," Initial Study Section C #17, staffing the recently acquired crash-fire-rescue vehicle is still very much an issue. Oxnard Fire's call load, present staffing level, and budgetary constraints may preclude staffing the vehicle without increasing on-duty personnel.

Sincerely,



Haywood Merricks III
Fire Marshal

9 GAILGIAL HM

C-25



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OCT 16 1997
DEPT. OF AIRPORTS

October 15, 1997

Rodney L. Murphy, CAE
Director of Airports
555 Airport Way
Camarillo, CA 93010

Dear Mr. Murphy:

Subject: Response to *Notice of Preparation* Concerning Environmental Assessment/
Environmental Impact Report for Proposed Improvements at Oxnard Airport

This letter is in response to the *Notice of Preparation* (letter of September 11, 1997) received from your office on September 16 and the *Initial Study* checklist (letter of September 17, 1997) received from your office September 23. The letter states, in part, that the "Department of Airports is preparing an Environmental Assessment/Environmental Impact Report (EA/EIR) to review potential environmental impacts associated with both the short-range (first five years) and long-range (20 years) improvement program at Oxnard Airport." The letter also states that "The EA/EIR will be completed in compliance with the National Environmental Policy Act of 1969, as amended (NEPA), and the *California Environmental Quality Act*, as amended (CEQA). For purposes of the EA, the Federal Aviation Administration (FAA) will serve as the Lead Agency. For purposes of the EIR, Ventura County Department of Airports will serve as the Lead Agency."

Comments based upon a review of topics included in the *Initial Study Checklist* (letter of September 17), as related to potential impacts on the City of Oxnard, are as follows:

1. Reference 2.A. *Community Character*: Recently, the Department of Airports made proposals to lower the height of objects within the designated inner and outer safety zones for Runway 25 that extend from the easterly end of the runway toward "B" Street. The objects, most of which predate the construction of the airport by many years, include the Santa Clara Church steeple and many of the City's most stately trees. In the forthcoming Draft EIR, please specify in the project description whether or not you:
 - a. Plan to seek a lowering of perceived obstructions (i.e., church steeple and trees) related to Runway 25; and

- b. Propose to seek a reduction in the published height for instrument approaches.

If you do plan to seek lowering perceived obstructions and/or obtaining a reduction in instrument approach heights (published minimums) then, the impacts would be viewed as significant and they should be evaluated accordingly with respect to aesthetics, safety and liability concerns.

2. Reference 15.B. *Flooding*: Since there is a very large amount of paved area involved (i.e., runway, taxiways, service roads, aircraft tie-down areas, and vehicle parking areas) and since additional paved or impervious areas are proposed in Chapters Four, Six and Seven of the proposed *Master Plan* and, more recently, the proposed 5-YEAR CAPITAL IMPROVEMENT PROGRAM (letter of October 2, 1997 to the Oxnard Airport Authority), the potential for directly related and/or cumulative impacts may be significant and they should be carefully evaluated in context of implementing the proposed *Master Plan*.
3. Reference 19. *Noise and Vibration*: As you may be aware, an environmental document cannot just be done for part of a project and the intent of the entire proposed *Master Plan* constitutes a project pursuant to the *California Environmental Quality Act*. So no matter whether different time frames are proposed (i.e., five years, 20 years, etc.), the ultimate demand from the proposed project must be used as the basis for evaluating all impacts and especially potential impacts on the City's infrastructure, residents and visitors. In view of these concerns, it is requested that the *Long-Range Planning Horizon* from Table 2R (*Airport Master Plan, Planning Horizons*) be used along with an aircraft mix that really reflects the type of aircraft that both currently are and might be using the Oxnard Airport. Existing noise and vibration impacts are already viewed as significant because when some jets take off from Runway 25 or use reverse thrust after landing, it sounds like rolling thunder all the way back to "E" Street and surrounding residential areas. Just as soon as the assumptions have been identified for use in the noise model, we would like to have any opportunity to review and comment on them—subsequently, we would like to see the results while they are still in draft form.
4. Reference 21. *Transportation/Circulation*: It is felt that the traffic impacts might be significant and not "less than significant" as indicated in the *Initial Study* checklist. Traffic impacts should be projected based upon demand associated with the change between actual use and short-range, mid-range, and long-range projections included within Table 2R of the *Airport Master Plan*. Also, the traffic directly associated with the changes reflected in Exhibit 4B (*Airport Master Plan, Airfield Facility Requirements*) should be taken into account. Please contact the City Traffic Engineer for assistance in identifying roadways and intersections that might be potentially impacted as a result of doubling the annual activities at the airport over long-range (20 years).
5. Reference 25. *Flood Control/Drainage*: Please see comment pertaining to Reference 15.B., above.

Additional comments based upon a review of the paper accompanying the *Initial Study* checklist, titled *Discussion of Responses to Checklist*, as related to potential impacts on the City of Oxnard, are as follows:

1. *General Plan Environmental Goals and Policies*: We do not agree, at this time, that “The proposed *Oxnard Airport Master Plan* ... [Section C, p.1., par. 1]” is consistent with the City’s adopted *2020 General Plan*. Therefore, further clarifications and possible modifications to the proposed *Airport Master Plan* may be needed before such a determination could be made. As an example, there is no recognition or provision in the City’s *General Plan* pertaining to the concept of lowering perceived obstructions easterly of Runway 25 to facilitate implementing the ultimate approach profile that is depicted in Exhibit 5C of the proposed *Airport Master Plan*. In addition, we do not agree with the statement made in the last paragraph on page one of Section C that “Airport staff finds that for the reasons above and because the *Oxnard Airport Master Plan* is a demand-based document, and does not propose expansion of the facilities, it is consistent with the Goals and Policies of the City’s *2020 General Plan*.” Some of the additional reasons for this disagreement are as follows:
 - a. The claim that the *Airport Master Plan* is “demand-based” is irrelevant because in making a determination of consistency we take into account the totality of the proposed *Airport Master Plan* and not just individual segments or pieces.
 - b. The claim that the *Airport Master Plan* “...does not propose expansion of facilities” is not true because Chapters Three, Four, Five, Six and Seven of the proposed *Airport Master Plan* are basically concerned with the expansion of facilities that are directly airport-related (i.e., Exhibits 4A, 4B, 7A, and 7B). Table 7B, alone, includes provisions for over \$30,000,000 in new facilities that are intended to facilitate increased use of the Oxnard Airport.
2. *Land Use and Community Character*: The conclusion that the “...adoption of the *Airport Master Plan* will have a less than significant effect on the character of the community because it is not introducing a new land use or significant alteration to the existing airport” is in error because the basic intent of the proposed *Airport Master Plan* is to double the use of the airport and the supporting facilities (please see Tables 2R and 7A, *Planning Horizons*). In addition, the proposal to add over \$30,000,000 in new facilities and/or improvements would have to be viewed as a “significant alteration.”
3. *Aviation Hazards*: The projection in the *Planning Horizons* tables (Table 2R, et. seq) indicates a doubling of aircraft-related use at the airport from the present (1994) through the Long-Range Planning Horizon period. As use increases, risk increases and, therefore, it is requested that you conduct a risk/hazard study to help estimate risks, identify ways of reducing risk, and indemnifying the City from any actual or related risks that may be incurred as a result of the projected increase in activity.

Rodney L. Murphy, CAE
October 15, 1997
Page 4

4. *Transportation Circulation*: The statements and rationales included under the heading *A & B. Public and Private Roads, Drives and Highways* indicate an intent to piecemeal the project as reflected in the totality of the proposed *Airport Master Plan*. Piecemealing or segmenting a proposed project is not permitted pursuant to the *California Environmental Quality Act*. Also, the approach suggested to mitigating traffic impacts might constitute illusory mitigation and, if this is the case, is not permitted.

After reviewing the above, please take the time to send me any environmental documents that have been prepared and/or certified for the proposed *Master Plan* and copies of any actions taken by the Ventura County Board of Supervisors concerning the proposed *Master Plan*. In addition, if you have questions concerning any aspect of this letter, please contact me at your convenience. I look forward to clarifying the environmental issues pertaining to the significant intensification of the Oxnard Airport that is reflected within the proposed *Master Plan*. We reserve the right to amend our comments as further information becomes available.

Sincerely,



Joyce Parker-Bozylinski
Planning and Environmental Services Manager

cc: Prisilla Hernandez, Acting City Manager
Richard Maggio, Community Development and Special Projects Director
Joe Genovese, City Traffic Engineer
Kari Gialketsis, Ventura County Department of Airports

217j8.4

OXNARD UNION HIGH SCHOOL DISTRICT

309 South K Street
Oxnard, California 93030

Phone: (805) 385-2511
Fax: (805) 483-3069

Richard W. Canady, Ed.D.

Assistant Superintendent - Business Services

October 8, 1997

Kari Gialketsis
Environmental Coordinator
County of Ventura
Department of Airports
555 Airport Way
Camarillo, CA 93010

RECEIVED
OCT 14 1997
DEPT. OF AIRPORTS

RE: Environmental Assessment/Environmental Impact Report for Proposed Improvements at Oxnard Airport, Oxnard, California

Dear Ms. Gialketsis,

In Section C of the Initial Study checklist and responses to the checklist, item 28 states:

Schools and Libraries - The proposed Airport Master Plan is a non-residential use and therefore will not have a significant impact on schools and libraries.

As regards the Oxnard Union High School District (OUHSD), this is not an accurate statement. As stated in the Land Acquisition section of the PROPOSED AIRPORT DEVELOPMENT document (page 3) and in conversations with you and Mr. Rod Murphy of the County of Ventura Department of Airports, I understand that the Department of Airports "... proposes to acquire parcels around the airport of fee simple acquisition." Again, from my conversations with you and Mr. Murphy, I understand that includes the "Existing/Ultimate Protection Zone" west of Ventura Road as shown on the Airport Layout Plan.

That area contains four distinct parcels containing buildings owned by the OUHSD as described below:

1. District Office General Program Administration Offices

These buildings are in the southwest quadrant of the protection zone at 309 South K Street. They house most of the district's administrative services. The district is concerned that because the facilities are old and in the flight path, even the payment of fair market value would not provide sufficient funds to purchase a replacement facility. This would have a direct, negative impact to the district's students by diverting funds from instructional uses to provide office space for required administrative services.

2. Adult Education Administration Offices and Classrooms/Board Room/Conference Center with Adjacent Parking Facilities

This building is at the northwest corner of the northwest quadrant of the protection zone at 220 South K Street. The parking facilities are on the south and east sides of the buildings. (Neither the buildings nor parking facilities are shown on the Airport Layout Plan.) Although this building is less than 20 years old, its location in the flight path poses the same threat to its value as the buildings listed in item 1 above, as well as the similar impacts on the district's students. Additionally, the parking lots serve an Adult Education Facility located on the north side of Second Street between H and K Streets.

3. Bus Barn/Maintenance Yard

These facilities are located on the north side of the northeast quadrant of the protection zone. They do not yet have a unique address, but are a part of the old Oxnard High School at 937 West 5th Street. In addition to the problems posed in items 1 and 2 above, relocating a building maintenance and bus maintenance and storage facility pose other concerns. Because of the age of the facility, items related to environmental concerns have been "grandfathered" into the permits for the facility. Finding a new, appropriate facility would likely involve substantial one-time costs for acquisition and additional ongoing costs due to obtaining new permits for a new facility.

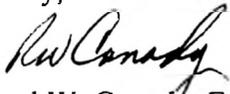
4. Athletic Facilities at the Old Oxnard High School Site

These facilities are located in the northeast quadrant of the protection zone, excluding the areas described in 2 and 3 above. The district has an agreement with the State of California that the district will sell the old site and turn the proceeds over to the State. It is not known how (or if) partitioning the fields from the rest of the campus would affect that sale.

The district is not opposed to the plan described for Proposed Improvements at the Oxnard Airport if its concerns can be mitigated. The district is open to discussion to attempt to find an arrangement that would meet the goals of the Department of Airports while providing the district with a means to acquire adequate suitable space for the uses describe in items 1, 2, and 3, as well as a way to deal with the issue described in item 4.

If you have any questions, please call me at (805) 385-2511.

Sincerely,



Richard W. Canady, Ed.D.

Assistant Superintendent - Business Services

UNITED STATES
DEPARTMENT OF
AGRICULTURE

NATURAL RESOURCES
CONSERVATION
SERVICE

Somis Field Office
P.O. Box 260
Somis, CA. 93066

Subject: Farmland Conversion Impact Rating

To: Kathryn W. May, AICP
Coffman Associates
11022 N. 28th Dr. Suite 240
Phoenix, AZ 85029

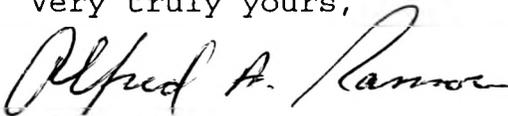
Date: 9-17-98

Dear Kathryn:

After receiving all the information on the Oxnard Airport, I decided to include all of the acreage into this farmland conversion impact rating to include the easement acquisition of the existing farmland.

If development is to occur in the future, the conversion impact rating will have been completed.

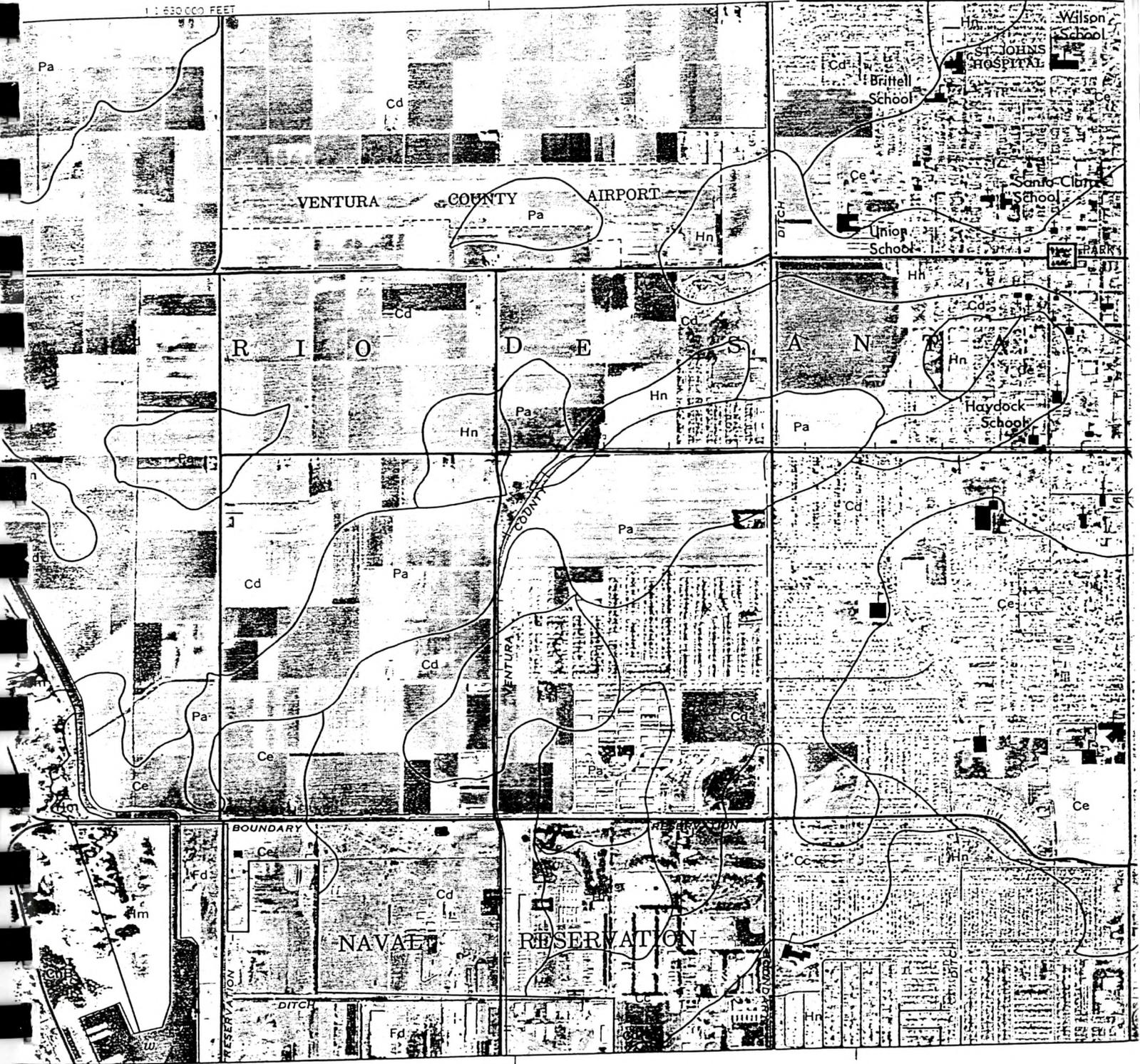
Very truly yours,



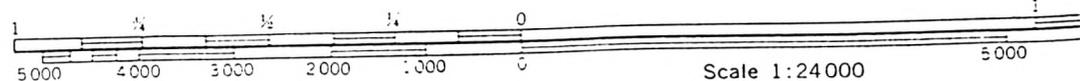
Alfred A. Ramos
Soil Conservationist

cc:sj

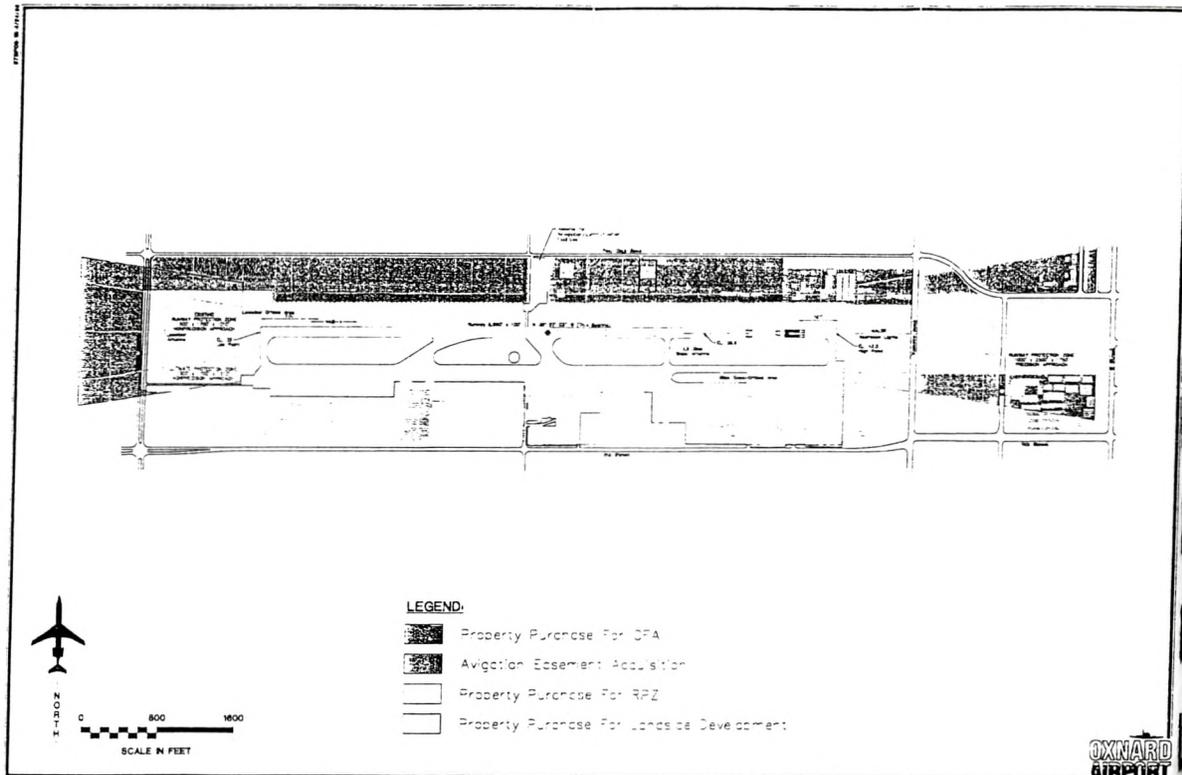
1 : 630,000 FEET



1 : 630,000 FEET



81



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project Oxnard Airport		Federal Agency Involved FAA	
Proposed Land Use Aviation - related uses		County And State Ventura Courty, California	

PART II (To be completed by SCS)		Date Request Received By SCS 9-15-98	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated 101800	Average Farm Size 146
Major Crop(s) Citrus, vegetables & flowers	Farmable Land In Govt. Jurisdiction Acres: 124,600 % 10.4	Amount Of Farmland As Defined in FPPA Acres: n/a %	
Name Of Land Evaluation System Used California-Storie	Name Of Local Site Assessment System none	Date Land Evaluation Returned By SCS 9-17-98	

PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		7.9			
B. Total Acres To Be Converted Indirectly		23.02			
C. Total Acres In Site		267.24			

PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		14.49			
B. Total Acres Statewide And Local Important Farmland		144.91			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		.0012			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		n/a			

PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		72			
--	--	----	--	--	--

PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS					

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)					
Total Site Assessment (From Part VI above or a local site assessment)					
TOTAL POINTS (Total of above 2 lines)					

Site Selected:	Date Of Selection:	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	--------------------	---

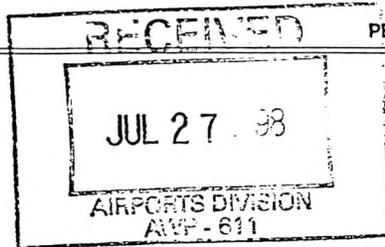
Reason For Selection:

Completed by Dibu. J. A Ramos 9-17-98

OFFICE OF HISTORIC PRESERVATION
 DEPARTMENT OF PARKS AND RECREATION
 P.O. BOX 942896
 SACRAMENTO 94296-0001
 (916) 653-6624
 FAX: (916) 653-9824

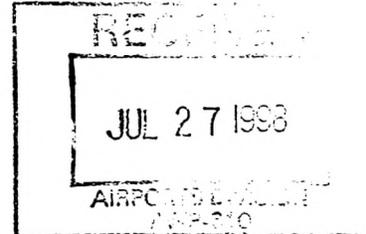


June 16, 1998



REPLY TO: FAA980618A

Mr. Mickeal R. Agaibi, Supervisor, Planning Section, AWP-611
 Federal Aviation Administration
 Western-Pacific Region, Airports Division
 PO Box 92007
 Los Angeles, CA 90009



Project: Proposed Improvements at Oxnard Airport, Oxnard, Ventura County

Dear Mr. Agaibi:

Thank you for consulting with me in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations at 36 CFR Part 800.4, concerning proposed improvements at the Oxnard Airport, Oxnard, California. The preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA) for these proposed improvements is being funded by FAA through an Airport Improvement Program grant to the County of Ventura. The undertaking, for which federal funds will be requested, includes in-field drainage improvements, navigational aids, property acquisition for the runway protection zones, reconfiguration of existing T-hangars, installation of additional T-hangars, construction of a shelter to accommodate a fire vehicle, perimeter fencing, security lighting, additional automobile parking and pavement of the perimeter service road. I understand FAA has defined the Area of Potential Effect (APE) for the undertaking to be the airport boundary as identified on the map enclosed with your June 15, 1998 letter.

The information submitted is, however, insufficient for me to agree with FAA's determination that the proposed undertaking will not affect any historic properties (i.e., properties listed or eligible for inclusion in the National Register of Historic Places). Until you have provided the information described below, I cannot concur with your request in accordance with 36 CFR Part 800.

I cannot concur that the FAA has taken reasonable steps to identify historic properties within the APE of this undertaking without reviewing the Phase I archaeological survey report documenting the inspection of a portion of the APE as described in the October 6, 1997 letter from Phyllisa Eisentraut, Coordinator of the South Central Coastal Information Center, to Kari Giaketsis of the Ventura County Department of Airports. A map showing the area within the APE

which was surveyed would be helpful. As well, the most efficient method for fulfilling the FAA's obligation to "make a reasonable and good faith effort to identify historic properties that may be affected by the undertaking and gather sufficient information to evaluate the eligibility of these properties for the National Register" (36 CFR Part 800.4(b)) may be to have all portions of the APE which were not included in the Phase I archaeological survey referred to above be inspected by an archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-44739) in an effort to identify historic properties following the Secretary's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-44742), as stipulated in 36 CFR Part 800.4(b).

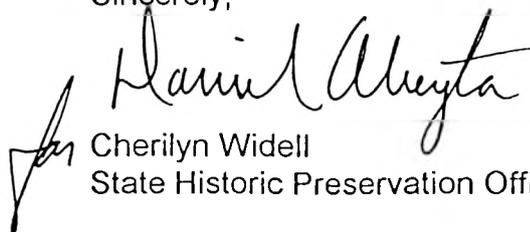
The above-referenced letter from the South Central Coastal Information Center mentions the possibility that "archaeological materials may be buried under several feet of sediment/disturbed topsoil; cultural materials may not be identified until construction is underway." Once FAA consultation with me pursuant to Section 106 regarding the planning of this undertaking is concluded, if previously undocumented properties are discovered during the implementation of this undertaking or if a known historic property is affected in an unanticipated manner, such occurrences can be addressed as specified at 36 CFR Part 800.11.

Have concerned Native Americans and other interested persons (i.e., "those organizations and individuals that are concerned with the effects of an undertaking on historic properties" as stated in 36 CFR Part 800.2) been included in consultation?

Are there any structures on or near the APE? Could they be fifty or more years old? If so, please send photographs of each such structure and its surroundings. Will the project require or result in moving, altering, abandoning, or demolishing any structures fifty or more years old?

If you have any questions regarding this review, please contact Chuck Whatford of my staff at (916) 653-2716 or calshpo.chuck@quiknet.com.

Sincerely,


Cheryl Widell
State Historic Preservation Officer

FACSIMILE

To: Kathryn May, AICP
Of: Coffman Associates
Fax: 602.993.7196
Pages: 1, including this cover sheet.
Date: September 25, 1998

I have reviewed your letter dated September 4, 1998, sent to Matthew Winegar regarding water/sewer service to the Oxnard Airport. The total airport site generation of 2,800 gal/day and 4500 gal/day specified in your letter are within the generation anticipated for the airport property in our sewer and water master plans.

Our current sewer system downstream from this project is inadequate to provide service for full build out of the entire upstream watershed of which this project is a part. Our long term master plan anticipates improvements to mitigate this inadequacy. Cumulative project impacts are typically mitigated by payment of sewer connection and conveyance fees.

From the desk of...

Paul J. Wendt
Sr. Civil Engineer
City of Oxnard
305 W. Third Street

Oxnard, CA 93030
805.385.7894
Fax: 805.385.7854



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P. O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

November 27, 1996

Ms. Kari Gialketsis
Environmental Coordinator
Ventura County Department of Airports
555 Airport Way
Camarillo, California 93010

Dear Ms. Gialketsis:

**Review of Initial Study
Oxnard Airport Master Plan, Oxnard, CA**

In response to your memorandum of November 19, 1996 the following impact categories are recommended for further study in your Environmental Impact Report (EIR):

a. Noise - The Airport Noise Control and Land Use Compatibility Study (ANCLUC) was conducted in 1984 with a 15-year planning period. Due to the age of this report, and the continued growth around the airport, it is recommended that an updated noise analyses be conducted.

b. Air Quality - The last air quality assessment conducted for the Oxnard Airport was in 1987. This too is outdated and should be updated to reflect current conditions.

Your application for Federal assistance to conduct a FAR Part 150 Noise Compatibility Program has been received by this office. At such time Federal funds become available, this study would provide excellent data for the noise impact category of your EIR.

If you have any questions regarding these comments please call or office and speak with Mr. Charles B. Lieber, Airport Planner, at (310) 723-0686.

Sincerely,

Mickeal R. Agaibi
Supervisor, Planning Section



PUBLIC WORKS AGENCY
SOLID WASTE MANAGEMENT DEPARTMENT

MEMORANDUM

DATE: October 25, 1996
TO: Kari Gialketsis - Ventura County Department of Airports
FROM: ^{AK} Peter M. Kaiser, Waste Management Analyst
SUBJECT: OXNARD AIRPORT MASTER PLAN; INITIAL STUDY;
APPLICANT: Ventura County Department of Airports

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OCT 29 1996
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The Solid Waste Management Department has reviewed the subject proposed project and submitted application material. The following comments are provided:

Environmental Impact Analysis

Based upon the County "Initial Studies Guidelines for Assessing Solid Waste Impacts" thresholds of significance and the Oxnard Airport Master Plan description, project and cumulative impacts are considered less than significant. However, the applicant should provide information related to waste generation rates from the proposed improvements as compared to current uses to quantify this determination. Waste generation rates can be determined by examining similar existing activities at the airport and extrapolate that information to the proposed improvements.

As potential mitigation measures to any impact significance, it is requested that subsequent CEQA documents provide information about the management of solid waste and recyclable materials (i.e. paper, plastic, metals, glass) generated by the proposed programs upon ultimate occupancy. Also, the requested information should indicate how recyclable construction materials will be managed and diverted from landfilling. This request is made pursuant to mandates of AB939 (California Statutes of 1989) and CEQA, Appendix G-subsection (e).

In part, local diversion efforts, which includes this project, will assist the County in achieving its State mandated waste diversion goal of 50% by the year 2000.

Please call me at 654-3849 with any questions.

c: Carole Trigg

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PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Transportation Planning

MEMORANDUM

DATE: October 28, 1996

TO: Ventura County - Department of Airports
Attention: Kari Gialketsis

FROM: Robert B. Brownie, Principal Engineer *RBB*

SUBJECT: Initial Study Checklist for Oxnard Airport Master Plan

Pursuant to your request, the Transportation Department has reviewed the subject Initial Study Checklist of the Oxnard Airport Master Plan and its supporting materials.

The Initial Study Checklist and Responses to the Checklist are attached.

Call me at (805) 654-2080 with questions.

c: Richard Herrera
Duane Flaten
Carole Trigg

RBB/RH/DRF:sa
AIRPORT.mem

INITIAL STUDY CHECKLIST

<u>ISSUE</u>	<u>PROJECT IMPACT DEGREE OF EFFECT</u>				<u>CUMULATIVE IMPACT DEGREE OF EFFECT</u>			
	N	LS	S	U	N	LS	S	U
 <u>PUBLIC FACILITIES/SERVICES</u>								
21. <u>Transportation/Circulation</u>								
a. Public Roads/highways								
(1) Level of Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Safety/Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Pedestrian/bicycle								
(1) Public Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

INITIAL STUDY STANDARD DISCUSSIONS

PUBLIC FACILITIES/SERVICES

21. Transportation/Circulation

Item a.

Public Roads/Highways

(1) & (2)

Level of Service & Safety/design

Environmental Analysis:

Implementation of the proposed Oxnard Airport Master Plan may affect the Level of Service of the Transportation Network by generating additional vehicle trips. Construction activities may temporarily add construction traffic to the road network. Proper design may mitigate these impacts to less than significant. However, since the applicant provided no information as to the traffic generated by the proposed Oxnard Airport Master Plan, the impacts are unknown at this time.

Item c.

Pedestrian/bicycle

(1) Public facilities

Environmental Analysis:

Implementation of the proposed Oxnard Airport Master Plan may affect the pedestrian and bicycle traffic on the Transportation Network. Construction activities may temporarily interrupt pedestrian and bicycle traffic. Proper design may mitigate these impacts to less than significant. However, since the applicant provided no information as to traffic generated by the proposed Oxnard Airport Master Plan, the impacts are unknown at this time.

The Environmental Impact Report should document traffic increases to decide the Oxnard Airport Master Plan's consistency with the County General Plan traffic policies. If the applicant can show that there will be no increase in vehicular, pedestrian or bicycle volumes due to the Oxnard Airport Master Plan, the Transportation Department will consider revising our comments.

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
WATER RESOURCES AND DEVELOPMENT DEPARTMENT

NOV 21 1996

MEMORANDUM

October 18, 1996

To: Kari Gialketsis, Environmental Coordinator
Department of Airports

From: Lowell Preston, Ph.D., Manager
Water Resources Division 

Subject: **OXNARD AIRPORT MASTER PLAN INITIAL STUDIES CHECKLIST**

The project description for the subject plan does not present information on changes in water use. However, Table 2R projects Long Range annual operations (takeoffs and landings) of 194,000 compared to 1994 Actual annual operations of 95,424. This suggests that Long Range water use, excepting landscape irrigation, would increase. Food preparation, toilet, facilities and equipment washing, drinking fountain, etc, water uses would be expected to about double.

Initial Studies Checklist **Item 4**, Water Resources (PWA), will be considered **Less than Significant (LS)** for: **A.**, Groundwater Quantity, **B.**, Groundwater Quality, and **C.**, Surface Water Quantity, for both **PROJECT IMPACT** and **CUMULATIVE IMPACT** (the number of airport facilities is not likely to increase over time), and for **D.**, Surface Water Quality, if facilities maintenance remains at the same level. **Item 22.B.**, Water Supply Quantity (PWA/EH), will be considered **Less than Significant (LS)** for reasons stated below:

Water is supplied by the City of Oxnard Water Department and this project is within the Fox Canyon Groundwater Management Agency (GMA). Groundwater use should therefore be less than significant because the GMA has established ordinances that effectively preclude an increase in groundwater extraction.

Long Range sewage service needs, to be provided by the City of Oxnard Wastewater Treatment System, would double. More traffic increases the risk of fuel spills contaminating local groundwater supplies.

If you have any questions, please call the Water Resources Division at (805) 654-2088. Thank you.

RLP:DP:LH/h

cc: Carole Trigg, PWA Development and Inspection Services Division

attachment: Initial Studies Checklist (pages 1 and 2 only)

RECEIVED
NOV 4 1996
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COUNTY OF VENTURA
PUBLIC WORKS AGENCY
FLOOD CONTROL DEPARTMENT
PLANNING & REGULATORY DIVISION
MEMORANDUM

October 25, 1996

TO: Ventura County Department of Airports
Kari Gialketsis
FB

FROM: Fred Boroumand, Permit Section Manager

SUBJECT: INITIAL STUDY CHECKLIST
OXNARD AIRPORT MASTER PLAN

Pursuance to your request, the Public Works Agency (Flood Control Department) has reviewed the Project Description for the subject project. The Initial Study Checklist is attached for your consideration.

It appears that the issue of Flood Hazard Drainage is not included in the Master Plan. A flood control facility known as West Fifth Street Drain traverses through the airport. Although it is currently maintained by the airport, the Ventura County Flood Control District has the regulatory jurisdiction over the Drain. The existing drainage problem and the impact of the airport growth to the Drain must be addressed and be a part of the environmental process.

MY:rb
Attachment

memo\airport.doc

NOV 18 1996

DEPT. OF PUBLIC WORKS



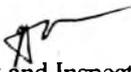
**COUNTY OF VENTURA
PUBLIC WORKS AGENCY**

*WATER RESOURCES AND DEVELOPMENT DEPARTMENT
DEVELOPMENT & INSPECTION SERVICES DIVISION*

MEMORANDUM

November 14, 1996

To: Kari Giaketsis
Department of Airports

From: Al Echarren 
Development and Inspection Services

Subject: Oxnard Airport Master Plan

In reviewing the proposed Oxnard Airport Master Plan, there is no project impacts nor cumulative impacts for fault ruptures, liquefaction, subsidence and expansive soils.

If you have an questions, please call me at (805) 654-2059.

INITIAL STUDY CHECKLIST

<u>ISSUE</u>	<u>DEVELOPMENT SERVICES</u>	<u>PROJECT IMPACT DEGREE OF EFFECT*</u>				<u>CUMULATIVE IMPACT DEGREE OF EFFECT*</u>			
		<u>N</u>	<u>LS</u>	<u>S</u>	<u>U</u>	<u>N</u>	<u>LS</u>	<u>S</u>	<u>U</u>
<u>HAZARDS</u>	13. <u>SEISMIC HAZARDS</u>								
	A. Fault Rupture:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	B. Ground Shaking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	C. Tsunami	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	D. Seiche:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	E. Liquefaction:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	14. <u>GEOLOGY HAZARDS</u>								
	A. Subsidence:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	B. Expansive Soils:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	C. Landslides / Mudslides:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	15. <u>HYDRAULIC HAZARDS</u>								
	A. Erosion / Siltation:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	B. Flooding:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Degree of Effect

- N = No Effect
- LS = Less Than Significant Effect
- S = Significant Effect; MND or EIR requested
- U = Unknown; EIR required

INITIAL STUDY COMMENTS FOR THE OXNARD AIRPORT MASTER PLAN

December 26, 1996

Page 2

23a. Individual Sewage Disposal

The availability of a public sewer connection for specific future development which may be allowed pursuant to the Master Plan has not been demonstrated at this time. However, the Department of Airports states that Oxnard Airport is currently served by and planned to be served in the future by the City of Oxnard public sewer system. Therefore, no individual sewage disposal systems (septic systems) will be utilized for future development, thus no adverse environmental impacts attributable to septic systems will occur.

Although not an Initial Study comment, you should be aware that EHD records indicate that leaking underground fuel tank sites exist on or near the area considered by the Master Plan. Site remediation or closure could, therefore, become necessary should future specific development be proposed in areas impacted by the leakage.

If you have any questions, please call me at 654-2811.

DS/pl>LANDUSE/GIALKETS

COUNTY OF VENTURA
ENVIRONMENTAL HEALTH DIVISION

M E M O R A N D U M

TO: *Kari Gialkatsis*
FROM: Darrell Siegrist *DS*
SUBJECT: INITIAL STUDY CHECKLIST

DATE: *Dec. 26, 1996*

A. PROJECT INFORMATION

- 1. Project No.:
- 2. Name of Applicant: *Oxnard Airport Master Plan*

ISSUE	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
	N	LS	S	U	N	LS	S	U
HAZARDS:								
<u>Hazardous Materials/Waste</u>								
18b. Below-ground hazardous mtl's.	—	X	—	—	—	X	—	—
18c. Hazardous waste	—	X	—	—	—	X	—	—
PUBLIC FACILITIES/SERVICES:								
<u>Water Supply</u>								
22a. Quality	X	—	—	—	X	—	—	—
<u>Waste Treatment/Disposal</u>								
23a. Individual Sewage Disposal System	X	—	—	—	X	—	—	—

**TRAFFIC ENGINEERING & SIGNALS PROGRAM****305 WEST THIRD STREET • OXNARD, CALIFORNIA 93030 • (805) 385-7866 FAX (805) 385-7833**

March 5, 1997

Kari Gialketsis
Ventura County Department of Airports
2889 West Fifth Street
Oxnard CA 93030

Dear Ms. Gialketsis:

Thank you for your February 25, 1997 transmittal of the project description for the Draft 1996 Oxnard Airport Master Plan. Your note asked "what the appropriate procedure is to get the traffic/transportation issue [regarding the Master Plan] resolved/addressed." I would expect that a Notice of Preparation for an environmental document is in order. The Notice of Preparation should be distributed to all responsible and interested agencies so that they can be appraised of the totality of the project and be provided with an appropriate opportunity to comment.

It would also be very helpful if all requests for comment from the City of Oxnard be referred to Richard Maggio, the City's Community Development and Special Projects Director, rather than utilizing a piecemeal approach as has been done to date.

Sincerely yours,

A handwritten signature in cursive script that reads "Joseph Genovese".

Joseph Genovese
Traffic Engineer

cc: Richard Maggio, Community Development and Special Projects Director
Joyce Parker-Bozylinski, Planning and Environmental Services Manager

217C8.2



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DEC 09 1996
DEPT. OF AIRPORTS

FIRE DEPARTMENT • 251 SOUTH "C" STREET • OXNARD, CALIFORNIA 93030 • (805) 385-7722
RAND-SCOTT COGGAN, FIRE CHIEF FAX • (805) 385-8009

December 5, 1996

Ms. Kari Gialketsis
Environmental Coordinator
Ventura County Department of Airports
555 Airport Way
Camarillo CA 93010

Dear Ms. Gialketsis:

Oxnard Fire recently completed a review of the Oxnard Airport Masterplan. We understand that the plan will progress incrementally and is driven by demand. We have concerns, however, relating to the increased usage and crash-fire-rescue issues.

Oxnard Fire believes that current staffing in regards to crash-fire-rescue is barely adequate. Further, there appears to be no provision in the masterplan addressing this concern or at what point in the planning horizons that projected increases in usage would warrant a more appropriately equipped and staffed response. There is also the question of commuter operations. Enplanements in the intermediate planning horizon indicates a doubling of passengers from 1994 levels. From the fire rescue perspective, these increases further heightens our concerns regarding an adequate response.

It is the fire program view that fire rescue operations deserve strong consideration and should be incorporated into any expansion plans.

If we may be of further service, please call 385-7708.

Sincerely,

Haywood Merricks III
Fire Marshal

HM/KH

12.GIALKETS.HM



COMMUNITY DEVELOPMENT DEPARTMENT • 305 W. THIRD ST. • OXNARD, CA 93030 • (805) 385-7857

RICHARD J. MACCIO, DIRECTOR

FAX • (805) 385-7417

November 13, 1996

Mr. Rodney L. Murphy, CAE
Director of Airports
County of Ventura
555 Airport Way
Camarillo, CA 93010

Subject: *Rod* Response to Your Letter of October 8, 1996

Dear Mr. Murphy:

Thank you for consulting the City of Oxnard with respect to preparing an *Initial Study* document, as required by CEQA, for the *Draft Revised Oxnard Airport Master Plan* that is currently being revised by the Airport Department. After you have reviewed our comments concerning the information included in your letter, as well as new information pertaining to worst case and cumulative impact scenarios presented herein, it should be concluded that the proposed *Airport Master Plan* project and subsequent use of Oxnard Airport will have significant impacts on the City and that a thorough Environmental Impact Report (EIR) should be prepared. Also, it is recommended that you consult with Ventura County Counsel and discuss obtaining the services of qualified legal counsel to assist in preparing the EIR and related mitigation measures in a manner that will help forestall claims for inverse condemnation against the County of Ventura. Along with this, the services of an environmental consultant that has broad experience in preparing environmental impact reports for airports in California should be secured after a rigorous examination of their recent work history.

In the second paragraph of your letter of October 8, reference was made to various documents including Exhibits B1 and B2 from the *Draft Threshold Relocation Feasibility Study For Oxnard Airport* (April, 1996). Exhibits B1 and B2 are not relevant for preparing the *Initial Study* because:

1. The relocated landing thresholds on Runway 25 (included in Exhibits B1 and B2) are no longer part of the proposed *Draft Master Plan* revision project, and, therefore, the projected noise contours associated with the thresholds are no longer relevant;
2. The exhibits do not portray the distribution of noise impacts under the traffic pattern zones that exist on both the north and south sides of Oxnard Airport;

Mr. Rodney L. Murphy, CAE

November 13, 1996

Page 2

3. The exhibits do not portray the distribution of noise impacts for aircraft landing or taking off from Runway 7; and
4. A review of the *Noise Analysis Methodology* accompanying the exhibits (p. B7, Fleet Mix) indicates that the proposed worst case aircraft fleet mix cited earlier in the *Project Description* attached to the letter (p. 3 and Table 3B) was not included. For example, in Table 3B, "Class C" includes 18 different aircraft. In contrast, only 14 different aircraft are referred to in the Fleet Mix described on p. B-7. Also, many of the aircraft listed in "Class C" are much heavier and have more powerful engines than the aircraft identified in the Fleet Mix that was used for reference in the noise impact calculations. Before proceeding any further, a choice should be made to prepare a worst case noise impact scenario based upon utilizing every aircraft identified in Class C (Table 3B) or deleting reference to all aircraft that would probably not use or be allowed to use Oxnard Airport for one or more reasons. In any case, all assumptions have to be clearly stated.

A complete noise impact study for the *Revised Airport Master Plan* must be prepared and include the noise impacts associated with each airport *Planning Horizon* (Short Term, Intermediate Term, and Long Range), take-off and landing operations for Runway 7 and 25, and worst case impacts on one or more surrounding land use scenarios. The land use scenarios should include all existing land use, land uses designated in the adopted *2020 General Plan*, land uses that have applications pending, and proposed land uses that are noise sensitive even if they are located beyond the 60 CNEL noise contour. In addition, the impacts of the airport's marketing plan objective of increasing the basing of additional jet aircraft at County airports must be included because it affects the long-term aircraft mix—this should also include an estimate of the jets based at Camarillo Airport that will utilize Oxnard Airport's Instrument Landing System either for practice or out of necessity. This type of noise evaluation must be prepared in a manner that stands on its own merits since the previous *Airport Master Plan EIR* is now at least 10 years old, the surrounding area has changed, and projects are proposed that may be impacted by the implementation of the *Revised Oxnard Airport Master Plan*.

In the third paragraph of your letter of October 8, it was stated that "These [noise] contours [in Exhibits B1 and B2] are consistent with the 2010 noise contours of the *Airport's Comprehensive Land Use Plan for Ventura County* prepared by the Airport's Land Use Commission and amended March 1, 1996." In response to your statement, please give consideration to the following:

1. CEQA does not allow the piecemeal approval of a proposed project, such as the *Draft Revised Oxnard Airport Master Plan*, and requires that the totality of a project be evaluated and considered before it is approved. Also, the principal issue at this time concerns compliance with the California Environmental Quality Act (CEQA) and not attempting to make consistency interpretations between the *Draft Revised Airport Master Plan* and the provisions of other adopted policies such as those found in the *Airport's Comprehensive Land Use Plan*.

Mr. Rodney L. Murphy, CAE

November 13, 1996

Page 3

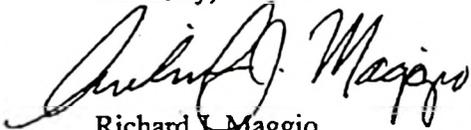
2. To comply with CEQA, a detailed comprehensive analysis of potential impacts stemming from all actions contemplated or reasonably foreseeable (including a worst case scenario associated with the *Draft Revised Airport Master Plan*) has to be undertaken with provision made for legal public notices, public participation, review, comment, and revision.
3. Conditions have changed over time and this leads to a reasonable conclusion that a comprehensive EIR must be prepared before the *Draft Revised Master Plan* is considered further. Evidence of changing conditions is based upon observations of our own staff located on the third floor of the City Hall building located at 305 West Third Street. These observations include phone calls and conversations being more frequently interrupted by both jets and heavy aircraft (i.e., Convair 440 or equivalent) having to add considerable power because they are too low. These observations also include noise from jets during taking off and landing (thrust reversal) that sometimes sounds like rolling thunder over 4,000 feet to the east of the end of Runway 25.
4. Land uses are being proposed and considered that may be more sensitive to peak event than average noise levels and, therefore, could not have been taken into account in the development and application of the *Airport's Comprehensive Land Use Plan* as a land use policy guideline.
5. Statements have been made in the media to the effect that the County intends to increase the number of jets based in Ventura County. The cumulative impacts of the jets on existing, planned, and proposed development in the vicinity of the airport have to be thoroughly evaluated. To date, proposals include noise sensitive land uses within the Coastal Zone and both within and adjacent to the Downtown Revitalization Area. After the cumulative impact scenarios are developed and evaluated for mutual conflicts, it may be necessary to modify the *Draft Revised Airport Master Plan*, and land use proposals, or both. It may also be necessary to revise the *Airport's Comprehensive Land Use Plan* so that it will be based upon more recent assumptions. For reference, CEQA requires cumulative impact analyses to include all relevant "past, present, and reasonably foreseeable probable future projects" (CEQA Guidelines, par. 15355).
6. The precedent was set in 1984 for preparing comprehensive Environmental Impact Reports for both Camarillo and Oxnard Airports.
7. An irreversible impact of implementing the *Draft Revised Oxnard Airport Master Plan* could include lowering the height of objects that you have identified as potential obstructions even though these obstructions are well known community landmarks and, in most cases, preceded the establishment of Oxnard Airport by several decades.
8. Both the current and future use of the Oxnard Airport have become controversial—this controversy recently resulted in the Ventura County Board of Supervisors not approving a

Mr. Rodney L. Murphy, CAE
November 13, 1996
Page 4

request to lengthen the active portion of Runway 25. In addition, concerns about the airport's impacts have been expressed by citizens at City Council meetings.

If you have any questions concerning the information presented above, please contact me at your convenience.

Sincerely,



Richard J. Maggio
Community Development and Special Projects Director

cc: Thomas Frutchey, City Manager

216K8.4



Appendix D
AIRPORT LAYOUT PLAN

Environmental Assessment /
Environmental Impact Report

RUNWAY DATA	RUNWAY 7-25	
	EXISTING	ULTIMATE
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-II	D-II/B-III
RUNWAY LENGTH	370.520' / 90.5317'	370.520' / 90.5317'
RUNWAY BEARING	N 89.9504° W	N 89.9504° W
RUNWAY DIMENSIONS	6,950' x 100'	6,950' x 100'
RUNWAY INSTRUMENTATION	Nonprecision/Precision	Nonprecision/Precision
RUNWAY APPROACH SURFACES	34-1/60.1	34-1/60.1
RUNWAY THRESHOLD DISPLACEMENT	0' / 1,372'	0' / 1,372'
RUNWAY STRIPWAY	N/A	N/A
RUNWAY SAFETY AREA	7,630' x 500'	7,630' x 500'
RUNWAY OBJECT FREE AREA	7,630' x 800'	7,630' x 800'
RUNWAY OBSTACLE FREE ZONE	6,950' x 400'	6,950' x 400'
TAKOFF RUN AVAILABLE (TORA)	6,950' / 5,950'	6,950' / 5,950'
TAKOFF DISTANCE AVAILABLE (TODA)	6,950' / 6,950'	6,950' / 6,950'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,830' / 6,950'	6,830' / 6,950'
LANDING DISTANCE AVAILABLE (LDA)	6,830' / 4,678'	6,830' / 4,678'
PAVEMENT MATERIAL	Asphalt	Asphalt
PAVEMENT SURFACE TREATMENT	Droneed	Droneed
PAVEMENT STRENGTH (in thousands lbs./ft ²)	80(S)/70(D)	80(S)/70(D)
RUNWAY EFFECTIVE GRADIENT	0.15%	0.15%
RUNWAY TOUCHDOWN ZONE ELEVATION	86 MSL / 38.9 MSL	86 MSL / 38.9 MSL
RUNWAY MARKING	Precision	Precision
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY APPROACH LIGHTING	None/MALS	None/MALS
TAXIWAY LIGHTING	MTL	MTL
TAXIWAY MARKING	Centerline, Signage	Centerline, Signage
RUNWAY NAVIGATIONAL AIDS	VASI-4 (7) VOR/DME (7) ILS (25) VORTAC (25)	VASI-4 (7) VOR/DME (25) ILS (25) CAT I GPS (25)

AIRPORT DATA	
Demand Airport (OER)	
CITY: Oxnard, California	COUNTY: Ventura, California
RANGE: 21 West	TOWNSHIP: 2 North
CIVIL TOWNSHIP: N/A	
AIRPORT SERVICE LEVEL	Commercial
AIRPORT REFERENCE CODE	D-II
AIRPORT ELEVATION	42.5 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	72° F (July)
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude 34° 12' 03.884" N Longitude 119° 12' 25.980" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Relating Beacon VOR/DME (7) VOR (25) ILS (25)

MODIFICATION TO FAA AIRPORT DESIGN STANDARDS			
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING
Commercial/Residential	Runway Object Free Area	400' North of Runway 6	340' North of Runway 6
Commercial/Parking Lot	Runway Object Free Area	400' South of Runway 6	370' South of Runway 6
Perimeter Service Road	Runway Object Free Area	400' North of Runway 6	875' North of Runway 6
Perimeter Service Road	Runway Object Free Area	400' South of Runway 6	345' South of Runway 6

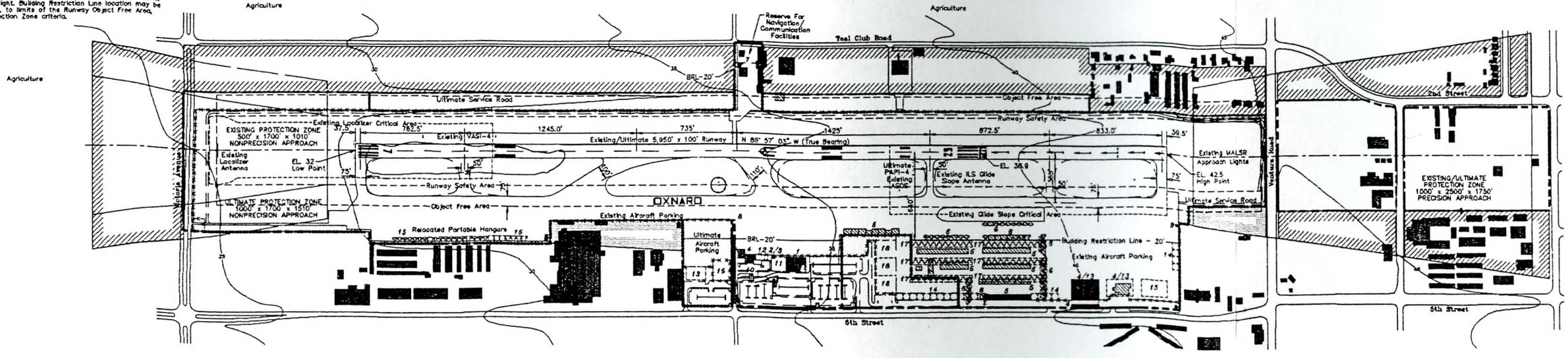
BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1	11	TERMINAL BUILDING
2	12	AIR TRAFFIC CONTROL TOWER (ATCT)
3	13	AIRPORT RESCUE and FIREFIGHTING (ARFF)
4	13	FIXED BASE OPERATION HANGAR
5	14	CONVENTIONAL HANGAR
6	15	PORTABLE HANGARS
7	15	AIRPORT MAINTENANCE
8	16	FUEL FACILITY
9	16	ELECTRICAL TUNNEL
10	17	WELL
	17	T-HANGAR (20 Units Needed)
	18	CORPORATE PARCEL

RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING	ULTIMATE
Runway 7	Latitude 34° 12' 03.163" N Longitude 119° 13' 01.395" W	Latitude 34° 12' 03.168" N Longitude 119° 13' 01.395" W
Runway 25	Latitude 34° 18' 02.618" N Longitude 119° 11' 50.565" W	Latitude 34° 18' 02.612" N Longitude 119° 11' 50.565" W
Runway 25 Dpt	Latitude 34° 18' 02.738" N Longitude 119° 12' 06.314" W	Latitude 34° 18' 02.648" N Longitude 119° 11' 54.999" W

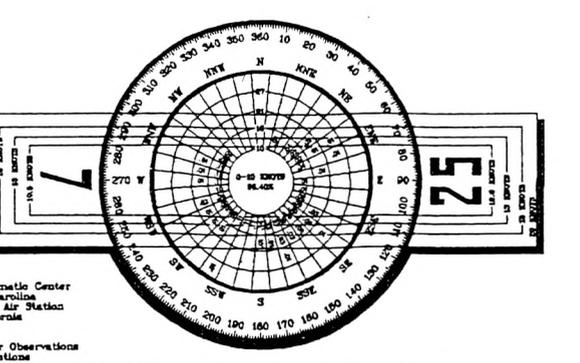
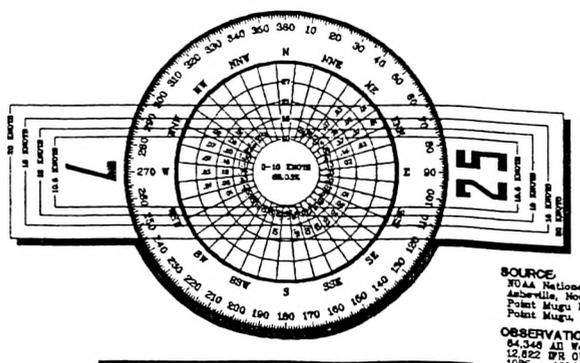
1. Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT) wheel loading capacities.

GENERAL NOTES:

- Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
- Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
- Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
- Building Restriction Line (BRL) is established in accordance with FAR Part 77 criteria, location utilizes 35 foot vertical object height. Building Restriction Line location may be reduced in accordance to Part 77 criteria, to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
-----	-----	ABANDONED PAVEMENT
-----	-----	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
-----	-----	AVIATION BARRIERS
-----	-----	BUILDING TO BE REMOVED OR RELOCATED
-----	-----	BUILDING
-----	-----	BUILDING RESTRICTION LINE (BRL)
-----	-----	PAVEMENT
-----	-----	FENCING
-----	-----	NAVIGATIONAL AID INSTALLATION
-----	-----	RUNWAY END IDENTIFICATION LIGHTS (REIL)
-----	-----	RUNWAY THRESHOLD LIGHTS
-----	-----	SEGMENTED CIRCLE/WIND INDICATOR
-----	-----	TOPOGRAPHY (USGS Maps)
-----	-----	WIND INDICATOR (Lighted)



ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	15 Knots	20 Knots	30 Knots
Runway 7-25	97.5%	99.95%	99.90%	99.97%

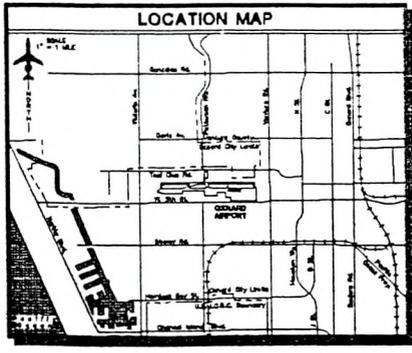
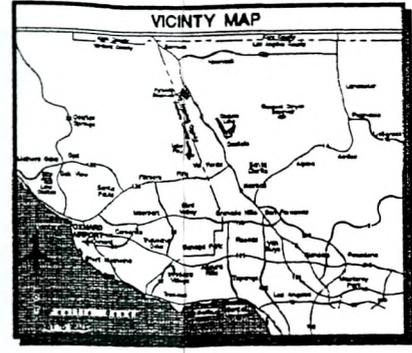
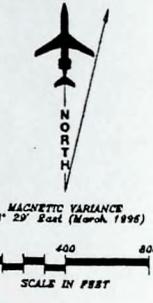
IFR CAT-I WIND COVERAGE				
Runways	10.5 Knots	15 Knots	20 Knots	30 Knots
Runway 7-25	98.15%	99.10%	99.87%	99.64%

SUBMITTED BY: **Coffman Associates** ON THE DATE OF: _____

FOR APPROVAL BY: _____

County of Ventura
Department of Airports

APPROVED BY: _____ ON THE DATE OF: _____



Oxnard Airport
AIRPORT LAYOUT PLAN
Oxnard, California

PLANNED BY: *Steven S. Bennett*
DETAILED BY: *Richard A. Lally*
APPROVED BY: *James M. Moore*

August 27, 1998 SHEET 1 OF 6

Coffman Associates
Airport Consultants

No.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 306 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS ADVISED, THE COUNTY DOES NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT PROJECTS HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



Environmental Assessment /
Environmental Impact Report

Appendix E
LAND USE ASSURANCE LETTER



October 21, 1998

Mr. Charles Lieber
Airport Planner, AWP-611.1
FAA-WPR
Post Office Box 92007 WPC
Los Angeles, California 90009

Re: Land use Assurance for Oxnard Airport, Oxnard, California

Dear Mr. Lieber:

Ventura County makes the following statement of compatible land use assurance as required by section 511(a)(5) of the Airport and Airway Improvement Act of 1982.

Ventura County provides assurances that appropriate action, including the enforcement of zoning laws, has been or will be taken, to the extent reasonably possible, to restrict the use of land adjacent to or in the immediate vicinity of Oxnard Airport to activities and purposes compatible with normal airport operations, including landing and take-off of aircraft. This anticipated action includes consideration of both existing and planned land uses. In addition, the County will encourage and support the City of Oxnard in its effort to accomplish the same goal.

The designation of land uses in the vicinity of Oxnard Airport is currently the responsibility of the City of Oxnard in that the airport is completely within the jurisdiction of that city. The County has approved a series of Specific Plans which provide for commercial, industrial, office, and parks/open space uses in the immediate vicinity of the airport.

Charles Lieber
October 21, 1998
Page 2

The Ventura County Transportation Commission adopted an Airport Comprehensive Land Use Plan ("CLUP") for airports, including Oxnard, within the County. The CLUP identifies an airport influence area over which the County's Airport Land Use Commission exercises responsibility, land use compatibility standards, and policies related to the adopted specific plans. Ventura County will continue to work with the City of Oxnard to ensure that land uses in the immediate vicinity of the airport are compatible with the airport and are in keeping with the land uses described in the Oxnard Airport CLUP.

If the Federal Aviation Administration has any questions or concerns as to the foregoing, please contact me at (805) 388-4200.

Very truly yours,


for
RODNEY L. MURPHY
Director of Airports



Appendix F AIR QUALITY ANALYSIS

Environmental Assessment /
Environmental Impact Report



ENVICOM
CORPORATION

May 4, 1998

Coffman Associates, Inc.
11022 N. 28th Drive
Phoenix, Arizona 85029

Attn: Ms. Kate May

Subject: Oxnard Airport Master Plan Air Quality Assessment

Dear Ms. May:

Please note the following changes to the Oxnard Air Quality Assessment dated April 15, 1998:

- (1) Page 12, paragraph 2, sentence 2 currently reads: *"Emissions associated with vehicle traffic were based on vehicle trip estimates from the City of Oxnard's General Plan Buildout conditions, as identified in the traffic study prepared for the Master Plan."*

This sentence should read: *"The traffic study prepared for the Master Plan includes vehicle trips attributable to anticipated growth at the airport. Emissions that would be generated by these vehicle trips were estimated with the URBEMIS5 computer model and are included in Table 4."*

- (2) Page 15, paragraph 2, sentence 1 currently reads: *"The traffic study prepared for the Master Plan includes vehicle trips attributable to implementation of the Master Plan."*

This sentence should read: *"Project-generated vehicle traffic estimates were based on vehicle trip estimates from the City of Oxnard's General Plan Buildout conditions, as identified in the traffic study prepared for the Master Plan."*

Should you have any questions, please do not hesitate to call me or Mr. Keith Miles.

Sincerely,

Scott Weinstock
Project Manager

28328 Agoura Road

Agoura Hills, California 91301

Tel. (818) 879-4700

Fax (818) 879-4711

AIR QUALITY ANALYSIS
for the
OXNARD AIRPORT MASTER PLAN/
ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT REPORT

F-1

Prepared for:

Coffman Associates, Inc.
11022 N. 28th Drive, Suite 240
Phoenix, Arizona 85029

Prepared by:

Envicom Corporation
28328 Agoura Road
Agoura Hills, California 91301
(818) 879-4700

April 15, 1998

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INTRODUCTION

The Oxnard Airport Master Plan identifies development plans for the Oxnard Airport, a general aviation airport located in the City of Oxnard in Ventura County (see Figure 1). Plans include:

- preparing and consolidating a fuel farm;
- improving the runway;
- constructing taxiways;
- redeveloping the T-hangar area;
- constructing ramps;
- relocating port-a-ports;
- installing security fencing;
- extending and relocating security fencing;
- constructing parking areas;
- overlaying and rehabilitating airside pavement;
- upgrading taxiway lighting;
- constructing access roads; and
- improving the storm drainage system.

These improvements are to take place over three demand-based phases: Short-Term, Intermediate, and Long-Range. The improvements are intended to improve efficiency and reduce increases in delay time that could occur with the forecasted increase in aircraft operations that is anticipated at Oxnard Airport by the year 2018. These improvements are related to planning horizon levels rather than dates in time. The level of aircraft activity involved in each planning horizon will dictate the implementation of the next step in the master plan program. This report analyzes the Short-Term and Long-Range Phases of the Master Plan and compares them to existing (1998) conditions to determine what construction and operational air quality impacts could occur with the proposed improvements.

F-2

Existing Conditions

Climate

Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality. The climate of the project area is Mediterranean, characterized by warm, dry summers and cooler, relatively damp winters.

Temperature

Daytime summer temperatures in the area average in the high 70s to 80s. Nighttime temperatures in the summer are typically in the high 50s to low 60s. Winter high temperatures tend to be in the 60s, while the winter low temperatures are in the 40s. The annual average temperature (as recorded at the Oxnard Air Force Base) ranges between 49.0 and 70.0 degrees Fahrenheit (F). The average annual daily temperature is 59.9 degrees F.

Winds

The wind direction at Oxnard Airport is from the west 80 percent of the time. Thus, aircraft approach from the east and take off towards the west approximately 80 percent of the time. Daytime winds in the vicinity of the project area seasonally average from 5.6 to 7.9 miles per hour. The pattern is driven by local temperature differences with air flowing from cold to warmer surfaces. Because the ocean is cooler than the land throughout much of the warm season, the onshore component from the west is overall more dominant, particularly in the summer "smog season." During most of the daylight hours, a sustained breeze flows inland in the project

vicinity. Occasionally, however, when strong evening offshore windflow is present, pollution from inland areas can stagnate along the coast the next day.

Inversions

In addition to winds that control the rate and direction of pollution dispersal, Southern California is known for strong temperature inversions that limit the vertical depth through which pollution can be mixed and diluted. The summertime air in Oxnard is characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high pressure cell over the ocean to the south and west. This marine/subsidence inversion forms a lid at about 1,000 feet above the Oxnard Plain when, during the day, cool ocean air brought in by the onshore winds undercuts the warm sinking air of the Pacific high pressure system. This allows for good local mixing.

A second inversion type forms on clear winter nights when cold air off the mountains sinks to the surface while the air aloft remains warm. This process forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as automobile exhaust near their source. Both types of inversions occur throughout the year to some extent, but the marine inversions are dominant during the day in summer, and radiation inversions are much stronger on winter nights when nights are long and the air is cool.

Ambient Air Quality

F-3
Air quality in a given location is described by the concentrations of various pollutants in the atmosphere, which are generally expressed in units of parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The significance of a pollutant concentration is determined by comparing it to state and federal ambient air quality standards. The United States Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) in 1971, under authority arising under the Federal Clean Air Act (CAA), for six pollutant types. The individual states retain the option to add other pollutants that require more stringent compliance to this list, or to include different exposure periods. Because California established air quality standards through the California CAA several years before the Federal action, and due to unique air quality problems associated with California, there are considerable differences between state and federal clean air standards. The characteristic sources and effects of these regulated air contaminants are provided in Table 1. The AAQS (both state and federal) for ten air pollutants are provided in Table 2. The California Air Resources Board (CARB) coordinates the statewide air quality planning process, which is aimed at meeting both the national and statewide AAQS. Based upon both federal and state air quality standards, a specific geographic area can be classified under the Federal and State CAA as either being an "attainment" or "non-attainment" area for each criteria pollutant.¹ The EPA has designated all areas of the United States as having air quality better than (attainment) or worse than (non-attainment) the NAAQS (see Table 2). The criteria for non-attainment designation varies by pollutant. An area is in non-attainment for ozone if the AAQS has been exceeded more than three discontinuous times for three years. An area is in non-attainment for any other pollutant if its AAQS has been exceeded more than once per year. As identified in the 1994 AQMP, Ventura County is both a federal and state designated non-attainment area for ozone and a State non-attainment area for PM_{10} .

Ambient air quality monitoring in Southern California is performed by the CARB via a network of air quality monitoring stations. The closest monitoring station to the project site is the El Rio air monitoring station, located in the City of Ventura. Table 3 lists air quality data from the El Rio air monitoring station for the period 1993 through 1996.

¹ A criteria pollutant is one for which an ambient air quality standard has been established.

TABLE 1
Description of Selected Air Contaminants

PHOTOCHEMICAL OXIDANT (Ox)

Characteristics - The term "photochemical oxidant" can include several different pollutants, but consists primarily of ozone (more than 90 percent) and a group of chemicals called organic peroxy nitrates. Photochemical oxidants are created in the atmosphere rather than emitted directly into the air. Reactive organic gases, including hydrocarbons, and oxides of nitrogen are the emitted contaminants which participate in the reaction. Ozone is a pungent, colorless toxic gas which is produced by the photochemical process. Photochemical oxidant is a characteristic of southern California type smog, and reaches highest concentrations during the summer and early fall.

Sources - Photochemical smog is caused by complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from sunlight. Motor vehicles are the major source of oxides of nitrogen and reactive organic gases in the basin.

Effects - The common manifestations of oxidants are damage to vegetation and cracking of untreated rubber. Photochemical oxidants in high concentrations can also directly affect the lungs, causing respiratory irritation and possible changes in lung functions.

CARBON MONOXIDE (CO)

Characteristics - CO is a colorless, odorless, toxic gas produced through the incomplete combustion of fossil fuels. Concentrations are higher in winter when more fuel is burned and weather conditions favor the build-up of directly emitted contaminants.

Sources - The use of gasoline powered engines is the major source of this contaminant, with the automobiles being the primary contributor. However, various industrial processes also produce CO emissions through incomplete combustion of fossil fuels.

Effects - CO does not irritate the respiratory tract, however, it passes through the lungs directly into the blood stream and, by interfering with the transfer of oxygen, deprives sensitive tissues of oxygen.

NITROGEN OXIDES (NOx)

Characteristics - It primarily consists of nitric oxides (NO) (a colorless, odorless gas formed from atmospheric nitrogen and oxygen when petroleum combustion takes place under high temperatures and/or pressure) and nitrogen dioxide (NO₂) (a reddish-brown irritating gas formed by the combination of nitric oxide with oxygen).

Sources - High combustion temperatures cause nitrogen and oxygen to combine and form nitric oxide. Further reaction produces additional oxides of nitrogen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations are the primary sources in the region. Ships, railroads and aircraft are other significant emitters.

Effects - Oxides of nitrogen are direct participants in photochemical smog reactions. The emitted compound, nitric oxide, combines with oxygen in the atmosphere in the presence of hydrocarbons and sunlight, to form nitrogen dioxide and ozone. Nitrogen dioxide, the most significant of these pollutants, can color the atmosphere at concentrations as low as 0.5 ppm on days of 210-mile visibility. NOx is an important air pollutant in the region because it is a primary receptor of ultraviolet light which initiates the reactions producing photochemical smog. It will also react in the air to form nitrate particulates.

SULFUR DIOXIDE (SO₂)

Characteristics - SO₂ is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres some of SO₂ may be changed to sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting with other materials to produce sulfate particulates.

TABLE 1 (cont.)

Description of Selected Air Contaminants

SULFUR DIOXIDE (SO₂) cont.

Sources - This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors.

Effects - SO₂ appears able to do still greater harm by injuring lung tissues. Sulfur oxides, in combination with moisture and oxygen, can yellow the leaves of plants, dissolve marble and eat away iron and steel. Sulfur oxides can also react to give sulfates which reduce visibility and cut down the light from the sun.

PARTICULATES (TSP and PM₁₀)

Characteristics - Atmospheric particulates are made up of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. About 90% by weight of the emitted particles are larger than 10 microns in diameter, but about 90% of the total number of particulates are less than 5 microns in diameter. The aerosols formed in the atmosphere, primarily sulfate and nitrate, are usually smaller than 1 micron. In areas close to major sources, particulate concentrations are generally higher in the winter, when more fuel is burned, and meteorological conditions favor the build-up of directly-emitted contaminants. However, in areas remote from major sources and subject to photochemical smog, particulate concentrations are higher during summer months.

Sources - Particulate matter consists of particles in the atmosphere resulting from many kinds of dust and fume-producing industrial and agricultural operations, from combustion, and from atmospheric photochemical reactions. Natural activities also put particulates into the atmosphere; wind-raised dust and ocean spray are two such sources of particulates.

Effects - In the respiratory tract very small particles of certain substances may produce injury by themselves, or may contain absorbed gases that are injurious. Suspended in the air, particulates of aerosol size can both scatter and absorb sunlight, producing haze and reducing visibility. They can also cause a wide range of damage to materials.

HYDROCARBONS AND OTHER ORGANIC GASES (THC, CH₄, NMHC, AHC, NHC)

Characteristics - Any of the vast family of compounds consisting of hydrogen and carbon in various combinations are known as hydrocarbons. Fossil fuels are included in this group. Many hydrocarbon compounds are major air pollutants, and those which can be classified as olefins or aromatics are highly photochemically reactive. Atmospheric hydrocarbon concentrations are generally higher in winter because the reactive hydrocarbons react more slowly in the winter and meteorological conditions are more favorable to their accumulating in the atmosphere to higher concentration before producing photochemical oxidants.

Sources - Motor vehicles are a major source of anthropogenic hydrocarbons (AHC) in the basin. Other sources include evaporation of organic solvents and petroleum refining and marketing operations. Trees are the principal emitters of biogenic or natural hydrocarbons (NHC) (Chameides, 1988).

Effects - Certain hydrocarbons can damage plants by inhibiting growth and causing flowers and leaves to fall. Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects in humans. However, certain members of this contaminant group are important components in the reactions which produce photochemical oxidants.

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TABLE 2
Ambient Air Quality Standards

Air Pollutant	Average Sampling Time	CALIFORNIA ¹		FEDERAL ²		
		Concentration	Method	Primary ³	Secondary ⁴	Method
Ozone	1 hour	0.09 ppm (180 µgm ⁻³)	Ultraviolet Photometry			Ethylene Chemiluminescence
	8 hour ⁵			0.08	0.08	
Carbon Monoxide	8 hour	9 ppm (10 µgm ⁻³)	Non-dispersive Infrared	9 ppm (10 µgm ⁻³)	9 ppm (10 µgm ⁻³)	Non-dispersive Infrared
	1 hour	20 ppm (23 µgm ⁻³)	Spectroscopy (NDIR)	35 ppm (40 µgm ⁻³)	35 ppm (40 µgm ⁻³)	Spectroscopy (NDIR)
Nitrogen Dioxide	Annual Average		Gas Phase Chemiluminescence	.053 ppm (100 µgm ⁻³)	.053 ppm (100 µgm ⁻³)	Gas Phase Chemiluminescence
	1 hour	0.25 ppm (470 µgm ⁻³)		-	-	
Sulfur Dioxide	Annual Average			0.03 ppm (80 µgm ⁻³)		
	24 hour	0.04 ppm (105 µgm ⁻³)	Ultraviolet Fluorescence	0.14 ppm (365 µgm ⁻³)	-	Pararosaniline
	3 hour	-	-	-	0.53 ppm (1300 µgm ⁻³)	
	1 hour	0.25 ppm (655 µgm ⁻³)		-	-	

¹ State Standards for O₃, CO, NO₂, SO₂ (1-hour) and PM₁₀ not to be exceeded. All other pollutants not to be equated nor exceeded.

² Federal standards not to be exceeded more than once in any calendar year.

³ National Primary Standard: The levels of air quality necessary, with an adequate margin of safety, to protect public health.

⁴ National Secondary Standard: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

⁵ New Federal standard enacted in 1997. Effective as of September 16, 1997.

TABLE 2 (cont.)

Air Pollutant	Average Sampling Time	CALIFORNIA		FEDERAL		
		Concentration	Method	Primary	Secondary	Method
Suspended Particulate Matter (PM ₁₀)	Annual Geometric Mean	30 $\mu\text{g}\cdot\text{m}^{-3}$	Size segregated inlet high volume sampling	-		Inertial separation and Gravimetric Analysis
	24 hour	50 $\mu\text{g}\cdot\text{m}^{-3}$		150 $\mu\text{g}\cdot\text{m}^{-3}$	150 $\mu\text{g}\cdot\text{m}^{-3}$	
	Annual Arithmetic Mean			50 $\mu\text{g}\cdot\text{m}^{-3}$	50 $\mu\text{g}\cdot\text{m}^{-3}$	
Sulfates	24 hour	25 $\mu\text{g}\cdot\text{m}^{-3}$	Turbidimetric Barium sulfate	-	-	-
Lead	30 day Average	1.5 $\mu\text{g}\cdot\text{m}^{-3}$	Atomic Absorption	-		Atomic absorption
	Calendar Quarter	-		1.5 $\mu\text{g}\cdot\text{m}^{-3}$	1.5 $\mu\text{g}\cdot\text{m}^{-3}$	
Hydrogen Sulfide	1 hour	0.03 ppm (42 $\mu\text{g}\cdot\text{m}^{-3}$)	Cadmium Hydroxide Stractan	-	-	-
Vinyl Chloride (chloroethene)	24 hour	0.010 ppm (26 $\mu\text{g}\cdot\text{m}^{-3}$)	Tedlar Bag, Collection Gas Chromatography	-	-	-
Visibility Reducing Particles	1 observation	A sufficient amount of particles to reduce the prevailing visibility to less than 10 miles when the relative humidity is <70%.	Measurements in accordance with ARB Method V	-	-	-

Source: ARB Fact Sheet 39, November, 1991.

TABLE 3
Pollutant Concentrations at the El Rio Air Monitoring Station

	1993	1994	1995	1996
OZONE (O₃)				
Maximum Concentration (ppm/1 hr.)	0.14	0.12	0.12	0.12
No. of Days Exceeded Standard:				
Federal > .12 ppm/1 hr.	1	0	0	0
State > .09 ppm/1 hr.	8	7	7	8
CARBON MONOXIDE (CO)				
Maximum Concentration (ppm/1 hr.)	5.0	2.9	2.9	2.2
Maximum Concentration (ppm/8 hrs.)	2.7	2.2	2.4	1.5
No. of Days Exceeded State Standard:				
≥ 9.1 ppm/8 hrs.	0	0	0	0
> 20 ppm/1 hr.	0	0	0	0
NITROGEN DIOXIDE (NO₂)				
Maximum Concentration (ppm/1 hr.)	0.08	0.10	0.13	0.11
No. of Days Exceeded State Standard:				
> .25 ppm/1 hr.	0	0	0	0
SULFUR DIOXIDE (SO₂)				
Maximum 24-hr. Concentration (µgm-3)	NA	0.01	0.01	0.01
No. of Days Exceeded State Standard:				
> .05 ppm/24-hr.	0	0	0	0
> .25 ppm/1 hr.	0	0	0	0
SUSPENDED PARTICULATES (PM₁₀)				
Number of Samples	59	57	60	61
Maximum 24-hr. Concentration (µgm-3)	63	61	62	64
No. of Samples Exceeding Standard:				
Federal > 150 µgm-3	0	0	0	0
State ≥ 50 µgm-3	4	2	3	1
Geometric Mean Concentration µgm-3	25.4	26.3	22.3	22.4
Arithmetic Mean Concentration µgm-3	29.0	29.2	26.2	22.4

Source: CARB standard will be based on the 3-year average of the 98th percentile of the 24-hour concentrations measured at each monitor station. The EPA has proposed an interim policy leaving the existing ozone and PM₁₀ standards in effect until the states submit for EPA approval new State Implementation Plans that address these new standards. Until that occurs, the existing ozone and PM₁₀ thresholds will remain in effect.

As shown in Table 3, the only thresholds exceeded at the El Rio station from 1993 to 1996 were federal and state thresholds for ozone and state thresholds for PM₁₀. Specifically, the state maximum one-hour concentration standard for ozone was exceeded for 8 days in 1993, 7 days in 1994, 7 days in 1995, and 8 days in 1996 while the state threshold for PM₁₀ was exceeded 4 times in 1993, 2 times in 1994, 3 times in 1995, and 1 time in 1996.

Air Quality Planning

Air quality regulations were first initiated with the passage of the Federal CAA, as previously identified, which established the NAAQS and delegated the regulation of air pollution to the individual states. In states where the NAAQS were exceeded, including California, the CAA required preparation of a State Implementation Plan (SIP). The SIP details how states will meet the standards within specific time frames.

CARB has been designated as the responsible agency for all air quality regulations. Local control in air quality management is provided by CARB through county-level Air Pollution Control Districts (APCDs).

The Ventura County APCD oversees air quality planning for air pollution sources in Ventura County. The Southern California Association of Governments (SCAG) is also involved in air quality planning and, with the APCD, prepares the Air Quality Management Plan (AQMP) which provides the framework for air pollution management in Ventura County. The 1994 AQMP, including a 1995 revision, was approved by the EPA in September, 1996. The AQMP includes air pollution control measures to reduce ROC and NOx emissions, both ozone precursors, and bring the region into compliance with the federal ozone standard (ROC and NOx are the two pollutants that are primary precursors of ozone formation). This plan predicts attainment of the federal ozone standard by 2005.

In order to assess the significance of air quality impacts, project-generated pollutant volumes must be compared to the applicable local, as well as state and federal standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. Provided by the APCD, they are designed to protect those people most susceptible to respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise; such people are commonly referred to as "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations above these minimum standards before adverse effects are observed.

New EPA Standards

In September of 1997, the EPA adopted stricter air quality standards for ozone and PM₁₀. The existing federal ozone significance threshold is 0.12 parts per million (ppm) while the existing PM₁₀ threshold is 150 micrograms per cubic meter for a 24-hour period, as identified in Table 2. The EPA is replacing the 1-hour ozone standard with an 8-hour averaging time and lowering the concentration level from 0.12 to 0.8 ppm. The EPA is also splitting the PM₁₀ standard into two subclasses: a fine fraction (less than or equal to 2.5 microns in diameter) and a coarse fraction (greater than 2.5 microns but less than 10 microns in diameter). The annual PM_{2.5} standard will be set at 15 micrograms per cubic meter, spatially averaged across an area. The 24-hour PM_{2.5}

Air Pollution Sources

There are two general categories of sources from which air pollutants are generated: mobile sources and stationary sources. In the case of Oxnard Airport, mobile sources refer to those sources which are movable (aircraft, vehicles, and construction vehicles), while above ground fuel storage tanks and solvent usage are assumed to be the primary stationary emission sources. In addition, dust and other pollutants will be generated during the construction period. Per the Regional Water Quality Control Board and as part of the Short-Term Phase improvements, the existing underground fuel storage tanks are to be removed and replaced with above ground tanks for all of the Airport's aircraft fuel needs. The California EPA Department of Toxic Substances Control will oversee the

underground tank removal and assess and remediate any potential contamination. Fueling of aircraft is not conducted at the underground fuel tanks. On-site aircraft receive fuel via operator fuel trucks which are filled at the fuel tanks.

Methodology

To estimate emissions associated with the airport, the Federal Aviation Administration's (FAA) and the United States Air Force's (USAF) Emissions and Dispersion Modeling System (EDMS) and the California Air Resources Board's (CARB) URBEMIS5 mobile air quality computer program were utilized. The FAA and USAF jointly developed the EDMS model, which is listed among the EPA's and the FAA's preferred guideline models. The EDMS calculates emissions and dispersion of the pollutants associated with airports, which include aircraft, vehicular, and stationary emissions. The emissions inventory module calculates aircraft emissions based on EPA and USAF engine emission factors and the number of landing and takeoff cycles, both peak hour and annual. Typical aircraft operations include idling at gates, taxiing, runway queuing, takeoff, climb-out and approach. Emissions from aircraft takeoffs and landings, vehicle trips, fuel transfers and solvent use were modeled to determine the amount of emissions being generated currently and in the future. Pollutants analyzed in the EDMS include Carbon Monoxide (CO), Hydrocarbons (HC), Nitrogen Oxides (NO_x), Sulfur Oxides (SO_x), and Particulate Matter (PM₁₀).²

Reactive Organic Compounds (ROC), along with other pollutants such as lead and ozone, are not included in the EDMS modeling system because the data required to include these emissions in terms of aircraft is not available, and there is no approved methodology for estimating aircraft ROC. The Ventura County APCD indicates in its Guidelines for the Preparation of Air Quality Impact Analyses (APCD Guidelines) that ROC and NO_x emissions should be analyzed since they act as ozone precursors. Per APCD approval (APCD, Thomas, January 14, 1998), the HC emissions, being similar to ROC in structure, were converted to ROC by the same formula found in the APCD Guidelines for converting Total Organic Gases to ROC. The URBEMIS5 mobile air quality computer program, which was developed by CARB, was used to calculate vehicle emissions, as recommended by the APCD. All other emission sources were measured with the EDMS modeling system.

Construction emissions were also calculated for the Short-Term and Long-Range Phases of the Master Plan. These were based on anticipated pollutants that would be generated by exhaust from construction vehicles, construction employee vehicles, and the dust raised during construction activities.

Existing and Future Baseline Emissions

Baseline emission inventories for aircraft, ground support equipment, vehicle traffic (trips to and from the airport), and stationary sources (fuel tanks and solvents) associated with the airport in 1998, 2003, and 2018 under the No Action Alternative are based on data from the Airport Master Plan forecast of future operations without any changes in operational procedures. The baseline emissions are provided in Table 4.

Average daily aircraft operations were calculated by dividing total annual operations by 365 days. Individual aircraft types used in the model were based on the aircraft fleet mix provided in the Noise Study prepared by Coffman Associates for the Oxnard Airport Master Plan.

² PM₁₀ is calculated for stationary sources and motor vehicles only because aircraft generate minimal amounts of PM₁₀.

TABLE 4
Baseline Emissions

Emission Sources	POLLUTANT									
	CO		NOx		ROC		SOx		PM ₁₀	
	tons/year	pounds/day	tons/year	pounds/day	tons/year	pounds/day	tons/year	pounds/day	tons/year	pounds/day
Existing 1998										
Aircraft	2,329.79	12,765.92	18.42	100.93	25.89	141.85	1.26	6.90	0.00	0.00
Ground Support Equipment	161.56	885.26	9.13	50.03	3.08	16.88	0.32	1.75	0.35	1.92
Stationary Sources	0.00	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.00
Vehicles	14.63	80.20	2.17	11.89	1.58	8.65	0.13	0.72	0.26	1.40
TOTAL	2,505.98	13,731.38	29.72	162.85	30.60	167.65	1.71	9.37	0.61	3.32
Short Term										
Aircraft	2,736.40	14,993.97	30.34	166.25	30.46	166.90	1.95	10.68	10.68	0.00
Ground Support Equipment	244.28	1,338.52	14.47	79.28	4.75	26.03	0.51	2.79	2.79	3.18
Stationary Sources	0.00	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.00
Vehicles	5.77	31.64	1.57	8.63	0.48	2.65	0.15	0.80	0.80	1.29
TOTAL	2,986.45	16,364.13	46.38	254.16	35.74	195.85	2.61	14.27	14.27	4.47
Long Term										
Aircraft	3,400.92	18,635.18	54.95	301.09	39.98	219.07	3.28	17.97	0.00	0.00
Ground Support Equipment	397.50	2,178.08	24.49	84.16	7.87	26.25	0.85	4.66	1.02	5.59
Stationary Sources	0.00	0.00	0.00	0.00	0.06	0.33	0.00	0.00	0.00	0.00
Vehicles	6.57	36.03	1.79	9.83	0.55	3.03	0.17	0.91	0.27	1.46
TOTAL	3,804.99	20,849.29	81.23	395.08	48.46	248.68	4.30	23.54	1.29	7.05

Typical aircraft operations include idling at gates, taxiing, runway queuing, takeoffs, climb-outs and approaches. The type of aircraft chosen for the emissions modeling was based on Table 3B in the Master Plan, which divides the aircraft at Oxnard Airport into three classifications as follows:

- Class A: Small single-engine, gross weight 12,500 pounds or less
- Class B: Small twin-engine, gross weight 12,500 pounds or less
- Class C: Large aircraft, gross weight 12,500 pounds to 300,000 pounds

Classes A and B comprise approximately 80 to 85 percent of the air traffic at Oxnard Airport. Emissions associated with vehicle traffic were based on vehicle trip estimates from the City of Oxnard's General Plan Buildout conditions, as identified in the traffic study prepared for the Master Plan. The amount of fuel transferred from the on-site fuel farm was estimated by the airport operations engineer (Coulson, January 8, 1998).

Short-Term Phase

Overall forecasted Short-Term Phase flight operations in 2003 under the No Action scenario are anticipated to increase from the existing 119,406 operations a year to 145,500 operations a year, an increase of 19 percent. The resultant increase in operational emissions is shown on Table 4. This comparison reveals that, growth in air traffic by the year 2003 would result in a 2,675.74 pounds per day increase in CO, a 91.81 pounds a day increase in NO_x, a 33.81 pounds a day increase in ROC, a 4.48 pounds a day increase in SO_x, and a 1.75 pounds per day increase in PM₁₀ as compared to existing conditions (see Appendix A for calculations).

Long-Range Phase

Overall forecasted Long-Range Phase flight operations in 2018 under the No Action Scenario are anticipated to increase from the existing 119,406 operations a year to 194,000 operations a year, an increase of 62 percent. Vehicle trips to and from the airport would increase from the existing 935 average daily trips to 2,217 average daily trips, an increase of approximately 137 percent.

Operational emissions in 2018 are shown on Table 4, and, as compared to existing emissions, would result in a 7,117.91 pounds per day increase in CO, a 232.23 pounds per day increase in NO_x, an 83.56 pounds per day increase in ROC, a 13.00 pounds a day increase in SO_x, and a 5.06 pounds per day increase in PM₁₀ as compared to existing conditions.

Thresholds of Significance

The APCD Guidelines identify air pollutant emission thresholds of significance for Ventura County. Accordingly, the proposed plan would result in a significant adverse air quality impact if any of the thresholds of significance are exceeded. The following thresholds apply to Oxnard Airport:

- daily emissions exceeding 25 pounds of ROC or NO_x;
- a project which causes an exceedance of an ambient air quality standard (state or federal) or makes a substantial contribution to an existing exceedance of a federal or state air quality standard, or;
- a project which is inconsistent with the AQMP and which emits greater than two pounds per day of ROC or NO_x.

As indicated above in the second Threshold, project-generated emissions that exceed national or California AAQS thresholds would be considered significant. California ambient CO thresholds are more stringent than the federal standards, as identified in Table 2. A significant impact occurs when the state CO one-hour threshold of 20 ppm or the eight-hour threshold of 9 ppm is exceeded or

significantly worsened (the federal one-hour and eight-hour thresholds are 9 ppm and 35 ppm respectively). Such impacts are typically generated by vehicle traffic, and create what are known as CO "hotspots." In the case where the background ambient concentration already exceeds the state or federal threshold, a project-generated CO hotspot which exceeds 1 ppm in one hour or exceeds 0.45 ppm in 8 hours is considered significant.

No quantitative thresholds have been established for construction-related emissions by the APCD since such emissions are temporary. The APCD does, however, require implementation of standard construction mitigation measures to prevent excessive amounts of fugitive dust and to reduce ROC and NOx emissions.

Project Impacts

Construction Emissions

Intermittent air quality emissions would be generated during construction of the Short-Term and Long-Range Phase improvements by three basic sources: 1) fugitive dust generated by grading of project site soils (the grading phase of construction typically involve the most construction equipment as well as generating the most fugitive dust); 2) diesel emissions from on-site heavy duty construction vehicles; and 3) gasoline emissions from construction employee vehicles.

Short-Term Phase

The Master Plan has identified four different improvement periods that would occur during the Short-Term Phase. As a worst case scenario, emissions during the grading phase of the Calendar Year 1999 improvement period were estimated as a worst case scenario since the amount of land involved (7.7 acres) would be larger than any other improvement period and therefore generate the most fugitive dust. This improvement phase is identified in the Oxnard Airport Master Plan as Exhibit 7D. As shown in Table 5, maximum daily emissions generated during this Phase are estimated to be 52.5 pounds of CO, 11.1 pounds of ROC, 77.6 pounds of NOx, 6.8 pounds of SOx, and 106.7 pounds of PM₁₀ (calculations are provided in Appendix A).

Long-Range Phase

As a worst case scenario, emissions during the grading period of the Long-Range Phase (identified as Long-Range Horizon Improvements, Exhibit 7G in the Oxnard Airport Master Plan) were estimated, since the grading period typically generates the most fugitive dust. Table 5 indicates that maximum daily emissions during construction of the Long-Range Phase improvements are estimated at 52.5 pounds of CO, 11.1 pounds of ROC, 77.6 pounds of NOx, 6.8 pounds of SOx, and 106.2 pounds of PM₁₀ (see Appendix A for calculations). These emissions are nearly the same as those identified for the Short Range Phase as they involve similar acreage (approximately 7.2 acres).

Total Impact

Both Short-Term Phase and Long-Range Phase construction emissions are considered less than significant since no quantitative thresholds have been set the APCD for short-term construction emissions, although the APCD does recommend mitigation to reduce fugitive dust emissions during construction. Mitigation measures, including those recommended by the APCD, are included in this document that would reduce the amount of fugitive dust generated during construction by approximately 50 percent.³

³ U.S. EPA Compilation of Air Pollutant Emission Factors, AQ-43, Volume 1, page 11.2.4-1.

TABLE 5
Daily Construction Emissions*

EQUIPMENT (lbs./day)**	CO	ROC	NOx	SOx	PM ₁₀
<i>Short-Term</i>					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10)***	25.1	6.7	6.7	NA	1.6
Total	52.5	11.1	77.6	6.8	5.7
<i>Long-Range</i>					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10)***	25.1	6.7	6.7	NA	1.6
Total	52.5	11.1	77.6	6.8	5.7
FUGITIVE DUST FROM PROJECT SITE (pounds/day)					
	Grading		On-Site Vehicles		Dirt Pushing*****
<i>Short-Term Phase*****</i>					
0.35 Acres Disturbed	9.2		22.2		69.6
<i>Long-Range Phase*****</i>					
0.33 Acres Disturbed	8.7		22.2		69.6
TOTAL DAILY EMISSIONS (pounds/day)					
	CO	ROC	NOx	SOx	PM ₁₀
<i>Short-Term Phase</i>	52.5	11.1	77.6	6.8	106.7
<i>Long-Range Phase</i>	52.5	11.1	77.6	6.8	106.2

* Construction emission factors are from the EPA's Compilation of Air Pollutant Emission Factors (AP-42, Volume II, 1985) and SCAQMD's CEQA Air Quality Handbook.

** All construction equipment are assumed to operate on diesel fuel and to operate for an 8-hour workday except for water trucks, which are assumed to operate 4 hours a day

*** Assumes 20 mile round trip.

**** Assumes 7% silt and 2% moisture content. Generation factor = 6.96 lbs. per bulldozer per hour.

***** 7.7 acres over a one month grading period.

***** 7.2 acres over a one month grading period.

Operational Emissions

The Oxnard Airport Master Plan analyzed the increase in air traffic attributable to future planning horizon levels of activity. It then determined the airfield and facility improvements necessary to accommodate these levels of activity and to cut down on the increased delay time that would occur with increased air traffic. There is no increase in air traffic directly attributable to these improvements.

The traffic study prepared for the Master Plan includes vehicle trips attributable to implementation of the Master Plan. Emissions that would be generated by these vehicle trips were estimated with the URBEMIS5 computer model and are presented in Table 6. The URBEMIS5 default values were used in terms of fleet mix, trip length, and vehicle speed.

Short Term Phase

Vehicle emissions attributable to the Short Term Phase would result in the generation of 74.63 pounds per day of CO, 14.65 pounds per day of NOx, 8.26 pounds per day of ROC, 1.06 pounds per day of SOx, and 1.89 pounds per day of PM₁₀, as shown in Table 6. The APCD significance threshold of 25 pounds per day of NOx or ROC would not be exceeded by these amounts. Implementation of the Short Term Phase of the Oxnard Airport Master Plan would therefore result in a less than significant air quality impact.

Long Range Phase

As seen in Table 6, the Long Range Phase would generate 65.04 pounds per day of CO, 18.52 pounds per day of NOx, 5.58 pounds per day of ROC, 1.70 pounds per day of SOx, and 2.79 pounds per day of PM₁₀. Since APCD thresholds would not be exceeded by these emissions, implementation of the Long Range Phase of the Oxnard Airport Master Plan would be considered less than significant.

The potential for project traffic to generate CO hotspots was also considered. The APCD indicates that a CO hotspot screening analysis should be conducted for a project that generates 25 pounds per day of ROC or NOx and which may impact roadway conditions of intersections that are currently operating at or are anticipated to operate at a Level of Service of D, E, or F. Since this project does not fall under that category, a CO hotspot analysis was not performed for this analysis.

Consistency With Regional Air Quality Policies

State Implementation Plan

The Federal Clean Air Act requires that each state prepare a State Implementation Plan (SIP) to ensure that areas in attainment of the NAAQS remain in compliance with these standards and that they have a viable plan for non-attainment areas to meet these standards within the time frames mandated by the Clean Air Act Amendment of 1990. The 1990 Amendment to the CAA identifies specific emission reduction goals for not meeting the NAAQS, requires a demonstration of reasonable further progress toward attainment and incorporates additional sanctions for failure to attain or to meet interim milestones. Section 1765(c) of the 1990 CAA states that federal actions must complete an analysis of whether emissions from a new project would conform to the requirements of the most recent SIP. Final guidelines on how to perform this conformity analysis for general federal actions were promulgated by the U.S. EPA in 1993 and are codified as 40 CFR 51 Subpart W, and 40 CFR 93 Subpart B. The 40 CFR 93 Subpart B applies to federal agencies until states revise their SIPs to adopt a conformity rule at least as stringent as U.S. EPA's rule (40 CFR 51 Subpart W).

TABLE 6
Operational Emissions

Emission Sources	POLLUTANT									
	CO		NO _x		ROC		SO _x		PM ₁₀	
	tons/year	pounds/day	tons/year	pounds/day	tons/year	pounds/day	tons/year	pounds/day	tons/year	pounds/day
Short Term (2003) Vehicle Emissions	13.62	74.63	2.67	14.65	1.51	8.26	0.19	1.06	0.35	1.89
Long Term (2018) Vehicle Emissions	11.86	65.04	3.38	18.52	1.02	5.58	0.31	1.70	0.51	2.79

The new conformity rule identifies the *de minimus* level of emissions from a federal action that would trigger a conformity analysis. Since the project is located in a severe O₃ federal non-attainment area, the amount of emissions that trigger a conformity analysis would be 25 pounds per day of Volatile Organic Compounds and NO_x, respectively (Volatile Organic Compounds are considered equivalent to ROC). As shown in Table 6, project-generated emissions would fall below these thresholds. Therefore, the Oxnard Airport Master Plan conforms to the SIP.

Toxic Air Pollutants

A review of the Ventura County APCD list of sites using toxic substances reveals that there are no known chronic or acute toxic substances being stored or used within 1/4 mile of the project site. Land uses within this radius include commercial, residential, and agricultural uses. Existing underground fuel storage tanks at the Oxnard Airport are to be replaced with a fuel tank farm as part of the Short Term Phase of the Master Plan. The fuel tank farm is to be located west of the existing parking lot, as shown on Figure 1. Aircraft fuel contains benzene, which is on the U.S. EPA's National Emissions Standards for Hazardous Air Pollutants list of chronic toxic contaminants. However, a Phase II Vapor Recovery System, which is to be used at the fuel tank farm, would substantially reduce the amount of emissions that are released when the fuel is transferred. In addition, prevailing wind patterns in the project area are from the west, thus sending odors and fumes from on-site to the east, away from sensitive receptors located north and south of the airport. Therefore, the tank farm is not anticipated to result in an acute or chronic airborne toxic substance threat relative to surrounding sensitive receptors, nor contribute to any existing chronic or acute airborne toxic substance threat from surrounding land uses. There are no other known or anticipated acute or chronic toxic substances that would be associated with the improvements identified in the Master Plan. Therefore, operation of the tank farm is not anticipated to result in a threat from acute or toxic air emissions. Furthermore, the airport is and will continue to be subject to AB 2588, which requires that facilities collect and evaluate information regarding emissions of hazardous substances.

SCAG Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) has developed, with input from representative of local government, the development community, public health agencies, the EPA, and CARB, guidance on how to assess consistency within the existing general development planning process in Southern California Air Basin. SCAG's Regional Comprehensive Plan (RCP) identifies regional goals to re-invigorate the region's economy, avoid social and economic inequities and geographical isolation of communities, and maintain the region's quality of life. The Growth Management Chapter of the RCP focuses on the relationship of land use patterns and transportation. The following policies from the Growth Management Chapter are considered relevant to Oxnard Airport:

- 1) Encourage existing or proposed local jurisdiction's programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- 2) Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion.
- 3) Encourage local jurisdiction's plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.
- 4) Encourage development in and around activity centers, transportation node corridors, and underutilized infrastructure systems.

- 5) Support local plans to increase the density of future development located at strategic points along the regional commuter rail, transit, and activity centers.
- 6) Encourage patterns of urban development and land use which reduces costs on infrastructure construction and make better use of existing facilities.

The goals identified above are in keeping with the planned improvements and anticipated growth of the airport. The project would reduce the number of vehicle trips and vehicle miles traveled; contribute to the economic vitality of the area; improve an area accessible to transit; provide for more development in an activity center; increase the development of a regional commuter center; and make better use of existing facilities.

The Regional Mobility Element of the RCP identifies ways to reduce traffic congestion by promoting Transportation Demand Management Plan programs and encouraging non-motorized trips. Although the proposed project does not provide for these types of programs, the impact of the project in terms of traffic is considered less than significant and, therefore, the impact of the project in terms of the Regional Mobility Element is considered minimal.

Air Quality Management Plan

According to the APCD, a project is inconsistent with the 1994 AQMP if it is located in an area that exceeds AQMP population forecasts (APCD Guidelines, page 3-3). AQMP population forecasts are divided into growth areas, and are based on population data and forecasts compiled by the Ventura County Planning Department and the Ventura County Organization of Governments. The population projections for these growth areas are regularly updated. The most current projections for the Oxnard Growth Area indicate that it is anticipated to have a population of 72,072 by the year 2005 (Ventura County Planning Department, Wood, January 23, 1998), the closest year to the Short-Term Phase buildout date. This falls below AQMP growth projections of 79,340 for the year 2005. Thus the Short-Term Phase would be consistent with the AQMP. The most current projections also show that the Oxnard Growth Area is anticipated to have a population of 78,836 by the year 2020, which falls below AQMP growth projections of 84,280 for the year 2020. Thus the Long-Range Phase of the proposed project would also be consistent with the AQMP, resulting in a less than significant impact.

Mitigation Measures

Construction

Although the APCD has not established quantitative thresholds for construction-related emissions, the APCD does require the following specific construction mitigation measures to prevent excessive amounts of PM₁₀, ROC and NOx:

- Dust generated by the development activities shall be retained on-site and kept to a minimum by following the dust control measures listed below.
 - During clearing, grading, earth moving, or excavation, water trucks or sprinkler systems shall be used to minimize dust leaving the site and to create a crust after each day's activities cease.
 - During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to minimize dust leaving the site. At a minimum, this would include wetting down such areas three times a day, and whenever wind exceeds 15 miles per hour.
 - After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated by watering, revegetating, or spreading soil binders to prevent wind pickup of the soil until the area is paved or otherwise developed so that dust generation will not occur.
 - Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
 - Trucks transporting construction debris to or from the site shall be tarped from the point of origin.
- Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.
- All construction roads internal to the construction site shall be surfaced with base material or decomposed granite, or shall be paved.
- Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.
- Construction equipment shall be inspected prior to leaving the site and loose dirt shall be washed off with wheel washers a necessary.
- On-site vehicular traffic shall not exceed 15 miles per hour.
- Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.

The following mitigation measures are proposed to reduce short-term ozone precursor (NOx and ROC) emissions that would be generated during the grading and construction phases of the proposed project:

- Best Available Control Technology (BACT) for construction vehicles shall be utilized. BACT measures shall include two degree engine timing retard, high pressure fuel injectors and reformulated diesel fuel, if available.
- Construction equipment shall be maintained in good condition and in proper tune as per manufacturer's specifications.

Operations

Although operational emissions are considered less than significant, the following mitigation measures are suggested to further reduce project-related emissions:

- Facilities should be constructed to exceed the 20 percent efficiency required by Title 24 of the State of California Energy Efficiency Standards.
- Additional on-site food services, as well as postal services and banking should be incorporated into airport facilities where feasible so employees and visitors do not have to go off-site for those services.
- Natural gas powered ground equipment should be used instead of internal combustion-powered equipment, where feasible.

Residual Impacts

Daily operations of the Oxnard Airport upon completion of the Short-Term Phase and Long-Range Phase of the Master Plan would result in daily NO_x and ROC emissions that fall below the APCD 25 pounds per day threshold. The proposed project would therefore result in a less than significant air quality impact.

Conclusion

Construction-related emissions, although not considered significant, would be reduced with the implementation of the recommended mitigation measures. The operational impact of Short-Term Phase and Long-Range Phase emissions would fall below APCD thresholds for NO_x and ROC. These emissions are, therefore, considered less than significant. The Oxnard Airport Master Plan is also considered consistent with the State Implementation Plan, the SCAG Regional Comprehensive Plan, and the Air Quality Management Plan.

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APPENDIX A

Calculations Data

EDMS 3.01 Emissions Inventory Report

Study Name: *oxdlex*

Airport: *OXNARD* _EXISTING

Report Date: *01/14/98*

SUMMARY

(Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	2,329.791	28.898	18.421	1.261	.000
GSE/AGE	181.564	3.433	9.132	.323	.348
Roadways	7.802	.999	1.062	.045	.051
Parking Lots	2.398	.284	.085	.004	.004
Stationary	.000	.053	.000	.000	.000
Total	2,501.355	33.665	28.700	1.633	.401

EDMS 3.01 Dispersion Report

Study Name: oxdiox

Report Date: 01/26/98

Airport: OXNARD

EXISTING

Dispersion Results for the Time Period : 01/01/01 - 12/31/24 (8760 weather hours)

For:	9 receptors,	16	aircraft using configurations		
	0 aircraft on runways,	0	aircraft on taxiways,	12	aircraft at gates,
	2 stationary sources,	1	parking lots, and	5	roadways

HIGHEST FIVE CONCENTRATIONS IN EACH STANDARD*

R-1-14

Standard	Hour	Receptor	Receptor Location	Conc (µg/m ³)	Conc (ppm)
	(mm/dd/yy)		(x, y and height)		
1 Hour CO	1 01/01/01	HomesB	7599.99 1599.99	5.90	40.7637592039581
1 Hour CO	2 01/01/02	HomesB	7599.99 1599.99	5.90	40.7637592039581
1 Hour CO	3 01/01/03	HomesB	7599.99 1599.99	5.90	40.7637592039581
1 Hour CO	4 01/01/04	HomesB	7599.99 1599.99	5.90	40.7637592039581
1 Hour CO	5 01/01/05	HomesB	7599.99 1599.99	5.90	40.7637592039581

8 Hour CO	1 01/01/08	HomesB	7599.99 1599.99	5.90	40.7637592039581
8 Hour CO	2 01/01/09	HomesB	7599.99 1599.99	5.90	40.7637592039581
8 Hour CO	3 01/01/10	HomesB	7599.99 1599.99	5.90	40.7637592039581
8 Hour CO	4 01/01/11	HomesB	7599.99 1599.99	5.90	40.7637592039581
8 Hour CO	5 01/01/12	HomesB	7599.99 1599.99	5.90	40.7637592039581

24 Hour SO _x	1 01/01/24	HomesB	7599.99 1599.99	5.90	0.0257044852560
24 Hour SO _x	2 01/02/01	HomesB	7599.99 1599.99	5.90	0.0257044852560
24 Hour SO _x	3 01/02/02	HomesB	7599.99 1599.99	5.90	0.0257044852560
24 Hour SO _x	4 01/02/03	HomesB	7599.99 1599.99	5.90	0.0257044852560

24 hour PM10	1	01/01/24	F_1	24.99	1125.01	8.00	0.0201104245767	-----
24 Hour PM10	2	01/02/01	F_1	24.99	1125.01	8.00	0.0201104245767	-----

(EDMS 3.0 Dispersion Report)

24 Hour PM10	3	01/02/02	F_1	24.99	1125.01	8.00	0.0201104245767	-----
24 Hour PM10	4	01/02/03	F_1	24.99	1125.01	8.00	0.0201104245767	-----
24 Hour PM10	5	01/02/04	F_1	24.99	1125.01	8.00	0.0201104245767	-----

AAM for NOx	1	12/31/24	F_1	24.99	1125.01	8.00	0.4153788873522	0.0000
AAM for NOx	2	12/31/24	F_2	24.99	1174.99	8.00	0.4153788873522	0.0000
AAM for NOx	3	12/31/24	HomesB	7599.99	1599.98	5.90	0.3449821577624	0.0000
AAM for NOx	4	12/31/24	HomesC	7000.01	-200.01	5.90	0.1733175248048	0.0000
AAM for NOx	5	12/31/24	HomesD	4200.01	-599.98	5.90	0.0872096950378	0.0000

AAM for SOx	1	12/31/24	HomesB	7599.99	1599.98	5.90	0.0252819558080	0.0000
AAM for SOx	2	12/31/24	F_1	24.99	1125.01	8.00	0.0173454001312	0.0000
AAM for SOx	3	12/31/24	F_2	24.99	1174.99	8.00	0.0173454001312	0.0000
AAM for SOx	4	12/31/24	HomesC	7000.01	-200.01	5.90	0.008549841021	0.0000
AAM for SOx	5	12/31/24	HomesA	6800.02	1900.01	5.90	0.0043243849240	0.0000

AAM for PM10	1	12/31/24	F_1	24.99	1125.01	8.00	0.0197798422549	-----
AAM for PM10	2	12/31/24	F_2	24.99	1174.99	8.00	0.0197798422549	-----
AAM for PM10	3	12/31/24	HomesC	7000.01	-200.01	5.90	0.0077609059190	-----
AAM for PM10	4	12/31/24	HomesD	4200.01	-599.98	5.90	0.0042038374858	-----
AAM for PM10	5	12/31/24	HomesE	1350.02	-800.00	5.90	0.0017072573158	-----

* Background Concentrations Not Included

EDMS 3.01 Emissions Inventory Report

Study Name: oxsho398

Airport: OXNARD SHORT TERM PHASE

Report Date: 04/15/98

SUMMARY

(Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	2,736.401	34.001	30.342	1.947	.000
GSE/AGE	244.275	5.300	14.465	.509	.579
Roadways	7.719	1.011	1.066	.045	.051
Parking Lots	3.558	.421	.126	.006	.006
Stationary	.000	.004	.000	.000	.000
Total	2,991.953	40.737	45.999	2.507	.636

91-15

EDMS 3.01 Dispersion Report

Study Name: oxdisho

Report Date: 01/27/96

Airport: OXNARD

SHORT TERM PHASE

Dispersion Results for the Time Period :		01/01/01 - 12/31/24	(8760 weather hours)
For: 8	receptors,	0	aircraft using configurations
16	aircraft on runways,	48	aircraft on taxiways, 12
2	stationary sources,	1	parking lots, and 5
			aircraft at gates, roadways

HIGHEST FIVE CONCENTRATIONS IN EACH STANDARD*

Standard	Hour	Receptor	Receptor Location	Conc (µg/m ³)	Conc (ppm)
	(mm/dd/yy)		(x, y and height)		
<hr/>					
1 Hour CO	1 01/01/01	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
1 Hour CO	2 01/01/02	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
1 Hour CO	3 01/01/03	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
1 Hour CO	4 01/01/04	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
1 Hour CO	5 01/01/05	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
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8 Hour CO	1 01/01/08	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
8 Hour CO	2 01/01/09	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
8 Hour CO	3 01/01/10	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
8 Hour CO	4 01/01/11	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
8 Hour CO	5 01/01/12	HomesB	7599.99 1599.98 5.90	79.4174760970805	0.067
<hr/>					
24 Hour SO _x	1 01/01/24	HomesB	7599.99 1599.98 5.90	0.0711062619153	0.007
24 Hour SO _x	2 01/02/01	HomesB	7599.99 1599.98 5.90	0.0711062619153	0.007
24 Hour SO _x	3 01/02/02	HomesB	7599.99 1599.98 5.90	0.0711062619153	0.007
24 Hour SO _x	4 01/02/03	HomesB	7599.99 1599.98 5.90	0.0711062619153	0.007

24 Hour PM10	1	01/01/24	F_1	24.99	1125.01	6.00	0.0294697691503	-----
24 Hour PM10	2	01/02/01	F_1	24.99	1125.01	6.00	0.0294697691503	-----

(EDMS 3.0 Dispersion Report)

24 Hour PM10	3	01/02/02	F_1	24.99	1125.01	6.00	0.0294697691503	-----
24 Hour PM10	4	01/02/03	F_1	24.99	1125.01	6.00	0.0294697691503	-----
24 Hour PM10	5	01/02/04	F_1	24.99	1125.01	6.00	0.0294697691503	-----
*****	*	*****	*****	*****	*****	*****	*****	*****
AAM for NOx	1	12/31/24	HomesB	7599.99	1599.99	5.90	1.0731065147224	0.000
AAM for NOx	2	12/31/24	F_2	24.99	1174.99	6.00	0.5884503070823	0.000
AAM for NOx	3	12/31/24	F_1	24.99	1125.01	6.00	0.5884503070821	0.000
AAM for NOx	4	12/31/24	HomesC	7000.01	-200.01	5.90	0.2601957721750	0.000
AAM for NOx	5	12/31/24	HomesA	5600.02	1900.01	5.90	0.1856357252414	0.000
*****	*	*****	*****	*****	*****	*****	*****	*****
AAM for SOx	1	12/31/24	HomesB	7599.99	1599.99	5.90	0.069373918564	0.000
AAM for SOx	2	12/31/24	F_1	24.99	1125.01	6.00	0.0245726501859	0.000
AAM for SOx	3	12/31/24	F_2	24.99	1174.99	6.00	0.0245726501859	0.000
AAM for SOx	4	12/31/24	HomesC	7000.01	-200.01	5.90	0.0129214004316	0.000
AAM for SOx	5	12/31/24	HomesA	6600.02	1900.01	5.90	0.0121962200072	0.000
*****	*	*****	*****	*****	*****	*****	*****	*****
AAM for PM10	1	12/31/24	F_1	24.99	1125.01	6.00	0.0280214431944	-----
AAM for PM10	2	12/31/24	F_2	24.99	1174.99	6.00	0.0280214431944	-----
AAM for PM10	3	12/31/24	HomesC	7000.01	-200.01	5.90	0.011588304915	-----
AAM for PM10	4	12/31/24	HomesD	4200.01	-699.99	5.90	0.00624541553646	-----
AAM for PM10	5	12/31/24	HomesE	1350.02	-900.00	5.90	0.0024166313984	-----
*****	*	*****	*****	*****	*****	*****	*****	*****

* Background Concentrations Not Included

EDMS 3.01 Emissions Inventory Report

Study Name: *oxlon398*

Airport: *OXNARD* LONG TERM PHASE

Report Date: *04/15/98*

SUMMARY

(Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	3,401.187	44.878	54.970	3.281	.000
GSE/AGE	397.499	8.780	24.485	.348	1.024
Roadways	8.865	1.135	1.198	.051	.058
Parking Lots	5.687	.673	.201	.009	.009
Stationary	.000	.005	.000	.000	.000
Total	3,813.038	55.289	80.852	4.190	1.091

EDMS 3.01 Dispersion Report

Study Name: oxdilon

Report Date: 01/28/98

Airport: OXNARD

Dispersion Results for the Time Period : 01/01/01 - 12/31/24 (3760 weather hours)

For: 9	receptors,	0	aircraft using configurations		
18	aircraft on runways,	48	aircraft on taxiways,	12	aircraft at gates,
2	stationary sources,	1	parking lots, and	5	roadways

HIGHEST FIVE CONCENTRATIONS IN EACH STANDARD*

Standard	Hour	Receptor	Receptor Location	Conc (µg/m ³)	Conc (ppm)
	(mm/dd/yy)		(x, y and height)		
<hr/>					
F-17 1 Hour CO	1 01/01/01	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
1 Hour CO	2 01/01/02	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
1 Hour CO	3 01/01/03	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
1 Hour CO	4 01/01/04	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
1 Hour CO	5 01/01/05	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
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8 Hour CO	1 01/01/08	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
8 Hour CO	2 01/01/09	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
8 Hour CO	3 01/01/10	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
8 Hour CO	4 01/01/11	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
8 Hour CO	5 01/01/12	HomesB	7599.99 1599.98 5.90	84.0737345041121	0.073
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24 Hour SO _x	1 01/01/24	HomesB	7599.99 1599.98 5.90	0.1189587499258	0.000
24 Hour SO _x	2 01/02/01	HomesB	7599.99 1599.98 5.90	0.1189587499258	0.000
24 Hour SO _x	3 01/02/02	HomesB	7599.99 1599.98 5.90	0.1189587499258	0.000
24 Hour SO _x	4 01/02/03	HomesB	7599.99 1599.98 5.90	0.1189587499258	0.000
24 Hour SO _x	5 01/02/04	HomesB	7599.99 1599.98 5.90	0.1189587499258	0.000
<hr/>					
24 Hour PM10	1 01/01/24	F_1	24.99 1125.01 8.00	0.0485243240122	0.000
24 Hour PM10	2 01/02/01	F_1	24.99 1125.01 8.00	0.0485243240122	0.000

24 Hour PM10	3	01/02/02	F_1	24.99	1125.01	8.00	0.0468243240122	-----
24 Hour PM10	4	01/02/03	F_1	24.99	1125.01	8.00	0.0468243240122	-----
24 Hour PM10	5	01/02/04	F_1	24.99	1125.01	8.00	0.0468243240122	-----
*****	*	-----	-----	-----	-----	-----	-----	-----
AAM for NOx	1	12/31/24	HomesB	7599.99	1599.98	5.90	2.0337911848791	0.0011
AAM for NOx	2	12/31/24	F_1	24.99	1125.01	8.00	0.9692122704884	0.0005
AAM for NOx	3	12/31/24	F_2	24.99	1174.99	8.00	0.9692122704884	0.0005
AAM for NOx	4	12/31/24	HomesC	7000.01	-200.01	5.90	0.4262779988901	0.0002
AAM for NOx	5	12/31/24	HomesA	6800.02	1900.01	5.90	0.3123971559063	0.0002
*****	*	-----	-----	-----	-----	-----	-----	-----
AAM for SOx	1	12/31/24	HomesB	7599.99	1599.98	5.90	0.1170032632524	0.0000
AAM for SOx	2	12/31/24	F_1	24.99	1125.01	8.00	0.0404728003081	0.0000
AAM for SOx	3	12/31/24	F_2	24.99	1174.99	8.00	0.0404728003081	0.0000
AAM for SOx	4	12/31/24	HomesC	7000.01	-200.01	5.90	0.0210396298900	0.0000
AAM for SOx	5	12/31/24	HomesA	6800.02	1900.01	5.90	0.0203208929803	0.0000
*****	*	-----	-----	-----	-----	-----	-----	-----
AAM for PM10	1	12/31/24	F_1	24.99	1125.01	8.00	0.0461529652813	-----
AAM for PM10	2	12/31/24	F_2	24.99	1174.99	8.00	0.0461529652813	-----
AAM for PM10	3	12/31/24	HomesC	7000.01	-200.01	5.90	0.0187905618779	-----
AAM for PM10	4	12/31/24	HomesD	4200.01	-899.98	5.90	0.0110855165018	-----
AAM for PM10	5	12/31/24	HomesE	1350.02	-900.00	5.90	0.0039838172812	-----
*****	*	-----	-----	-----	-----	-----	-----	-----

* Background Concentrations Not Included

PROJECT NAME: oxairexs Date: 01-10-1998

Project Area: South Coast (LA Region)

Analysis Year: 1999 Temperature (F): 60 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Oxnard Airport Existing	935.0/Airport	1	935

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.8		1.5	95.9	2.6
Light Duty Trucks	14.3		2.4	94.8	2.8
Medium Duty Trucks	4.3		5.8	94.2	0.0
Heavy Duty Trucks	3.8		33.3	66.7	N/A
Heavy Duty Trucks	3.8		N/A	N/A	100.0
Motorcycles	0.9		100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	8.4	3.7	3.8	7.4	3.7
% Started Cold	88.3	40.2	58.3	77.4	27.2
Trip Speed	40	30	35	35	35
Percent Trip	27.0	17.0	56.0		

Project Emissions Report in Ton/Day:

Unit Type	TOG	CO	NOx
Oxnard Airport Existing	0.00	0.04	0.01
TOTALS	0.00	0.04	0.01

Project Emissions Report in Ton/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Oxnard Airport Existing	181.7	0.00	0.00
TOTALS	181.7	0.00	0.00

PROJECT NAME: Oxnard Airport Short Term 2/98 Date: 08-18-1998

Project Area: South Central Coast (Santa Barbara/San Luis Obispo)

Analysis Year: 2020 Temperature (F): 60 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Existing - GP Buildout Short Term	1067.0/airport	1	1067

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.2		0.0	100.0	0.0
Light Duty Trucks	14.3		0.0	100.0	0.0
Medium Duty Trucks	4.3		0.0	100.0	0.0
Heavy Duty Trucks	3.8		11.0	89.0	N/A
Heavy Duty Trucks	3.8		N/A	N/A	100.0
Motorcycles	0.9		100.0	N/A	N/A

61-19 Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	8.4	3.7	3.8	7.4	3.7
% Started Cold	88.3	40.2	58.3	77.4	27.2
Trip Speed	40	30	35	35	35
Percent Trip	27.0	17.0	56.0		

Project Emissions Report in Lb/Day:

Oxnard Air Short Term - 3/98 Version

Unit Type	TOG	CO	NOx
Existing + GP Buildout Short Term	2.97	31.64	8.63
TOTALS	2.97	31.64	8.63

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Existing + GP Buildout Short Term	208.0	1.29	0.80
TOTALS	208.0	1.29	0.80

PROJECT NAME: Oxnard Air Long Term - 3/98 Version Date: 03-25-1998

Project Area: South Central Coast (Santa Barbara/San Luis Obispo)

Analysis Year: 2020 Temperature (F): 60 Season: Summer

EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Existing + General Plan Buildout	1215.0/airport	1	1215

Vehicle Assumptions:

F-20
Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.8	0.0	100.0	0.0
Light Duty Trucks	14.3	0.0	100.0	0.0
Medium Duty Trucks	4.3	0.0	100.0	0.0
Heavy Duty Trucks	3.8	11.0	89.0	N/A
Heavy Duty Trucks	3.8	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Travel Conditions:

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	8.4	3.7	3.8	7.4	3.7
% Started Cold	88.3	40.2	58.3	77.4	27.2
Trip Speed	40	30	35	35	35
Percent Trip	27.0	17.0	56.0		

Project Emissions Report in Lb/Day: Oxnard Air Long Term - 3/98 Version

Unit Type	TOG	CO	NOx
Existing + General Plan Buildout	3.38	36.03	9.83
TOTALS	3.38	36.03	9.83

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Existing + General Plan Buildout	236.9	1.46	0.91
TOTALS	236.9	1.46	0.91

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 HEAVY-DUTY EQUIPMENT EMISSIONS
 Per Table A9-8-A, CEQA Air Quality Handbook, Nov. 1993
 Peppertine UCD Oxnard Airport - Short Term Construction

Equipment	Type (G or D)	Number	Usage per day in hours	Emissions in pounds per day				
				Carbon Monoxide	Reactive Organic Cmpnds	Nitrogen Oxides	Sulfur Oxides	PM10
Fork Lift - 50 Hp	D	0	8	0.0	0.0	0.0	#N/A	0.0
Fork Lift - 175 H _t	D	0	8	0.0	0.0	0.0	#N/A	0.0
Water Truck	D	1	4	7.2	0.8	16.7	1.8	1.0
Concrete Truck	D	0	8	0.0	0.0	0.0	0.0	0.0
Tracked Loader	D	0	8	0.0	0.0	0.0	0.0	0.0
Tracked Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0
Scraper	D	0	8	0.0	0.0	0.0	0.0	0.0
Wheeled Dozer	D	1	8	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	D	1	8	4.6	1.8	15.2	1.5	1.4
Wheeled Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0
Roller	D	0	8	0.0	0.0	0.0	0.0	0.0
Motor Grader	D	1	8	1.2	0.3	5.7	0.7	0.5
Miscellaneous	D	0	8	0.0	0.0	0.0	0.0	0.0
Total:				27.4	4.4	70.9	6.7	4.2

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Number of days								
operating/week:	5	Averaged Daily lbs:	19.6	3.2	50.7	4.8	3.0	
operating/quarter:	65	Quarterly tons:	0.9	0.1	2.3	0.2	0.1	
<i>Thresholds (SCAQMD, Nov. 1993)</i>			<i>Daily, lbs</i>	<i>550</i>	<i>75</i>	<i>100</i>	<i>150</i>	<i>150</i>
<i>SCAB/Coachella Valley</i>			<i>Quarter, tons</i>	<i>24.75</i>	<i>2.5</i>	<i>2.5</i>	<i>6.8</i>	<i>6.75</i>
<i>(No threshold in Ventura County)</i>								

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 HEAVY-DUTY EQUIPMENT EMISSIONS
 Per Table A9-8-A, CEQA Air Quality Handbook, Nov. 1993
 Oxnard Airport - Long Term Construction

Equipment	Type (G or D)	Number	Usage per day in hours	Emissions in pounds per day				
				Carbon Monoxide	Reactive Organic Cmpnds	Nitrogen Oxides	Sulfur Oxides	PM10
Fork Lift - 50 Hp	D	0	8	0.0	0.0	0.0	#N/A	0.0
Fork Lift - 175 Ht	D	0	8	0.0	0.0	0.0	#N/A	0.0
Water Truck	D	1	4	7.2	0.8	16.7	1.8	1.0
Concrete Truck	D	0	8	0.0	0.0	0.0	0.0	0.0
Tracked Loader	D	0	8	0.0	0.0	0.0	0.0	0.0
Tracked Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0
Scraper	D	0	8	0.0	0.0	0.0	0.0	0.0
Wheeled Dozer	D	1	8	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	D	1	8	4.6	1.8	15.2	1.5	1.4
Wheeled Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0
Roller	D	0	8	0.0	0.0	0.0	0.0	0.0
Motor Grader	D	1	8	1.2	0.3	5.7	0.7	0.5
Miscellaneous	D	0	8	0.0	0.0	0.0	0.0	0.0

Total: 27.4 4.4 70.9 6.7 4.2

Number of days

operating/week:	5	Averaged Daily lbs:	19.6	3.2	50.7	4.8	3.0
operating/quarter:	65	Quarterly tons	0.9	0.1	2.3	0.2	0.1

Thresholds (SCAQMD, Nov. 1993) Daily, lbs 550 75 100 150 150
SCAB/Coachella Valley Quarterly, tons 24.75 2.5 2.5 6.8 6.75
 (No threshold in Ventura County)

PARTICULATE MATTER EMISSIONS

Oxnard Airport Short Term Phase

Dirt Piling

Mean wind speed	5 mph	Note:	Moisture Content
Moisture content	2 %	Dry	2%
Amount of dirt	0 lbs./day	Moist	15%
		Wet	50%
PM10 Emissions	0.0 lbs./day		

Dirt Pushing (per bulldozer)

Silt Content	7 %
Moisture Content	2 %
Hours Operating	10
PM10 Emissions	69.6 lbs./day

Wind Erosion of Storage Piles

Silt Content	7 %
Days with >0.01" rain	1
% Time wind speed > 12 mph	25 %
Acres of piles	0
PM10 Emissions	0.0 lbs./day

Haul Road Vehicle Travel on Dirt Roads

Surface Silt Load	10 %
Mean Vehicle Speed	15 mph
Mean Number of Wheels	4
Mean Vehicle Weight	30 tons

DAILY

Vehicle Miles Traveled	5 miles
PM-10 Emissions	22.2 lbs./day

ANNUALIZED

Days with >0.01" rain	30
Daily Vehicle Miles Traveled	0 miles
Days Operating/Year	0 days
PM-10 Emissions	0.00 tons/year

Grading Emissions

ACREAGE BASIS

Acres	0.35 per day
PM10 Emissions	3.2 lbs./day

VEHICLE MILES BASIS

Vehicle Miles Traveled	0 miles
Vehicle Speed	0 mph
PM10 Emissions	0.0 lbs

Methodology Source: EPA AP-42, 1995

PARTICULATE MATTER EMISSIONS

Oxnard Airport Long Range Phase

Dirt Piling

Mean wind speed	5 mph	Note:	Moisture Content
Moisture content	2 %	Dry	2%
Amount of dirt	0 lbs/day	Moist	15%
		Wet	50%
PM10 Emissions	0.0 lbs/day		

Dirt Pushing (per bulldozer)

Silt Content	7 %
Moisture Content	2 %
Hours Operating	10
PM10 Emissions	69.6 lbs/day

Wind Erosion of Storage Piles

Silt Content	7 %
Days with >0.01" rain	1
% Time wind speed >12 mph	2.5 %
Acraege of piles	0
PM10 Emissions	0.0 lbs/day

Haul Road Vehicle Travel on Dirt Roads

Surface Silt Load	10 %
Mean Vehicle Speed	15 mph
Mean Number of Wheels	4
Mean Vehicle Weight	30 tons
DAILY	
Vehicle Miles Traveled	5 miles
PM-10 Emissions	22.2 lbs/day.

ANNUALIZED	
Days with >0.01" rain	30
Daily Vehicle Miles Traveled	0 miles
Days Operating/Year	0 days
PM-10 Emissions	0.00 tons/year

Grading Emissions

ACREAGE BASIS

Acraege	0.33 per day
PM10 Emissions	8.7 lbs/day

VEHICLE MILES BASIS

Vehicle Miles Traveled	0 miles
Vehicle Speed	0 mph
PM10 Emissions	0.0 lbs

Methodology Source: EPA AP-42, 1995



Appendix G TRAFFIC ANALYSIS

Environmental Assessment /
Environmental Impact Report



ASSOCIATED TRANSPORTATION ENGINEERS

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May 15, 1997

97046L01.LTR

Ms. Kari Gialketsis, Environmental Planner
County of Ventura
Department of Airports
555 Airport Way
Camarillo, California 93010

OXNARD AIRPORT MASTER PLAN - CITY OF OXNARD, CALIFORNIA

I have modified the text of the initial study report to address the construction, pedestrian and bicycle traffic issues raised in the Public Works comments. Please replace the text or attach the prior report attachments to this report.

Once you have the comments from the other county departments, we will finalize the initial study report.

Associated Transportation Engineers

By: Richard L. Pool, P.E.
President

RLP/wp



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TRAFFIC RELATED INITIAL STUDY ITEMS FOR THE OXNARD AIRPORT MASTER PLAN - CITY OF OXNARD, CALIFORNIA

Associated Transportation Engineers (ATE) has completed this preliminary traffic analysis for the Oxnard Airport Master Plan. The traffic analysis includes trip generation for the Master Plan's Short-Term, Intermediate-Term and Long Range scenarios. Potential impacts are identified based on City thresholds and improvements are recommended where applicable. It is our understanding that this analysis will be used to complete the Initial Study for the Oxnard Airport Master Plan.

TRIP GENERATION

Table 1 shows the average daily, A.M. and P.M. peak hour trip generation estimates for the Short-Term, Intermediate-Term and Long Range project scenarios. A detailed spreadsheet showing the trip generation calculations is attached for reference. The Intermediate-Term scenario includes trips from the Short-Term scenario, likewise, the Long Range scenario includes trips from the Short-Term and Intermediate-Term scenarios. Trip generation rates for the project components (i.e., General Aviation/Airfield and Commercial Airline) were obtained from the ITE Trip Generation Manual,¹ and studies performed by ATE at similar airport facilities.

¹ Trip Generation, Institute of Transportation Engineers, Fifth Edition, Washington D.C., Updated February 1995.

#5 from Table 2-M

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Table 1
Project Trip Generation

Land Use	Size	ADT Trips	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
EXISTING (1994)								
General Aviation	261 Flights/Day	676	44	34	78	56	61	117
Commercial Airline	39,989 Enplanements/Yr	259	9	6	15	7	7	14
Total		935	53	40	93	63	68	131
SHORT-TERM								
General Aviation	137 Flights/Day	355	23	18	41	30	32	62
Commercial Airline	15,011 Enplanements/Yr	97	3	3	6	3	2	5
Total (net-added to Existing)		452	26	21	47	33	34	67
INTERMEDIATE-TERM								
General Aviation	187 Flights/Day	484	31	25	56	40	44	84
Commercial Airline	40,011 Enplanements/Yr	259	9	6	15	7	7	14
Total (net-added to Existing)		743	40	31	71	47	51	98
LONG RANGE								
General Aviation	270 Flights/Day	699	45	36	81	58	63	121
Commercial Airline	90,011 Enplanements/Yr	583	20	15	35	16	15	31
Total (net-added to Existing)		1,282	65	51	116	74	78	152

As shown in Table 1, the Master Plan's Short-Term scenario will generate approximately 452 average daily, 47 A.M. and 67 P.M. peak hour trips. The Intermediate-Term scenario will generate 743 daily, 71 A.M. and 98 P.M. peak hour trips. Finally, the Long Range scenario will generate approximately 1,282 daily, 116 A.M. and 152 P.M. peak hour trips.

The Master Plan's Long Range scenario trip generation estimates were compared to the volumes assumed in the City's Traffic Model (OTM) to determine if there would be a significant change from the General Plan Buildout scenario. Based on the OTM trip rates, the airport is expected to generate approximately 280 daily, 28 A.M. and 27 P.M. peak hour trips under General Plan Buildout conditions. Based on the trip rate used on the OTM, the City did not anticipate much growth at the Oxnard Airport. In comparison, the proposed

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Master Plan is forecast to generate 1,937 daily, 182 A.M. and 256 P.M. peak hour trips (Existing + Long Range) *more* than the number of trips used in the City's model (General Plan Buildout).

TRIP DISTRIBUTION AND ASSIGNMENT

Project-generated traffic volumes for each of the study scenarios were distributed to the study-area roadways and intersections based on existing traffic flows in the immediate area. Table 2 illustrates the breakdown of the trip distribution percentages on the study-area roadways. Once distributed, the traffic generated by each of the Master Plan scenarios were assigned to the study-area network.

803207

Table 2
Project Trip Distribution

Roadway	Percentage
Victoria Avenue - North	15%
Victoria Avenue - South	16%
Patterson Road - South	12%
Ventura Road - North	11%
Ventura Road - South	5%
Second Street - East	1%
Fifth Street - East	13%
Fifth Street - West	19%
Wooley Road - East	3%
Wooley Road - West	3%
Local	2%
Total	100%

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POTENTIAL IMPACTS

According to the City of Oxnard Resolution regarding Traffic and Transportation Studies and Mitigation Procedures (copy attached), potential critically impacted intersections which may require further analysis are determined by the following criteria:

- An intersection with an increase in vehicle movements due to the project of:
 1. More than 40 through movements on a single approach in a peak hour;
 2. More than 20 left-turn movements on a single approach in a peak hour; or,
 3. More than 75 vehicles per peak hour utilizing the intersection.

Based on the above criteria, the Patterson Road/Fifth Street intersection and the Victoria Avenue/Fifth Street intersection would be a potentially impacted by the Oxnard Airport Master Plan. The following text discusses the significance of project added traffic at each of these locations.

Patterson Road/Fifth Street. This location would be potentially impacted by the Intermediate-Term scenario, as it would add 20 and 24 left-turn movements in the A.M. and P.M. peak hours, respectively. In the Long Range scenario, the project would add 33 and 37 left-turn movements in the A.M. and P.M. peak hours, respectively. The project would also add between 98 and 152 vehicles to the entire intersection in the peak hours in the Intermediate-Term and Long Range scenarios.

According the OTM, the Buildout geometrics at this intersection are: 1) separate northbound left, thru and right turn lanes, 2) a southbound left-turn lane and shared thru-right-turn lane, and 3) a left-turn, thru and shared thru-right-turn lane for the eastbound and westbound approaches. With those geometrics, this intersection is forecast to operate at LOS A under General Plan Buildout conditions (ICU 0.47 during the A.M. period and ICU 0.60 during the P.M.). The City considers LOS C as acceptable, thus there is quite a bit of reserve capacity projected for the intersection. The addition of 152 vehicles to the intersection by the Oxnard Airport Master Plan would not degrade operation below LOS B with full geometric improvements and thus impacts would be insignificant.

Victoria Avenue/Fifth Street. The location would be potentially impacted under General Plan Buildout conditions, as the Oxnard Airport Master Plan's Long Range scenario would add approximately 76 vehicles to the intersection during the P.M. peak hour. According the OTM, this intersection is forecast to operate at LOS C in the P.M. peak hour under General Plan Buildout conditions (ICU 0.73) with the following geometrics: 1) dual left-turn lanes, 3 thru lanes and a right-turn lane for the northbound and southbound approaches, 2) a left-turn lane, 2 thru lanes and a right-turn lane for the eastbound approach, and 3) dual left-turn lanes, 2 thru lanes and a free right-turn lane for the westbound approach. With full geometric improvements at Victoria Avenue/Fifth Street, the addition of 76 vehicles to the

intersection by the Oxnard Airport Master Plan would not degrade operation below LOS C and thus impacts would be insignificant.

CONSTRUCTION OF MASTER PLAN PROJECTS

The construction related to the Master Plan is generally upgrading, replacing or providing additional facilities. Each project is relatively small with respect to the number of persons and/or material requirements that would create traffic. It appears that most, if not all, of the construction access would be via the Fifth Street/Patterson Avenue intersection. Therefore, there are no significant traffic effects related to the construction of the various projects envisioned in the Airport Master Plan.

The construction of the frontage improvements on Fifth Street will affect traffic during the construction. This issue will be addressed by the traffic management plan as part of the construction project.

PEDESTRIAN AND BICYCLE FACILITIES

The Airport Master Plan does not propose any facilities that would affect the off-site pedestrian or bicycle traffic on the Transportation Network. The improvement of Fifth Street to the City's planned section will improve the pedestrian and bicycle facility in the airport area.

OFFSITE IMPROVEMENTS

Potential impacts by the Oxnard Airport Master Plan could be offset by providing the necessary right-of-way for the City's General Plan Buildout improvements and constructing the Buildout geometrics at the Patterson Road/Fifth Street intersection. According to the City's Year 2020 Planned Street Network (copy attached), Fifth Street is planned to have two travel lanes in each direction in the study area, from Harbor Boulevard to H Street. Currently, the north side of Fifth Street, adjacent to the airport, is unimproved. Additionally, the project would be required to participate in the City's Traffic Mitigation Fee Program and/or the Reciprocal Agreement with the County to contribute to long-term funding needs for the improvements to the Victoria Avenue/Fifth Street intersection.

In summary, the proposed Oxnard Airport Master Plan is expected to generate approximately 452 average daily, 47 A.M. and 67 P.M. peak hour trips in the Short-Term scenario. The Intermediate-Term scenario will generate 743 daily, 71 A.M. and 98 P.M. peak hour trips, while the Long Range scenario will generate approximately 1,282 daily, 116 A.M. and 152 P.M. peak hour trips. Based on the project trip generation and distribution, the intersection of Patterson Road/Fifth Street would be potentially impacted in the Intermediate-Term and Long Range scenarios, while the intersection of Victoria Avenue/Fifth Street would be potentially impacted in the Long Range scenario only. There is no significant effect

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anticipated due to construction related traffic. The pedestrian and bicycle traffic on the Transportation Network will not be affected by the project and may even be enhanced by the City's planned improvements on Fifth Street.

The potential impacts of the Oxnard Airport Master Plan would be mitigated to a level of insignificance by providing the necessary right-of-way along Fifth Street for the City's Buildout street network, providing for Buildout improvements at the Patterson Road/Fifth Street intersection (airport entrance), and by participating in the City's Traffic Mitigation Fee Program and/or the Reciprocal Agreement with the County to contribute to long-term funding needs for improvements to Victoria Avenue/Fifth Street.

This concludes our preliminary traffic analysis for the Oxnard Airport Master Plan Initial Study.

Associated Transportation Engineers



By: Richard L. Pool, P.E.
President



RLP/DLD/DMP

Attachments: Trip Generation Spreadsheet
Resolution No. 10,418
Year 2020 Planned Street Network

Project Trip Generation

Land Use	Size	Daily		A.M. Peak Hour			P.M. Peak Hour				
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
EXISTING											
General Aviation/Airfield	261 Flights/Day	2.59	676	0.30	44	34	78	0.45	56	61	117
Airline	39,989 Enplanements/Year (a)	0.0065	259	0.0004	9	6	15	0.0003	7	7	14
Total			935		53	41	94		63	68	131
SHORT-TERM											
General Aviation/Airfield	137 Flights/Day	2.59	355	0.30	23	18	41	0.45	30	32	62
Airline	15,011 Enplanements/Year (a)	0.0065	97	0.0004	3	2	6	0.0003	3	2	5
Total (net-added above existing)			452		26	21	47		32	35	67
INTERMEDIATE-TERM											
General Aviation/Airfield	187 Flights/Day	2.59	484	0.30	31	25	56	0.45	40	44	84
Airline	40,011 Enplanements/Year (a)	0.0065	259	0.0004	9	6	15	0.0003	7	7	14
Total (net-added above existing)			743		40	31	71		47	50	98
LONG-RANGE											
General Aviation/Airfield	270 Flights/Day	2.59	699	0.30	45	36	81	0.45	58	63	122
Airline	90,011 Enplanements/Year (a)	0.0065	583	0.0004	20	15	35	0.0003	16	15	30
Total (net-added above existing)			1,282		65	50	116		74	78	152

(a) Rates based on trip generation study performed by ATE at a similar airport.

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. 10,418

RESOLUTION ESTABLISHING REQUIREMENTS FOR TRAFFIC AND
TRANSPORTATION STUDIES AND MITIGATION PROCEDURES

WHEREAS, the City Council desires to maintain current or improved levels of vehicular circulation throughout the City, thus preserving the current quality of life; and

WHEREAS, some costs of constructing traffic circulation facilities required by the City may be eligible for reimbursement or credits pursuant to the City's adopted standards and policies; and

WHEREAS, according to the City's General Plan, intersection congestion must be no worse than Level of Service "C" or existing; and

WHEREAS, the City's transportation model has been designated as the method for analysis of growth projections and evaluations of growth management mitigation measures; and

WHEREAS, the City's transportation model provides a consistent base for traffic studies; and

WHEREAS, the City must comply with standards and limits established by Ventura County's Congestion Management Plan; and

WHEREAS, the Air Pollution Control District has established controls for levels of automobile emissions allowed throughout the County; and

WHEREAS, automobile emissions are exacerbated in areas of increased traffic congestion; and

WHEREAS, transportation studies will provide a method for proper and appropriate examination of traffic and circulation impacts of proposed projects; and

WHEREAS, mitigation procedures will provide the City with an effective method by which to correct current and potential nonconforming roadways and intersections;

NOW, THEREFORE, the City Council of the City of Oxnard hereby resolves that the Public Works Department shall require transportation studies and/or mitigation procedures according to the following standards and procedures.

1. Standards for identification of projects which require traffic studies:
 - A. Projects which will result in an increase of 100 or more vehicle trips in the morning or afternoon peak hours. Project types represented by the above-stated vehicle trip increase include, but are not limited to:
 - (1) Residential development of 90 dwelling units or more;
 - (2) Commercial office projects of 45,000 square feet or more;
 - (3) Medical office projects of 25,000 square feet or more;
 - (4) Other commercial projects of 25,000 square feet or more;
 - (5) Fast food restaurant projects;
 - (6) Manufacturing projects of 60,000 square feet or more; and
 - (7) Any other project which the Public Works Director determines to need a traffic study because of potential impact to critical intersections.
 - B. Any existing project which is submitted for revision or amendment which will result in an increase of 50 or more vehicle trips in the morning or afternoon peak hours.
2. Traffic studies shall examine the following scenarios:
 - (A) If the project is in conformance with the General Plan, all of the following must be studied:
 - (1) Existing (roadway counts reflecting all completed and occupied construction projects to date);
 - (2) Existing, plus approved (projects which have been approved by the City but are not yet occupied), plus pending (projects for which applications have been filed and are currently being processed, but have not yet received final approval);
 - (3) Existing, plus approved, plus pending, plus project (the subject proposed project, not yet finally approved by the City);

- (4) Year 2000 projected (the straight-line projected development of the City to the year 2000 based on standards within the 2020 General Plan); and
 - (5) Year 2000 projected, plus project.
- (B) If the project is part of a General Plan amendment, consideration must be given to the ultimate impact on the master plan network. Thus, the following additional scenarios must be studied:
- (1) Year 2020; and
 - (2) Year 2020 plus project.
3. Traffic studies must analyze all critically impacted intersections, which are those that may reflect a change in LOS with the addition of the project. Guidelines for determining critically impacted intersections include, but are not limited to, the following:
- (A) An intersection with an increase in vehicle movements due to the project, as determined by the City of Oxnard's traffic model, of:
 - (1) More than 40 through movements on a single approach in a peak hour;
 - (2) More than 20 left turn movements on a single approach in a peak hour; or
 - (3) More than 75 vehicles per peak hour utilizing the intersection.
 - (B) Any intersection that is presently bordering on or operating at LOS D, as determined by the City's Traffic and Transportation Manager.
 - (C) All internal site circulation intersections.
 - (D) All access points from the exiting or proposed roadway network.
4. Traffic studies must also analyze the availability of and project impact on:
- (A) Pedestrian access;
 - (B) Mass transit; and
 - (C) Bicycle facilities.
5. The following circulation system improvements must be designed into any proposed project and included in the traffic analysis:

- (A) If the project is located on an arterial:
 - (1) Right-of-way must be dedicated in accordance with the Streets Master Plan; and
 - (2) The project must include construction of half of the Master Plan roadway facility abutting the project plus one lane.
 - (B) If the project is not on an arterial, dedication and improvement of roadways will be required according to standards determined by the Public Works Department.
6. Mitigation measures will be required for any project which will worsen the Intersection Capacity Utilization (ICU numeric value of Level of Service) at any intersection studied (see Section 3), if such intersection is projected to be at Level of Service (LOS) C, D, E, or F including existing, plus approved, plus pending projects or LOS D, E, or F with project generated traffic (see Section 2(A)(2)).
- (A) Mitigation measures will be required that will improve the ICU at such intersections by at least the amount that the project's impact will worsen the ICU.
 - (B) The cost of mitigation measures will be limited to twice the amount of the traffic impact fee (mitigation limit) for the project.
- (1) If the cost of mitigation measures exceeds the mitigation limit, the City will select mitigation measures which cost up to the mitigation limit. The project will pay the remainder, if any, of the mitigation limit. The City may determine that the construction of a portion of the mitigation measures at a cost less than the mitigation limit is not feasible, in which case the project will pay the amount of the mitigation limit.
 - (2) If the cost of the mitigation measures is less than the mitigation limit, the project will build the mitigation measures.
7. If the project is not in compliance with the General Plan, the project must pay, in addition to all other applicable fees, its fair share of the cost of improvement of any LOS D intersection under the year-2020-plus-project scenario. The developer:

- (A) Must supply a "fair share formula" acceptable to the Public Works Director.
- (B) May choose to construct the facility or pay its "fair share".
- (C) Shall pay for staff costs for revisions to the Master Plan which incorporate increased vehicle volumes as a result of the proposed project.

8. The effective date of this resolution is September 14, 1992.

PASSED AND ADOPTED this 14th day of July, 1992, by the following vote:

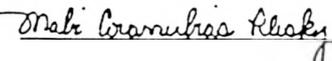
AYES: Councilmembers Maron, Takasugi, Furr & Lopez

NOES: Councilman Plisky

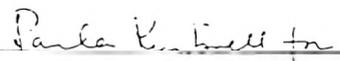
ABSENT: None


NAO TAKASUGI, MAYOR

ATTEST:


MABI COVARRUBIAS PLISKY, CITY CLERK

APPROVED AS TO FORM:


GARY L. GILLIG, CITY ATTORNEY

7/8/92



**Appendix H
RELOCATION
ASSISTANCE LETTER**

Environmental Assessment /
Environmental Impact Report



JAMES L. McBRIDE
COUNTY COUNSEL

FRANK O. SIEH
CHIEF ASSISTANT

NOEL A. KLEBAUM
LITIGATION SUPERVISOR

COUNTY COUNSEL

COUNTY GOVERNMENT CENTER ADMINISTRATION BUILDING
800 SOUTH VICTORIA AVENUE, L#1830
VENTURA, CALIFORNIA 93009
TELEPHONE (805) 654-2580
FAX NO. (805) 654-2185

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Lori A. Nemiroff
Roberto R. Orellana
Michael B. Powers
Dennis L. Slivinski
Leroy Smith
James W. Thonis
Mary C. Ward
William A. Waters

October 21, 1998

Coffman Associates
11022 North 28th Drive, Suite 240
Phoenix, Arizona Z 85029

Re: Relocation Program - Oxnard Airport Master Plan

Dear Sir or Madam:

This letter is intended as a statement identifying which County of Ventura Departments will be responsible for directing, administering and assisting in the relocation of residences, businesses, and farm operations necessitated by the implementation of the Oxnard Airport Master Plan. A statement of such designation is required under Federal Aviation Administration Order 5050.4A, 5100.37A and Advisory Circular 150/5100-17.

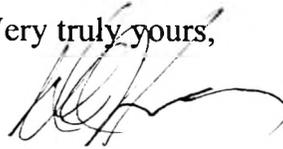
As noted in the General Plan ("Social Impacts," pp. 4-17 through 4-23) the County Airport at Oxnard, California, is completely within the City of Oxnard. The acquisition of 31.34 acres of property off the eastern end of Runway 7-25 would result in the razing/-relocation of several structures including a church, National Guard Armory, school administrative offices and other facilities associated with an abandoned high school. There is not expected to be any change in ownership of other real property or displacement/relocation of any private or commercial structures other than those mentioned in the foregoing.

The County of Ventura, Department of Airports, will be responsible for the administration of any relocation plans associated with the implementation of the Oxnard Airport Master Plan consistent with the foregoing discussion.

Coffman Associates
October 21, 1998
Page 2

If you have any questions relating to the above, please contact me at (805)
654-2585.

Very truly yours,

A handwritten signature in black ink, appearing to read 'D. Hurley', with a long, sweeping flourish extending to the right.

DONALD O. HURLEY
Assistant County Counsel

DOH:mt

cc: Rodney L. Murphy, Director of Airports

g:\common\doh\airports\oxplanre.ltr



Appendix J
FORM AD-1006

Environmental Assessment /
Environmental Impact Report

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project Oxnard Airport		Federal Agency Involved FAA	
Proposed Land Use Aviation - related uses		County And State Ventura County, California	

PART II (To be completed by SCS)		Date Request Received By SCS 9-15-98	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated 101800	Average Farm Size 146
Major Crop(s) Citrus, vegetables & flowers	Farmable Land In Govt. Jurisdiction Acres: 124,600 % 10.4	Amount Of Farmland As Defined in FPPA Acres: n/a %	
Name Of Land Evaluation System Used California-Storie	Name Of Local Site Assessment System none	Date Land Evaluation Returned By SCS 9-17-98	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
	A. Total Acres To Be Converted Directly	7.9		
	B. Total Acres To Be Converted Indirectly	23.02		
C. Total Acres In Site	267.24			

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	14.49			
B. Total Acres Statewide And Local Important Farmland	144.91			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.0012			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	n/a			

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted <i>(Scale of 0 to 100 Points)</i>	72			

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>				
1. Area In Nonurban Use	15	5		
2. Perimeter In Nonurban Use	10	3		
3. Percent Of Site Being Farmed	20	15		
4. Protection Provided By State And Local Government	20	5		
5. Distance From Urban Builtup Area	15	0		
6. Distance To Urban Support Services	15	0		
7. Size Of Present Farm Unit Compared To Average	10	0		
8. Creation Of Nonfarmable Farmland	10	0		
9. Availability Of Farm Support Services	5	5		
10. On-Farm Investments	20	3		
11. Effects Of Conversion On Farm Support Services	10	0		
12. Compatibility With Existing Agricultural Use	10	0		
TOTAL SITE ASSESSMENT POINTS	160	36		

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland <i>(From Part V)</i>	100	72		
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>	160	36		
TOTAL POINTS <i>(Total of above 2 lines)</i>	260	108		

Site Selected:	Date Of Selection:	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	--------------------	---

Reason For Selection:

J-1



**Appendix K
PUBLIC HEARING
DOCUMENTATION**

Environmental Assessment /
Environmental Impact Report

Appendix K

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CERTIFICATE OF PUBLICATION

In Matter of the Publication of:

NOTICE OF AVAILABILITY/PUBLIC HEARING

STATE OF CALIFORNIA)
(SS
COUNTY OF VENTURA)

I, Veronica G.Duncan hereby certify that the VENTURA COUNTY STAR is a newspaper of general circulation within the provisions of the Government Code of the State of California, printed and published in the City of San Buenaventura, County of Ventura, State of California; that I am the Principal clerk of the printer of said newspaper; that the annexed clipping is a true printed copy and publishing in said newspaper on the following dates to wit:

November 11, 1998

I certify under penalty of perjury that the foregoing is true and correct.

Dated this 22nd day of DECEMBER 1998, at City of San Buenaventura, California



(Signature)

NOTICE OF AVAILABILITY/ PUBLIC HEARING DRAFT ENVIRONMENTAL ASSESSMENT/ ENVIRONMENTAL IMPACT REPORT FOR LAND ACQUISITION AND AIRPORT DEVELOPMENT AT OXNARD AIRPORT, OXNARD, CALIFORNIA

Ventura County Department of Airports has prepared a Draft Environmental Assessment/Environmental Impact Report (EA/EIR) to examine the environmental consequences of implementing the Draft Airport Master Plan Update for Oxnard Airport, including the acquisition of land and additional landside development. The Federal Aviation Administration is the lead Agency under the National environmental Policy Act, the Ventura County Department of Airports is the Lead Agency under the California Environmental Quality Act, and the Ventura County Board of Supervisors will be responsible for certifying the EIR element of this document.

The Draft EA/EIR examines the environmental consequences of projects which would enhance safety and security at the airport by (1) providing airport control over the Runway Safety Area and runway Object Free Area through the fee simple acquisition of 43.28 acres and the acquisition of aviation easements over an additional 111.15 acres; (2) completion of the MALS lighting system; (3) stormwater drainage improvements and (4) installation of perimeter fencing and security lighting, among other projects. The document also evaluates airport

development projects that are identified to accommodate future aviation demand at Oxnard Airport. These projects include (1) the acquisition of approximately 7.9 acres for landside development; (2) an expansion to the terminal building; (3) redesign an expansion of the hangar apron areas; (4) construction of new parking facilities and access roadways; and (5) construction of exit taxiways, among other items. These improvements are in accordance with the FAA-approved Airport Layout Plan. Other alternatives evaluated in the study include various landside development plans to accommodate the same objectives at Oxnard Airport, transferring service to another airport, construction of a new airport, and no action (no project). No significant unavoidable adverse impacts were identified in the analysis.

PUBLIC REVIEW PERIOD AND LOCATION:

The public review period for the draft Environmental Assessment/Environmental Impact Report is from November 6 through December 28, 1998. Copies of the draft document are available for review at the Ventura County Department of Airports Administrative Offices at 555 Airport Way in Camarillo, City of Oxnard Main Library at 251 South A Street, Oxnard, California, and at the Ventura County Resource Management Agency at 800 S. Victoria Avenue, Ventura, California. Written comments on the draft EA/EIR may be sent to Kari Galaketsis, Environmental Coordinator at the address indicated above, or call 805/388-4235 for more information before December 28, 1998.

PUBLIC HEARING: A public hearing on the draft EA/EIR will be held by the Ventura County Environmental Report Review Committee on Wednesday, January 6, 1999 at 1:30 p.m. in Room 344 (multi-purpose room), Third Floor, Hall of Administration, 800 S. Victoria Avenue, Ventura, California. At the public hearing, the public will be afforded the opportunity to present oral or written comments related to the project. ALL ORAL COMMENTS WILL BE RECORDED FOR THE RECORD.

Publish: November 11, 1998
Ad No. WC10038157

CERTIFIED COPY

ENVIRONMENTAL REPORT REVIEW COMMITTEE

PUBLIC HEARING RE:)

DRAFT ENVIRONMENTAL ASSESSMENT/IMPACT)
REPORT FOR LAND ACQUISITION AND AIRPORT)
DEVELOPMENT AT OXNARD AIRPORT, OXNARD,)
CALIFORNIA.)

K-3

REPORTER'S TRANSCRIPT

WEDNESDAY, JANUARY 6, 1999

1:45 P.M.

FILE NO. 35161

PACIFIC COAST

COURT REPORTERS
1-800-438-2226

1363 Donlon Street • Suite 8 • Ventura, California 93003-5637 • (805) 644-1986 • FAX (805) 644-6582
21800 Burbank Boulevard • Suite 140 • Woodland Hills, California 91367-6470 • (818) 715-9122 • FAX (818) 715-9183

1 VENTURA, CALIFORNIA; WEDNESDAY, JANUARY 6, 1999;

2 1:45 P.M.

3 ---oOo---

4

5 MR. SMITH: Item No. 3 is a draft environmental
6 assessment and impact for land acquisition and airport
7 development at the Oxnard Airport. Prefacing remarks will
8 be made by Kari Gialketsis.

9 MS. GIALKETSIS: As -- can you hear me okay?

10 As Bruce stated --

11 MR. SMITH: Can everyone hear back there?

12 You'll have to get right up to it.

13 MS. GIALKETSIS: Okay. This is a public hearing for
14 the Draft Environmental Impact Report and Environmental
15 Assessment for the Oxnard Airport Master Plan Update. The
16 update examines -- the purpose and need for the Master Plan
17 is to enhance safety and operational efficiency at the
18 airport by upgrading facilities and acquiring land within
19 the safety zones surrounding the -- adjacent to the
20 airport. This is all based on forecasts and demand that is
21 anticipated with growth within the area. The projects
22 themselves that are associated with this update are not in
23 and of themselves expected to be increasing the demand for
24 the airport but to be in response for users at the
25 airport.

1 I need to state for the record that this
2 hearing is not only being conducted in accordance with the
3 California Environmental Quality Act Public Hearing
4 Requirements but also with the National Environmental
5 Policy Act and also Part 152 of the Federal Aviation
6 Regulations. This hearing was noticed by circulation of
7 the public hearing notice to all the people on our --

8 MR. FULLMER: I have a question of the Chair.

9 How can we discuss the Federal Aviation
10 Requirements if we don't have copies of the -- I don't have
11 a copy.

12 MR. SMITH: Why don't you hold the comments until the
13 conclusion of the staff's comments and then you can pose
14 that question to them.

15 MS. GIALKETSIS: As I was saying, this hearing was
16 noticed by being posted at the Department of Airports and
17 also with the clerk of the Board. It was circulated to all
18 the persons receiving the document as well as a mailing
19 list of 40 people. It was published in the Ventura County
20 Star on November 11th, and copies were available for public
21 review in three places: the Oxnard Library, here at the
22 Government Center in the Resource Management Agency and
23 also at the Department of Airports' offices.

24 Back to the contents of the Draft Master Plan
25 that this environmental document is based on, it proposes

K-5

1 to -- as I was saying, to meet requirements at the airport
2 for anticipated increase in users. And in doing so it
3 will -- these projects include providing airport control
4 over the runway safety areas and runway object free areas
5 through acquisition of different properties, completion of
6 a new lighting system, storm water drainage improvements
7 and installation of perimeter fencing and security
8 lighting. In addition, there will be additional
9 acquisition for land site development as well as an
10 expansion of the terminal building as needed and redesign
11 and expansion of hangar apron areas, construction of new
12 parking facilities and access roadways and construction of
13 exit taxiways. All of these are, again, intended to be in
14 response to demand for the airport.

15 This Master Plan EIR is intended to be a
16 program EIR which similar to like a general plan for a city
17 it looks at a series of anticipated growth and impacts that
18 can be anticipated and can be used as a document to tier
19 and do subsequent environmental analyses on individual
20 projects as they occur.

21 The environmental assessment portion of this is
22 intended to cover the first five years of EIR improvements
23 in the Master Plan, whereas the program EIR is intended to
24 be used as -- for tiering off individual projects as needed
25 as much as 20 years into the future.

1 With that -- up on the board here -- it's kind
2 of hard to see, but there is a copy of Exhibit 1A in the
3 document that shows the proposed -- what's called the
4 proposed action is all of the improvements that are
5 intended to take place with implementation of this Master
6 Plan.

7 With that I'm going to let -- turn the
8 presentation over to Kate May with Kaufmann and Associates,
9 and they were the preparers of the documents. She'll
10 discuss and summarize the environmental impacts and the
11 findings of the environmental impact report and
12 environmental assessment and also respond to the comments
13 that we received up to this date.

14 MS. MAY: Again, my name is Kate May with Kaufmann
15 and Associates. Initially, an initial study was prepared
16 in accordance with CEQA. That initial study identified
17 four issue areas that were potentially significant that
18 needed to be examined within the EIR.

19 In accordance with NEPA, however, we examined
20 21 environmental categories. Under each discussion -- that
21 discussion is found in Chapter 4 of the document. Under
22 each section of that chapter there is a discussion of both
23 the existing condition, the no-action condition and the
24 proposed-action condition. Under NEPA we are required to
25 examine the no-action and to compare the proposed-action to

K-6

1 the no-action to determine impact. And that was the
2 approach that is found in the document.

3 To clarify CEQA impacts, though, I do want to
4 note that we will be adding language which provides for a
5 direct comparison with the existing condition; though, as I
6 stated, that information is already in the document.

7 Of the 21 categories that were evaluated under
8 NEPA we really came back to the same four categories as
9 having notable impact. For example, noise, which is
10 probably the greatest environmental issue associated with
11 airport use, the 65 CNEL contour was identified as the
12 threshold of significance consistent with the FAA, the
13 State guidelines, the County CLUP and the City of Oxnard's
14 general plan. The 65 CNEL contour in the future long-term
15 proposed action will be 38.5 acres larger than the existing
16 65 CNEL contour.

17 We provided an exhibit which we passed out
18 prior to the meeting. It's in front of your places which
19 shows you visually the comparison between these two
20 contours, and you'll notice that the majority of this
21 increase in acreage is over airport -- either existing or
22 proposed airport property. And therefore, we do not feel
23 that this increase in the contour is significant.

24 Under NEPA or specifically FAA guidelines for
25 the preparation of environmental assessment compatible land

1 use is separated from noise. And the compatible land use
2 analysis indicated that there are 22 residential units
3 currently within the 65 CNEL contour. Under the proposed
4 action long-term condition, which is approximately 20 years
5 out, 25 homes would be within the 65 CNEL contour. That's
6 an increase in three homes.

7 Part of the mitigation that has already been
8 identified in the draft EA/EIR for both noise and
9 compatible land use is implementation of those measures of
10 the ongoing Federal Aviation Regulation Part 150 study
11 which is a noise and land use compatibility study which are
12 approved and accepted by the FAA. That -- one of the
13 recommendations in the current draft of the 150 study is
14 the acquisition of up to 15 residential units. So that
15 would mitigate the impact to those three additional units
16 by reducing the number of homes affected by the 65 CNEL
17 contour to ten from the current 22.

18 Traffic and circulation was another issue area
19 identified. An analysis -- a separate study was done as
20 part of this EA, was prepared by Associated Transportation
21 Engineers. And they determined that compared to the
22 existing condition the long-term use of the airport would
23 result in 1,282 additional trips per day, 116 during the
24 a.m. peak hour and 152 vehicle trips during the p.m. peak
25 hour.

K-7

1 The two intersections which were identified as
2 potentially being impacted by Oxnard Airport, that's
3 Patterson Road and Fifth Street and Victoria Avenue and
4 Fifth Street. ATE's analysis indicated that with the full
5 geometric improvements identified by the City of Oxnard for
6 these intersections the impacts of the project would be
7 less than significant.

8 To mitigate this increase in traffic, however,
9 over the existing condition, the Ventura County Department
10 of Airports identified a mitigation measure within the
11 draft EA/EIR that they will comply with the County's and/or
12 the City's Traffic Impact Mitigation Fee Programs as
13 required. With these -- with this mitigation measure it
14 reduces the CEQA impacts to less than significant.

15 I do want to go back for a moment to noise and
16 compatible land use. As is also true with all four of the
17 categories that I'm discussing here -- noise, compatible
18 land use, traffic and air quality -- under the NEPA and
19 the FAA requirements for analysis, there was no impact of
20 the project because that's comparing proposed action to the
21 no-action, and the increased use of the airport is
22 projected to occur regardless of the project.

23 Continuing on to air quality. Air emissions
24 are perhaps the second most notable concern at airports.
25 An increase in emissions was identified to occur between

1 the existing condition and the long-term proposed action.
2 However, because the airport is located in an area that is
3 not expected to exceed the Air Quality Management Plan
4 population forecast, the proposed action is considered
5 significant -- or is considered consistent with the 1994
6 Air Quality Management Plan and therefore the impacts are
7 less than significant. The air quality impacts are less
8 than significant.

9 As I indicated, there were 17 other categories
10 examined. Mitigation measures are provided for the other
11 categories identified in the document. Those mitigation
12 measures would be the same under either NEPA or CEQA
13 requirements. In addition, good neighbor measures were
14 identified regarding light emissions and solid waste
15 disposal even though there was no significant or
16 potentially significant impacts identified in either of
17 these categories.

18 During the 45-day comment period four comment
19 letters were received from agencies: Ventura County Air
20 Pollution Control District, the Southern California
21 Association of Governments, the Oxnard School District and
22 the City of Oxnard. The Ventura County Air Pollution
23 Control District asked for some minor changes to the air
24 quality section of the document to reflect SCAG's role in
25 air quality planning and management in Ventura County, to

1 update the Ambient Air Quality Standards table and to
2 correct population estimates.

3 They concluded their letter indicating the
4 project is consistent with the AQMP for the same reasons I
5 stated earlier. We will make the suggested changes to the
6 document requested.

7 Southern California Association of Governments
8 requested that the specific policies be identified in the
9 document and a discussion be given as to the project's
10 consistency or support with each policy. They identified
11 where many of the policies are already considered
12 consistent but -- or that the project is already considered
13 consistent with many of the policies but asked for
14 additional analysis and information regarding the
15 following:

16 On Policy 3.01 SCAG requested a discussion of
17 the project to SCAG's recently adopted population, housing,
18 and employment forecasts which were adopted in April of
19 1998. We will add language to the environmental document
20 that the aviation demand forecasts identified in the Master
21 Plan were based on previous SCAG employment and population
22 estimates which were higher than the current estimates.

23 Because the Master Plan is a demand-based
24 document, the proposed action continues to represent those
25 facilities which could reasonably be expected to be needed

1 over the long term. No reference is made to the housing
2 projections in either the Master Plan or the environmental
3 document because the accepted theory behind airport
4 planning is that the population/employment drive the demand
5 for the use of the airport and not the other way around.

6 Policy 3.12, SCAG asked for specific
7 information regarding the relationship of existing and
8 proposed transit to the airport and regarding bicycle
9 access to the facility. Language will be added to the
10 final EA/EIR to reflect this.

11 Policy 3.13, SCAG asked for discussion of the
12 relationship of the project to existing and proposed public
13 transit and identification of specific actions to make the
14 project transit friendly. We will add language in that
15 regard as well.

16 Policy 4.01, SCAG found the project partially
17 supportive of Policy 4.01 dealing with adopted regional
18 performance indicators. They asked for reference to and
19 support of those indicators pertaining to mobility,
20 accessibility, environment, reliability, safety, livable
21 communities, equity and cost-effectiveness. And we will do
22 that.

23 Policy 4.04, SCAG requested a discussion of the
24 project's use of transportation control measures as
25 identified in the Ventura County Air Quality Management

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1 Plan. We will add that language as well.

2 Oxnard School District indicated that they
3 have, quote, absolutely no objection or concern with the
4 proposed project outlined in the draft EA/EIR because the
5 intention of the project is to heighten security and safety
6 of the airport and airport operations.

7 They did, however, express a concern regarding
8 the assumptions that the proposed action in and of itself
9 would not result in an increase in operations compared with
10 the no action. They noted that the improvements -- quote,
11 the improvements will also serve directly or indirectly to
12 encourage more use of the airport and, therefore,
13 potentially encourage more growth to incur in both business
14 and residential environments surrounding the airport and
15 suggested that this increase demand may cause the need for
16 more classroom space, et cetera.

17 The Oxnard School District, however, noted that
18 this cumulative effect -- they did not consider this
19 cumulative effect to be significant. We can add language
20 to the final environmental document acknowledging this
21 approach to aviation forecasting as stated in Oxnard School
22 District's letter; however, the approach we used in the
23 formal analysis is consistent with the California
24 Department of Transportation Policy and is also consistent
25 with standard industry practice as far as aviation

1 forecasting is concerned.

2 The school district expressed concerns over
3 increased noise levels adjacent to schools or shifts in
4 aircraft flight tracks. No new schools would be within the
5 65 CNEL contour under the long-term proposed action. No
6 plans are provided to shift flight tracks over any school.
7 We'll make sure the language in the document is clear on
8 this.

9 The school district expressed concern that the
10 proposed action may be a precursor to lengthening or
11 widening the existing runway to accommodate larger
12 aircraft. Based on the Draft Airport Master Plan Update,
13 this is not the direction or intention. However, it's
14 important to note that future master planning efforts may
15 identify otherwise in the future, but certainly at this
16 time based on the Draft Master Plan that is not
17 anticipated.

18 The school district expressed concern regarding
19 noise and safety beneath the identified flight tracks.
20 Noise and compatible land use planning are addressed from
21 both a NEPA and CEQA perspective in the existing document.
22 Safety is also addressed from a CEQA perspective. FAA
23 addresses safety concerns within its Design Guidelines and
24 Part 77 Airspace documents. And in that respect,
25 implementation of the proposed action would be beneficial

1 to both noise and safety. With implementation -- Ventura
2 County addresses safety issues through its Comprehensive
3 Land Use Plan and the proposed action is not inconsistent
4 with that plan because much of the guidelines of that plan
5 are dependent on the runway length, and the runway length
6 is not being changed as part of this project.

7 The City of Oxnard's primary comment addressed
8 the approach described earlier: comparing the proposed
9 action to the no action. They identified that this
10 approach does not meet the intent of CEQA and does not
11 comply with the law. We will revise the document to
12 reflect specific language that compares the proposed action
13 to the existing condition. I've already provided you some
14 of those conclusions to the critical four categories
15 earlier in this presentation.

16 The City indicated that the EA/EIR should
17 examine all the activities, actions, maximum airport
18 capacity and associated impacts. With the proposed change
19 to the document the EA/EIR will assess all of the
20 activities meaning operations, actions, meaning improvement
21 items and their associated impacts.

22 There is at this time no accepted and no means
23 to identify an airport's maximum capacity. The FAA does
24 provide a means to identify an annual service volume for
25 the airport, but that is not the airport's capacity. It

1 simply reflects the number of operations it can accommodate
2 before delay is considered a cost factor. It's really
3 difficult to say that the capacity of an airport is X
4 number of operations and that X plus one cannot be
5 accommodated. We will try to explain this within the
6 document.

7 Our approach is that it's a 20-year plan. It's
8 a long-term Master Plan, and the 20-year forecast are the
9 reasonably foreseeable forecasts. And that's the emphasis
10 that we will make in the document, try to make clear in the
11 document.

12 Regarding the discussion of the noise analysis,
13 the City of Oxnard identified that there are homes within
14 the 60 to 65 CNEL contour band and considered these
15 significantly impacted. This area is considered compatible
16 with airport noise under NEPA. The CLUP and the Oxnard
17 General Plan both consider this area generally compatible.
18 The impacts within the 65 CNEL contour, the accepted
19 threshold of incompatibility, was discussed earlier. There
20 is a difference of three homes within the contour between
21 the long-term proposed action, the existing condition, and
22 these will be more than mitigated by the purchase of the 15
23 residential units as proposed under the Part 150 study.

24 The City further indicated that the
25 environmental document is inconsistent with the 150 study

1 because the 150 study identified significant impacts. As
2 we stated, under NEPA the proposed action will not result
3 in any significant noise or compatible land use impacts.
4 We will add a new discussion that compares the proposed
5 action with the existing condition which will identify the
6 increase in the number of dwelling units and that will make
7 the document more than consistent with the language in the
8 150 study.

9 Regarding the discussion of the traffic
10 improvements on Fifth Street, the City of Oxnard indicated
11 that CEQA requires the EIR to be more specific regarding
12 the mitigation showing the right of way required to provide
13 two traffic lanes, sidewalk, curb, gutter, bike lanes and
14 raised median on Fifth Street. They also suggested the EIR
15 include the construction schedule and drainage
16 improvements.

17 We believe there is an existing mitigation
18 measure identified in the environmental document that
19 provides for the County complying with the County's and
20 City's traffic improvement fees, and we believe that --
21 this means that the County will pay for its fair share of
22 the improvements to Fifth Street and to the associated
23 intersection and that that is a sufficient mitigation
24 measure. No other written comments were received prior to
25 the meeting.

1 The conclusion of the environmental analysis,
2 both within the document and including the additional
3 analysis that provides for the direct comparison between
4 the proposed action and the existing condition, is that
5 there are no significant unmitigateable adverse impacts
6 identified.

7 MR. SMITH: Any questions at this time by the
8 committee members of the staff?

9 Mr. Fullmer, did you have a question you wanted
10 to ask?

11 MR. FULLMER: I'd like somebody to explain to me
12 how -- what we're supposed to be looking at as far as the
13 Federal Aviation. I thought I heard that come out.

14 MR. SMITH: Would you explain the Part 152 -- is that
15 the correct citation -- procedures.

16 MS. MAY: Part 152 just identifies the public hearing
17 procedures. It requires that the hearing be open. It
18 requires that it be accessible. The notice had to have
19 been in the paper of general circulation at least 30 days
20 prior to the hearing. This one was in the paper 60 days
21 prior to the hearing. This meeting complies with that
22 requirement.

23 As far as your review of NEPA, FAA will make a
24 determination as to whether or not the document complies
25 with their guidelines.

1 MR. FULLMER: That's cool.

2 MR. SMITH: Any other questions?

3 MS. TALENT: I had some questions.

4 You mentioned the City of Oxnard comments, was
5 that something received after the document? Are they in
6 the document?

7 MS. MAY: Those comments were received last Monday.

8 MS. TALENT: Do we have a copy of those?

9 MS. GIALKETSIS: You should have -- you should have
10 received that from --

11 MR. SMITH: That was sent by brown mail last week
12 with two letters from the City of Oxnard, one dealing with
13 the question or regarding the adequacy of the legal notice
14 for this meeting as well as comments on the document
15 itself.

16 Is that correct? Do we have any other letters?

17 MS. GIALKETSIS: I gave -- I left two from SCAG and
18 from APCD that I received last week on your table, and the
19 other two from the City of Oxnard were mailed directly to
20 the Planning Division and Pam circulated them to you prior
21 to the meeting.

22 MR. SMITH: Actually, they went out last week at my
23 direction so that should have come through brown mail.

24 MS. GIALKETSIS: That's one of them right there.

25 MR. SMITH: Any other questions by the committee

1 members?

2 MR. KAISER: The staff mentions that information is
3 going to be updated within the document. Since 1996 there
4 has been some residential build-out immediately south of
5 Fifth Street and east of Patterson. The exhibits that you
6 have within the current document don't reflect any of those
7 dwellings. Is that going to be updated to reflect that
8 information and how might that affect any analysis that
9 you've --

10 MS. MAY: Well, I'll have to go back and check. We
11 actually took our exhibits dealing with land use and
12 everything else from the 150 study. So we'll go back and
13 modify it and then we'll have to go back in and see if
14 there's any --

15 MR. MURPHY: It's outside the area where the noise
16 contour is. Also there's a buffer of a park and a
17 commercial strip between the housing on this chart here.
18 That's open space, a park and commercial development.

19 Then the yellow area south is residential and
20 that's calculated in this. It doesn't show the streets and
21 dwelling units, but that's considered residential, the
22 yellow.

23 (Portion of testimony inaudible.)

24 MS. GIALKETSIS: If you look at 3-D in the document,
25 it shows that.

1 MR. KAISER: 3-C is what I was referring to.

2 MR. SMITH: Even though it's shown as yellow, in
3 fact, there is a park in that yellow area as reflected on
4 that exhibit.

5 MR. MURPHY: The park is actually in the pink area
6 above it.

7 MR. SMITH: All the way up?

8 MR. MURPHY: Yes, sir. Running right along --

9 MR. SMITH: I have a general comment to support what
10 Mr. Kaiser is saying.

11 I found several errors and dated information in
12 the maps in the EIR that deal with land use, both existing
13 and proposed future. I think similar comments were made by
14 the committee that's overseeing the preparation of the 150
15 study. So it's understandable that you would use those
16 maps already previously generated, but those were found to
17 be in error in several cases as well. So I think that's in
18 part what's causing some confusion here. Plus, the maps
19 themselves are not consistent with each other. And it
20 needs to be explained that one is based on existing land
21 use whereas one is -- the others -- the future ones are
22 based on general plan. And I don't think that's clear.

23 (Portion of testimony inaudible.)

24 MR. SMITH: I understand, but I don't think it's
25 clear enough.

1 Any other comments?

2 My apologies to staff. I was not able to give
3 all my comments in a written form, however, I will provide
4 them orally. They're largely of a technical nature and I
5 don't want to give them right now. I have already given
6 them to Kari over the phone. And I will, for the record,
7 summarize those at the conclusion of the hearing, but I
8 don't want to take the time now to go through them.

9 Unless there's any other comments, I will now
10 open up the public testimony portion of the hearing.

11 MS. TALENT: I have one technical little
12 clarification too. On the checklist on A-2, Item No. 18-B,
13 that should be checked "LS," less than significant.

14 MR. SMITH: With that, is there anyone who is in the
15 second row back who would like to testify regarding this
16 document?

17 Yes, sir, if you would proceed to the podium,
18 and again, please state your name and address for the
19 record.

20 MR. MAROZ: Good afternoon. My name is Howard Maroz,
21 M-a-r-o-z. I'm the airport support network representative
22 for Camarillo Airport. I am the vice-president of the
23 Camarillo Airport Hangar Association, and I was involved in
24 the development of the Master Plan and participated in a
25 lot of discussions with the Master Plan for Camarillo

1 Airport and for Oxnard Airport.

2 My first question that I would like to ask of
3 Kari is what date was the notice for this public hearing
4 posted at the Department of Airports?

5 MS. GIALKETSIS: It was posted on November 6th, and
6 it was also hand carried to the clerk of the Board and
7 posted.

8 MR. MAROZ: I did not see it posted this Sunday, the
9 3rd. My problem is that although technically there might
10 have been the proper postings, one of the problems we've
11 had for the users of the airport and the public in general
12 is that we haven't had sufficient notice to be able to
13 participate in these types of hearings. And in all of the
14 people that I have talked to, the users at both Camarillo
15 and Oxnard airports since I found out about this hearing
16 two days ago, I have not found out one person who was aware
17 of the public comment period, and perhaps that is one of
18 the reasons that there were no written comments that came
19 from the public. Perhaps that is part of the reason that
20 there was a letter -- it was either one or two weeks ago
21 that I heard from the City of Oxnard asking about the
22 notice or the noticing of this meeting.

23 There are a lot of people who would like to
24 have had the opportunity to review the EIR document. I
25 attempted to get a copy of the document as soon as I found

1 out about this hearing. At the Department of Airports in
2 Camarillo I was told there was only one copy. I said I was
3 willing to pay for a copy to be made and I was denied
4 that.

5 And based on the fact that I do not think that
6 the public has had adequate opportunity to make written
7 comment, I would ask that this hearing be continued. And
8 I'll be happy to answer any questions if anybody has them.
9 Thank you.

10 MR. SMITH: Are there any questions? Apparently
11 not.

12 Is there anyone else in the second row who
13 wishes to testify?

14 MS. TOMAC: My name is Jane Tomac (phonetic spelling)
15 and I live at 656 Douglas Avenue in Oxnard. And I did
16 present at a hearing on the 150 noise study and I presented
17 and handed in my statements to be recorded, and they
18 certainly have not been addressed. You said nobody else
19 has responded, but I did present that to the -- the two
20 meetings in Oxnard that I've been to.

21 MR. SMITH: Excuse me. As a clarification, do you
22 have copies of that?

23 MR. MURPHY: It's two separate studies.

24 MR. SMITH: I understand, but you're relying on the
25 150 study. Would you like to officially request your

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1 comments in the 150 be binded as part of your written
2 comments -- or your comments on this document?

3 MS. TOMAC: Yes, because I did point out a number of
4 errors in the location of things in Oxnard according to
5 their description of multi-housing. It was very poorly
6 done in Oxnard if you're familiar with Oxnard.

7 But I'm wondering why I never get notified of
8 any of these meetings because I have signed in each time
9 with the intent of trying to get spoken about and wanting
10 to be notified of these meetings. And, of course, I read
11 this in the paper the other day.

12 And first the notice of this meeting is
13 inadequate because the proposed action constitutes a
14 replacement of the existing Airport Master Plan of 1997
15 with a new draft Airport Master Plan Update. Since this
16 involves that change which would be recommended to the
17 Board of Supervisors the notice for the EIR should be
18 revised to include such reference. This meeting should be
19 ended or properly continued and properly noticed meeting
20 held advising interested parties in addition to the legally
21 required notice.

22 Second, this EIR inadequately addresses the
23 impacts of this Draft Airport Master Plan Update by
24 tangling up the language about what you are doing, tangling
25 up the language about what you are doing. You are not

1 evaluating this project as required by CEQA. The maximum
2 airport capacity, all the actions planned and the impacts
3 of the total plan have to be addressed by this EIR to
4 satisfy the requirement of CEQA. I'm not as concerned
5 about satisfying FAA.

6 We in Oxnard do not want to accommodate
7 expected demand or growth in airport use in Southern
8 California. We decided this a long time ago with the
9 County, with the Board of -- County Board of Supervisors,
10 that we would not have Oxnard Airport expand, and expanded
11 use is expanding. And we do not want the County to buy
12 more land for the airport. We do not want more business
13 jets coming into Oxnard. We care about single excessive
14 noise. The CNEL -- I studied it, went through the whole
15 County study of CNEL. And the averaging out of noise just
16 does not describe the pain and annoyance of the noise. And
17 we do not want you to try to make Oxnard a wasteland like
18 Van Nuys.

19 Thank you.

20 MR. SMITH: Anyone else in the next row who would
21 like to testify?

22 MR. MAGGIO: Thank you. My name is Richard Maggio
23 (phonetic spelling). Good afternoon. I'm community
24 development director for the City of Oxnard here
25 representing the City. You have our letters. I will not

1 go into a lot of detail, but would like to summarize some
2 of our concerns concerning the inadequacy of this
3 particular environmental document for the Airport Master
4 Plan.

5 As we indicated in our letter of December 29th,
6 the notice of the hearing for the environmental review
7 meeting this afternoon is not adequate because it does not
8 include any reference in that notice to the proposal to
9 replace the existing 1987 Airport Master Plan with the
10 recently completed Draft Airport Master Plan Update of
11 which this document is intended to do. Since the notice of
12 hearing of your last notice -- and I'm referring to the one
13 notice for this particular meeting -- since that particular
14 notice is the latest notice posted and -- for this meeting,
15 it is a controlling notice, and previous notice of public
16 hearing that was distributed in early November no longer
17 has any force or effect under the Brown Act. So the
18 document, the notice that's gone before us, the most recent
19 one for this particular meeting does not make reference to
20 the fact that this is, in fact, an EIR on the Draft Airport
21 Master Plan.

22 MR. SMITH: So let me get this correct. You're not
23 challenging notification under CEQA, you're challenging
24 notification under the Brown Act; is that correct?

25 MR. MAGGIO: That's correct.

1 MR. SMITH: And you're saying that under the Brown
2 Act we don't have sufficient notice to meet on the items
3 today; is that your claim?

4 MR. MAGGIO: That's correct.

5 We feel if the notice is not corrected and
6 posted for a new hearing before the Environmental Report
7 Review Committee, the Board of Supervisors will not be able
8 to take action on the Draft Airport Master Plan. We
9 recommend that a notice of hearing be revised to include
10 reference to the Draft Airport Master Plan Update and that
11 the notice be posted and distributed as required by law.

12 Concerning the adequacy of the draft EIR, I'll
13 try to summarize my statements. They're similar to the
14 letter I've included. And I appreciate the number of
15 responses that have been made by your consultant; however,
16 we feel that the draft EIR is not adequate because the
17 cumulative and growth-inducing impacts of the replacing of
18 the currently adopted 1997 Airport Master Plan with the
19 Draft Airport Master Plan had not been identified.

20 In addition, throughout the document there is a
21 repetitious denial of those impacts and the need for
22 mitigation by stating that the airport is only responding
23 to demand and not causing the demand in the first place.
24 This denial -- we feel this is a denial of responsibility
25 by owning and operating a major transportation facility

1 that represents just the opposite of the intent of CEQA
2 which is to evaluate the total impacts of a proposed
3 project, identify reasonable and feasible mitigation
4 measures and propose adequate monitoring all required by
5 CEQA.

6 In this case the proposed project includes
7 everything that is identified in the Draft Airport Master
8 Plan and all activities, both on the ground, in the air and
9 all activities that are associated with the plan itself.
10 The draft EIR is not adequate because impacts related to
11 noise, traffic and drainage that are known to be
12 significant are not identified as significant.

13 As one example, noise impacts are found
14 insignificant in the draft EIR but are obviously
15 significant in the Part 150 noise study which is a base for
16 this particular draft EIR. The draft EIR has concluded
17 that no mitigation measures are required, but in the Part
18 150 study 18 separate mitigation measures and six
19 monitoring measures are recommended.

20 In conclusion, it doesn't make sense to have
21 two documents produced at the same time by the same
22 consultant but point to two different directions. So
23 either the draft EIR is wrong or the 150 noise study is
24 wrong. We think the draft EIR is wrong, that it does not
25 meet the intent of CEQA related to identifying projects and

1 proposing adequate mitigation or monitoring for noise,
2 traffic and drainage.

3 The draft EIR should be revised to identify
4 significant impacts and include mitigation to reduce the
5 impacts on the City's residents and infrastructure to a
6 level of insignificance. This has not been done and the
7 modifications indicated are still not specific enough to
8 mitigation measures that are required.

9 After the draft EIR is revised for the Draft
10 Airport Master Plan it should be recirculated for at least
11 40 days -- 45 days for public review and comment. And we
12 feel that that would then comply with the requirements of
13 CEQA. We realize there are two different laws that need to
14 be complied with but both need to be complied with, and
15 CEQA is certainly one of our main concerns as well.

16 MR. SMITH: Any questions of Mr. Maggio? I have
17 several questions. I'm going to ask that staff at the end
18 of the public hearing respond directly to the allegation of
19 inadequacy of the Brown Act requirements for legal
20 notification of this hearing. But I don't want to get into
21 a debate on that issue since it's largely technical in
22 nature.

23 MR. DOWDY: Just a question. Perhaps we really need
24 to resolve that first because if there is in deed
25 inadequate notice under the Brown Act, we shouldn't be

1 taking testimony at all.

2 MR. SMITH: Well, that is a valid question, so in
3 that regard I will ask staff to respond. You have been in
4 contact with County counsel on this question and would you
5 care to respond at this time?

6 MS. GIALKETSIS: Yes. Two points directly in
7 response to what you're saying. I think we should owe it
8 to the people who have come to continue the hearing and
9 allow them to make their comments at this time regardless
10 of what the decision is regarding the noticing because
11 these people did get their notice or find out about the
12 hearing and take the time to come even if you do decide to
13 continue the hearing.

14 However, on the issue of the Brown Act
15 adequacy, County counsel did receive a copy of this letter
16 and was not concerned that it didn't meet those
17 requirements because we had posted -- the Department of
18 Airports posted a separate notice that does call it a Draft
19 Update Master Plan Update. And it was posted at the
20 airport on November 6th and it's still posted there today.
21 In addition, we circulated it to everybody who is on our
22 mailing list that were concerned or responsible agencies.
23 The notice -- and it also went with the document that was
24 distributed -- it was posted at the clerk of the Board for
25 the required 30 days. It was also published in the paper.

1 And that notice does indicate that it is update to the -- a
2 Draft update -- Draft Master Plan Update.

3 MR. SMITH: Another point of clarification. The
4 notice for the ERRC agenda -- actually, it's not a notice.
5 It's the actual agenda. That itself was posted -- contains
6 all the physical improvements contemplated in the proposed
7 Master Plan, does it not?

8 MS. GIALKETSIS: Yes, it does.

9 MR. SMITH: Does that answer your question?

10 MR. DOWDY: I would disagree that we should take
11 testimony if this indeed has not been determined to be the
12 proper posting under the Brown Act.

13 MR. SMITH: As I understand, County counsel has
14 reviewed the issue and says it is a legal issue under the
15 Brown Act.

16 MR. DOWDY: That's all I needed to hear.

17 MR. SMITH: Mr. Maggio, with regard to comparison to
18 the existing environment, that question is properly well
19 put. The question I have is with regard to the fact that
20 there is currently a Master Plan and what is contemplated
21 are amendments to that Master Plan. And the previous
22 Master Plan had to meet all of the requirements, both the
23 federal and CEQA requirements. And the fact is we have an
24 existing airport. You're not suggesting that we should go
25 back and presume there is no airport there?

1 MR. MAGGIO: No, that's not what I'm saying.

2 MR. SMITH: Okay. So you are specifically requesting

3 that the EIR look at the difference between the existing

4 environment -- physical environment and that which is

5 projected in the future; is that correct?

6 MR. MAGGIO: That's my request.

7 MR. SMITH: Is it your assertion that but for these

8 improvements that forecasted traffic and air traffic and

9 would not occur?

10 MR. MAGGIO: But for these improvements it would not

11 occur -- we feel the improvements constitute the Master

12 Plan.

13 MR. SMITH: I understand. But for these improvements

14 the projected increase of these air trips would not occur;

15 is that your assertion?

16 MR. MAGGIO: Yes, that would be part of our

17 assertion; that's correct. In other words, we feel that

18 the improvements will induce additional development,

19 additional growth and -- accommodate additional growth from

20 the airport and it needs to be evaluated as a

21 growth-inducing impact.

22 MR. SMITH: There's a big difference between all the

23 future growth in flights occurring as a result of these

24 improvements to the airport as opposed to some percentage

25 of the flights perhaps not occurring as a result of no

1 improvements being made.

2 MR. MAGGIO: I'm referring to the improvements that
3 are intended to accommodate the airport over the next 20
4 years according to the Master Plan.

5 MR. SMITH: I guess the question I have is -- and I
6 pose it really as a question to the staff is where do we
7 draw the line between changes in the Airport Master Plan
8 and hence the proposed improvements and whether or not the
9 projected either air trips or ground transportation may
10 then not occur as projected? For instance, if the terminal
11 was not improved, would all commuter flights be the same or
12 would they, in fact, be reduced? I'm trying to understand
13 the relationship between the improvements.

14 MR. BENSON: If the terminal was not improved, would
15 all the commuter flights be the same or would they
16 increase? Actually, commuter flights today are less than
17 they've been in the past. So there would be increases in
18 flights regardless of whether or not the terminal is
19 improved. The main difference would be how uncomfortably
20 crowded it is in the terminal building.

21 MR. SMITH: But if the air carriers and their
22 customers did not find it convenient, would they in fact
23 come?

24 MR. MURPHY: Yes. The facility can handle a lot more
25 than it is currently. It's been steadily increasing in

1 passenger number while the number of flights have been
2 reduced because there's been more seats on the airplanes.
3 The flights have been spread out over a larger period of
4 the day to accommodate this. So they shifted to different
5 time periods to accommodate.

6 And there's no project in here to add
7 additional runway, either in length or width or additional
8 separate runways that would increase the number of
9 aircraft. So the number of takeoffs and landings, for
10 example, would be whatever the runway would bear regardless
11 of what we do because there's no proposal in here to change
12 any of the runway's physical constraints.

13 MR. SMITH: But with regard to corporate users, there
14 are proposed improvements to better accommodate them?

15 MR. MURPHY: After they're here.

16 MR. SMITH: After they're here. Not before they're
17 here. Okay.

18 Question to Mr. Maggio with regard to comments
19 regarding Fifth Street. Is it your assertion -- you
20 obviously are viewing the world from a different
21 perspective than at least what the airport staff and their
22 consultants are. Is it your assertion that the increased
23 ground transportation as a result of these improvements by
24 itself would necessitate the widening of Fifth Street? Are
25 you asserting that that's a cumulative effect?

1 MR. MAGGIO: What I'm saying is this particular
2 project -- I'll refer to it as the Airport Master Plan
3 Project does in fact contribute to that, and there is
4 certainly an examination required of what that contribution
5 is and the amount of improvements that are required. And
6 we're not saying that -- for example, that this project
7 alone has to do all the widenings, but there has to be some
8 specific tie or measure to the improvements so that when
9 the added increase does occur that those improvements are
10 in place and that there is an assurance of that.

11 MR. SMITH: But you're essentially suggesting that it
12 is a cumulative effect. Because if the Airport Master Plan
13 were to remain as it is now, the road would still need to
14 be widened to four lanes, would it not?

15 MR. MAGGIO: It would contribute to it.

16 MR. SMITH: The answer is yes.

17 MR. MAGGIO: Yes.

18 MR. SMITH: Okay.

19 MR. MAGGIO: Of course.

20 MR. SMITH: And did not the City of Oxnard do any
21 ARN's general plan and circulation element for the eventual
22 widening of this road?

23 MR. MAGGIO: That is included.

24 MR. SMITH: And at the programmatic level, is that
25 not sufficient to address as a --

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1 MR. MAGGIO: This is considered a separate project
2 under CEQA, and it needs to be adequately -- adequately
3 mitigate the traffic --

4 MR. SMITH: But you're asserting that the airport is
5 responsible for the need for widening the road?

6 MR. MAGGIO: It contributes to that need and it
7 should properly contribute accordingly to it. The EIR
8 should identify what widening is needed for the total
9 Master Plan for the --

10 MR. SMITH: I'm sorry.

11 MR. MAGGIO: -- and the 20-year Master Plan for the
12 airport.

13 MR. SMITH: All right. Does not the County of
14 Ventura have a reciprocal traffic agreement with the City
15 of Oxnard with regard to projects under their respected
16 jurisdictions and what fees they would pay on cumulative
17 trips?

18 MR. MAGGIO: There is such a reciprocal agreement,
19 yes. And we feel you need to specifically cite that
20 agreement, cite the correct amounts, et cetera, so we have
21 a specific mitigation measure that's tied to this
22 particular project. That's all we're asking for. There's
23 a general statement in the EIR to the effect that they'll
24 comply with rules and regulations but do not feel that
25 that's adequate.

1 MR. SMITH: Well, given there is a programmatic EIR
2 and not the individual improvement projects for any of
3 these projects, it's my understanding under the terms of
4 the agreement that the fees for traffic impact mitigation
5 are paid at the time of construction or the time of the
6 discretionary entitlement is let -- for that specific
7 improvement; is that not true?

8 MR. MAGGIO: This document here should identify what
9 each of those mitigation measures are and then each project
10 would follow that particular mitigation. Some of the
11 projects may or may not be discretionary, but they still
12 need to comply with it. We want to make sure that as the
13 projects do occur that that is, in fact, included.

14 MR. DOWDY: Is the bottom line that you want a
15 statement in the EIR that the airport will contribute X
16 number of dollars towards the widening of this road?

17 MR. MAGGIO: There would be a specific title to the
18 amount; correct. That would be included for the total
19 project that would be a part of this particular Master
20 Plan. It needs to be more specific than currently. It's
21 just much too general. And because of being general, I
22 fear that it will be lost over time.

23 MR. SMITH: Okay. I don't have any further questions
24 of Mr. Maggio.

25 Anyone else?

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1 Thank you.

2 Next row, is there anyone who wishes to comment
3 on this draft EIR? Okay.

4 In the fourth row back is there anyone who
5 wishes to comment? Yes, sir.

6 MR. CHRISTIANSON: My name is Ted Christianson. I
7 live in the city of Oxnard, 2721 Lilac Walk.

8 And I only learned of the meeting today as a
9 result of a publication in a newspaper which was not an
10 official notice. It was just addressing a news item. That
11 particular item implies that the airport will be expanded
12 based on the number of flights they said will be increased
13 over a number of years.

14 My concern is that -- I express my concern
15 about noise levels because of my residence location to the
16 airport. I'm a mile north and a mile east of the end of
17 the runway. I tried to communicate with FAA regarding this
18 some time ago, didn't receive an answer. I then conveyed
19 my concerns to someone at the airport's tower. I forget
20 the name now. They said it was right that I called them
21 because if my letter had been received by FAA they would
22 have had to just forward it back to them anyway to give me
23 the answers. We talked for some considerable time, mostly
24 about the noise and the manner in which the current traffic
25 flows.

1 I've lived in the community for a long, long
2 time. And before I purchased my home there I did some
3 research on what we could expect for the future of the
4 airport. I think you've got more problems there now than
5 you have when it gets bigger, especially with noise and
6 especially the way the planes fly in erratic manner. There
7 seems to be no pattern. No height control. No pattern
8 control.

9 And the gentleman I spoke to said -- when I
10 asked why don't we watch that, he says it's up to the
11 pilot. We believe it's an honor system, I believe is the
12 words he used.

13 So my position today, I guess, is a couple.
14 They need to look at mitigating what the problems are today
15 before going any bigger. And my other concern I have, when
16 they addressed the noise in the EIR, that sounds like they
17 addressed it based on the planes sitting on the runway. It
18 doesn't sound like it flying over anybody.

19 One of the problems you see as the day goes on
20 and the traffic from the airport is that the planes take
21 off, make a very short circle at a very low level and
22 simulate another landing and take off. To me it's a very
23 hazardous situation.

24 And I think that the high school is incorrect
25 in what they think is a safe location. In my years in the

1 community I've seen a lot of planes go down out there in
2 those fields, more than I've seen -- as many as I've seen
3 go down on the runway in a hazardous condition.

4 I have another question that would maybe not be
5 appropriate, if the committee member would allow me, I
6 wondered why we abandoned the Mugu plan. Didn't the--
7 wasn't there a joint powers agreement and MOU for taking
8 some air traffic to Mugu?

9 MR. MURPHY: The plan is still in place.

10 MR. SMITH: Can you speak into the microphone.

11 MR. MURPHY: The Point Mugu joint use agreement is
12 still in place with the City and the County. An MOU is
13 still being discussed with the Navy for future use. We
14 haven't had any movement in the last couple of years
15 because the Navy is conducting an environmental impact
16 review and they wanted to wait until that issue was
17 resolved before they considered any other MOU or
18 agreement. But that joint power of authority will probably
19 become more active within the next six months again on that
20 effort.

21 MR. CHRISTIANSON: If that were to proceed, then, why
22 do we need to do what we're proposing here?

23 MR. MURPHY: We're not proposing to do anything. We
24 have to reiterate. These are recommended if the growth
25 occurs. Right now we feel there's adequate facilities for

1 some minor maintenance and improvements to handle at least
2 the next 10 years without getting permits. We're not
3 recommending any expansion of the airport. I think that's
4 a misunderstanding in the terms of what the newspaper
5 article had.

6 MR. CHRISTIANSON: It addresses increases in the
7 number of flights, I think.

8 MR. MURPHY: Well, that's a forecast, a future
9 guess.

10 MR. CHRISTIANSON: So if you make the improvements,
11 we could expect that to happen?

12 MR. MURPHY: It works the other way around, sir. We
13 won't make the improvements until the traffic is there.

14 MR. CHRISTIANSON: The last question, I guess, is the
15 alternative layouts, and that's found to be no
16 significance, unavoidable, adverse impact. I didn't see
17 the EIR, but what that's telling me is that you've looked
18 at these and they aren't any problem either. In this
19 notice here -- it was on one of these sheets that you
20 handed out today, second paragraph at the bottom.

21 MS. MAY: Within the draft environmental document we
22 evaluated the other alternatives as well. It's on page
23 2-12, Table 2-A, of the document, and we went through the
24 impacts. Generally speaking, the other alternatives would
25 not result in any greater impacts in the vicinity of the

1 airport. And actually, at least in terms of the noise and
2 the noise compatible land use, traffic and air quality, the
3 impacts would be the same as those of the proposed action
4 because those impacts are result of the increased use of
5 the airport and not from the airport development.

6 MR. CHRISTIANSON: I see with the air pollution
7 thing, some time ago I asked the APCD staff about control
8 of pollution by airplanes. They said they had no control.
9 It was up to the FAA. But yet the APCD goes ahead and
10 tells the man that mows lawns he can't use a power blower,
11 and that jet that's taking off uses more fuel and leaves
12 more pollution than he would-- all the lawn mowing in the
13 County for the next 50 years, I would imagine.

14 I won't bore you any longer.

15 Thank you, Mr. Chairman and members of the
16 committee for allowing me to have my comments.

17 MR. SMITH: Okay. Any questions of Mr. Christianson?
18 Apparently not.

19 Thank you.

20 Anyone else in the fourth row back who wishes
21 to testify?

22 Anyone in the fifth row back who wishes to
23 testify?

24 And beyond that distance I can't count the
25 number of rows, so anyone who wishes to testify in the back

1 of the room --

2 Yes. Please come forward.

3 MR. OSLEY: Hi. My name is Steve Osley (Phonetic
4 spelling). I've worked at Oxnard Airport for 15 years. I
5 live on Silverstrand Beach. I was vice-president of the
6 Ventura County Aviation Association, and in 1985 myself and
7 a couple other folks were instrumental in making the County
8 form their land/airport use plan. There was none.
9 Everybody was asking about a shopping center in the clear
10 zone there.

11 I have a problem also as another speaker with
12 the way the public hearing part of this meeting was
13 noticed. I guess apparently the public hearing -- public
14 comment was from November 6 to December 28, something like
15 that. There's nothing posted at Oxnard Airport regarding a
16 public hearing, regarding the EIR hearing. There isn't
17 even an EIR or a draft EIR at Oxnard Airport. To find out
18 about this meeting I guess I had to go to Camarillo and
19 look and I guess it was apparently posted, but I'm told it
20 wasn't posted over there.

21 So I'm concerned about the reason you have no
22 written comments from the aviation public or the public is
23 because nobody knew about this. There was the Part 150
24 study that was going at the same time that this public --
25 the public comment for this EIR was going, and it's all

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1 during the holiday season. I've got a problem with that.

2 The reason you have the four public agencies
3 that commented was because they got notices. Apparently
4 there was a notice in the paper. We didn't see that. I've
5 been to six meetings in November and December for the
6 airport authorities and the commissions and not a word was
7 ever said about remember the public hearing is still open
8 for the EIR. There was no mention of it. I can find
9 nowhere in any of the agendas where there was any mention
10 of it. So I have a problem with the way this was noticed.

11 I would ask you to have a continuance and make
12 the public aware, the aviation public aware that there was
13 a hearing going on. I didn't know about this until I got a
14 call about this meeting itself because of the newspaper
15 article. So I'd like to ask you to continue.

16 I'd like to also make a couple other comments
17 about the corporate user, the corporate jets and the
18 quality of life around Oxnard Airport. The airport --
19 administrative airport wants to be good neighbors. We try
20 to keep a balance. The quality of life at Oxnard, there
21 might be a couple of noisy aircraft, but let's look at what
22 they are. We've got Contail comes in, Third Jet, United
23 Foods, GTE. Frank Sinatra, I'll admit a couple of times
24 coming off an airplane.

25 Some people come to -- they live in Malibu.

1 They land in Oxnard and drive down the coast instead of
2 landing at LAX and driving up the coast. So I'd like to
3 point out that these corporate aircraft that come in here
4 are some of the same people that are administrators and
5 City council people. These are the people that contribute
6 money to this area. So to say no more corporate jets, no
7 more corporate jets, I think it hurts the quality of life
8 in Oxnard.

9 To put it in a little different perspective, I
10 live in Silverstrand Beach. That's in between Channel
11 Islands Harbor and Port Hueneme Harbor. I hear those boats
12 blowing their horns. I hear the fog horns, hear the boats
13 going out, but I'm not complaining about trying to stop --
14 no more boats, no more big ships coming into Port Hueneme
15 because I know that's commerce. That's money to the area.
16 That's why I think some of the neighbors to Oxnard have to
17 understand that this is money coming into the area and
18 actually helps the quality of life.

19 MR. SMITH: Is there anyone else who wishes to
20 comment regarding this item? I'm going to close the public
21 testimony portion. At this time I'd like staff or the
22 consultant to provide any oral responses to the comments
23 that were heard today.

24 MS. MAY: Has the meeting notice been adequately
25 addressed?

1 MR. SMITH: At this point since you -- you meaning
2 staff -- have contacted County counsel's office, reviewed
3 this issue and it meets the minimum requirements, unless
4 there is a motion otherwise, I think we're honorbound to
5 follow those minimum requirements. Notwithstanding any
6 other holiday problems or lack of clarification, it would
7 appear, at least based on County counsel's recommendation,
8 it does meet the minimum legal requirements.

9 AUDIENCE MEMBER: Is there a written County counsel
10 on this?

11 MR. SMITH: No.

12 MR. MURPHY: Long discussions and meetings.

13 MS. MAY: In that respect I'll try to address some of
14 the answers on a technical basis. There was some comment
15 regarding the comments made previously on the 150 study and
16 that those were not addressed in this document. It sounded
17 like a lot of those comments dealt with the map changes
18 that have already been brought up, and we will make those
19 changes to the document.

20 I will -- Kaufmann and Associates prepared the
21 150 study so that division of our company will have those
22 comments, and I'll look at the letters that were written
23 and determine if there are any additional changes that need
24 to be done to our exhibits to reflect those comments.

25 There's a comment made that the use of CNEL is

1 not reflective of impacts. CNEL is the required method of
2 determining aircraft noise impacts from both the Federal
3 and a state perspective. CNEL or DNL is used at a national
4 level, is the approved method chosen by the FAA. The
5 Department of Defense, the Environmental Protection Agency
6 HUD and the National Park Service all accept 65 CNEL as the
7 threshold of significance.

8 Concerns regarding the growth-inducing impacts
9 of the airport, as I previously stated, we will try to make
10 that discussion clearer. It is the general industry
11 practice that forecasts for future use of an airport or
12 future demand of an airport is determined based on
13 population and economic forecasts for a given community or
14 region and not the other way around. And as has been
15 stated repeatedly here today, this is demand-based
16 programmatic EIR, meaning the improvements would only occur
17 once the demand for the facilities occurred and therefore
18 they would not be growth-inducing. The growth would have
19 already happened.

20 MR. MURPHY: If I can interrupt. From an annual
21 perspective, our 1998 traffic count -- 1997 traffic count
22 was 120,000 takeoffs and landings and at the end of this
23 calendar year was 99,000. We've lost about 20,000 takeoffs
24 and landings in the last 12 months. It's driven by local
25 demand. It's not anything we do. We're underway trying to

1 actually reduce three medium to large-sized hangars so
2 there will be two large hangars in the future rather than
3 three.

4 So we don't see the forecast is actually
5 anywhere near as dramatic as it was in the '87 Master Plan
6 that's been referred to. There were much higher numbers.
7 Because of the economic changes in the last five years our
8 numbers are significantly lower than they were and our
9 traffic -- it's been up and down in the cycle over the last
10 three years.

11 MR. SMITH: Mr. Murphy, let me pose a very
12 fundamental question. I guess in my own mind I have no
13 problems differentiating the incremental improvements to
14 the airport relative to the increased flight -- number of
15 flights to the airport. The types of improvements that are
16 being proposed are fairly moderate. But this does involve
17 an update to the Master Plan so I want to pose this
18 question: Does the Board of Supervisors have the authority
19 under the Master Plan to call for the closure of the
20 airport, let's say, five, ten, 30 years?

21 MR. MURPHY: Not under the Federal law and the
22 agreements they've received, the transfer of property and
23 improvements of the airport, they would not be allowed to
24 do that.

25 MR. SMITH: So under the previously binding agreement

1 the Board through the Master Plan cannot call for the
2 closure of the airport; correct?

3 MR. MURPHY: That's correct.

4 MR. SMITH: And, in fact, under the those previous
5 documents the County cannot take actions that would
6 directly try to impede the operations of the airport other
7 than what it was originally agreed upon transferring the
8 first place?

9 MR. MURPHY: That's correct.

10 MR. SMITH: You can carry on with other issues.

11 MS. MAY: There's only a couple of items we wanted to
12 respond to.

13 Going back to the 150 study, there have been
14 repeated comparisons between this document and the 150
15 study, and we just want to emphasize that they are separate
16 documents. The 150 study is a voluntary action on the part
17 of the airport and it is prepared under Federal guidelines,
18 Federal Aviation Regulation Part 150 which is where it gets
19 its name. And the whole purpose of that study is to
20 mitigate all impacts that an airport may cause. So in this
21 case --

22 MR. SMITH: Or may be associated with the airport.

23 MS. MAY: Thank you.

24 -- where in an environmental document you only
25 need to mitigate the incremental increase in impacts. So

1 while the 150 study may identify at this time -- the
2 current draft of it may identify 18 mitigation measures,
3 those 18 mitigation measures are not necessarily all tied
4 to the mitigation of this project under CEQA. And we just
5 want to make that point.

6 Implementation of these measures identified in
7 150 study as provided as mitigation is mostly voluntary to
8 mitigate the impacts of the project. There was only an
9 increase of three homes from the existing condition to the
10 long term with the proposed action.

11 And the only other comment we want to talk
12 about is traffic, and I'm going to turn that over to Kari.

13 MS. GIALKETSIS: As was stated with Mr. Maggio's
14 comments, we did suggest a proposed mitigation measure to
15 be in compliance with the reciprocal agreement between the
16 City and the County, and also with the County. And just
17 for informational purposes, as these proposed smaller
18 project or components of the Master Plan are deemed to be
19 necessary, each individual project will be looked at to see
20 if it is, in fact, going to have any additional
21 environmental impacts as existing conditions change.

22 The mitigation impact fees could actually be
23 something that's paid by the developers because there are
24 private developers that come and put the hangars up on the
25 airport property. So it would be a Department of Airports'

1 requirement, preparation of the environmental impact --
2 environmental review and also implementing that as the
3 projects become necessary, if they do.

4 MR. SMITH: Well, I'm having problems with the
5 argument on one hand that the improvements that are being
6 proposed under the Master Plan amendment will have no
7 impact, zero impact, and then you talk of mitigation
8 measures and paying fees sometime in the future for zero
9 impacts. And I'm confused by the dichotomy. If, in fact,
10 under the current Master Plan land based operators are
11 allowed to operate to X level and they may be only to Y
12 level now and the County would essentially be building a
13 building to house an existing operation, if that's in fact
14 true, what fees would be paid? There is no increased
15 traffic, ground transportation, air transportation or
16 otherwise associated with the improvements that are being
17 contemplated.

18 MS. GIALKETSIS: And I believe that's true under that
19 scenario if it's replacement. However, if there are going
20 to be new hangars at a certain location that's designated
21 for hangars in the Master Plan, then that project would be
22 looked at individually.

23 MR. SMITH: But those are to house existing planes.
24 They may not be in a hangar, but they're existing planes
25 and existing mechanics. And it's just they'll be working

1 outside in the before situation and they'll be working in a
2 building in the after situation.

3 I'm trying to reconcile the argument of there
4 is no tie, there is no but for argument between what is
5 proposed in way of improvements and the actual air and
6 ground transportation increases cumulatively, and this
7 wouldn't contribute. So I'm having a problem with what
8 appears to be a dichotomy.

9 MR. MURPHY: And the program approach is, you know,
10 each project has to have a review. We're saying that each
11 project will have a review. We agree with the Chair that
12 there probably will not be any additional impacts, but we
13 still have to look at it because some of these are several
14 years out. This document's being reviewed now. Five, six
15 years from now some of these projects come up, they need to
16 be reviewed as a stand-alone project just to see if there
17 is an impact. And that's all we're saying, that will be
18 done. If mitigation is required, then it will be taken
19 care of.

20 MR. SMITH: But at this juncture given the parameters
21 of your Master Plan --

22 MR. MURPHY: We don't see any --

23 MR. SMITH: -- you're making it all demand-based, so
24 there will be, if your Master Plan is to be believed, zero
25 effect by these improvements.

1 MR. MURPHY: Let me give you an example. The
2 hangars, for example, right now are under consideration for
3 being constructed because the demand -- we have 20 people
4 on a list that have paid fees to rent hangars from us. So
5 the demand is real is what we're saying. And some of those
6 aircraft are on the airport, but some of that aircraft will
7 be coming from other areas. But they are on a
8 demand-driven list right now that have paid fees to get
9 storage at this facility.

10 MR. SMITH: Well, demand is different than they're
11 already here. We're simply moving them from outside to
12 inside or passengers. Passengers are already here. We're
13 simply moving the time of day that they're here and whether
14 or not they're overcrowded.

15 But what I hear you saying by the statement you'
16 just made is that yeah, there's a demand but they're going
17 to be relocating here once the
18 facilities --

19 MR. MURPHY: Not all of them. I said a portion of
20 them would be relocating. Some of them are already here in
21 outside facilities that want to move inside or they're
22 doubled up in other facilities. But it's a demand of a
23 list of people who have paid fees for existing
24 facilities -- or for new facilities.

25 MR. SMITH: So it's not a black and white

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1 distinction?

2 MR. MURPHY: Exactly.

3 MR. SMITH: You will concede the point that at least
4 some of the future air trips and ground transportation
5 trips may be attributable to the improvements that are
6 contemplated. Now, I would have to agree that the vast
7 majority would be irrespective, but you would have to
8 concede some incremental portion could be attributable to
9 these improvements.

10 MR. MURPHY: Conceded, yes.

11 MR. SMITH: Okay. I guess the real fundamental
12 question is, how much?

13 MR. FULLMER: On a personal basis the demand for
14 space is becoming very high, period.

15 MR. SMITH: The question is, is the demand coming
16 from those who are already here or demand coming from those
17 that would like to relocate?

18 MR. MURPHY: They're community and business people in
19 the area.

20 MR. DOWDY: As I understand this process, what you're
21 doing here in this program EIR is sitting on an EIR to be
22 utilized to measure future development projects to
23 determine whether an additional environmental impact study
24 is necessary and whether mitigations are adequate.

25 I said it so well the first time I don't think

1 I can say it that well again.

2 What you're doing here in this program EIR is
3 laying out a plan that all future development projects will
4 be used -- use the program EIR to measure against to
5 determine whether the impacts are mitigated or whether the
6 mitigations identified in the program EIR are adequate.
7 And if the impacts are significant, then additional
8 environmental efforts will be made and additional
9 mitigation measures adopted.

10 MR. SMITH: Bear with me. Let me explore that one
11 issue.

12 If the EIR were to conclude there was no
13 significant impact in an issue area, I have a major problem
14 with EIR muddying the waters by saying there should be a
15 mitigation measure. Having said that, we're at least to
16 the point to concede that there's some incremental amount
17 of future growth that may be attributable to these
18 improvements. So if not on a project basis, at least on a
19 cumulative basis, one could say or one could argue there is
20 the potential for significant adverse impact in these issue
21 areas.

22 Is that a fair characterization?

23 MR. MURPHY: The aircraft -- there's adequate space
24 at the airport currently to accommodate these aircraft, all
25 of the ones in the future right now in outside storage.

1 But because of the inclement weather, the fog and the
2 moisture, most of them want to park inside. So the
3 aircraft will come and use the outside storage until the
4 inside storage is available in the scenario we're talking
5 about.

6 And flight training can increase because
7 there's adequate room on the ramp to include additional
8 flight training aircraft by far many, many times what we've
9 had already. We've had higher numbers. We've had almost
10 twice as many aircraft based at Oxnard Airport in the
11 seventies and early eighties that we have today, for
12 example. We could double our level with the existing
13 facilities.

14 MR. SMITH: Let me go back to the fundamental
15 question again which is you would not build any facilities
16 until the actual operators or aircraft are already there,
17 you're not going to be building for demand that would be
18 shifting aircraft from other airports to this airport?
19 They will have already come and they will already be here.

20 MR. MURPHY: That's the majority. I can't give you
21 100 percent, no. You're back to the same --

22 MR. SMITH: It's very, very important. Because if
23 the claim is that there is no relationship at all between
24 what's being proposed in the way of improvements and
25 induced growth, in other words, relocation of operations

1 from other airports here as a result of that, if you're
2 saying they are totally separate, then there are, in fact,
3 no impacts and there should be no mitigation measures in
4 this EIR because it just muddies up the water. What is it
5 you're mitigating if you're claiming you have no impact?

6 If on the other hand, to put the argument the
7 other way, you're saying yes, we will have some speculative
8 incremental contribution to increase development and
9 recognizes contributing to a cumulative effect and
10 recognize that as a potential significant cumulative effect
11 for which the project's cumulative effects will be
12 mitigated, then mitigation measures are definitely
13 appropriate. For instance, traffic. Traffic is a
14 cumulative effect. Everybody knows the road is going to
15 have to be improved irrespective of whether or not the
16 airport closed or not. It's a City of Oxnard project. The
17 question is, should there be any contribution to a
18 cumulative impact by any improvements made of the airport?

19 MR. MURPHY: We stated that we believe there is a
20 portion. We indicated 125 trips, I think, in the morning
21 and afternoon that would have to be at least in the
22 baseline contributed. So there would be mitigation fees
23 paid. We've stated that.

24 MR. SMITH: That's future compared to existing?

25 MR. MURPHY: Exactly.

1 MR. SMITH: So you have identified that?

2 MR. MURPHY: Yes.

3 MR. SMITH: And you're going to apply the City of
4 Oxnard's per trip basis now and give an estimate.
5 Obviously, it's reassessed at the time the permits are
6 issued, but for the sake of the EIR you could actually
7 provide that information.

8 MR. MURPHY: That's correct.

9 MR. SMITH: You characterize it as contribution --
10 incremental contribution to a cumulative -- potentially
11 significant to a cumulative problem.

12 MR. MURPHY: We believe we stated that they're
13 insignificant. We haven't said that there isn't any
14 mitigation required at all.

15 MR. SMITH: Understand that you can't use the City of
16 Oxnard's plans for improvement as the existing
17 environment. The fact is that the road currently -- if the
18 road were not improved or widened, it would fall below the
19 City's standards for level of service therefore creating a
20 cumulative future significant adverse impact for which the
21 airport project is incrementally contributing toward. And
22 the mitigation measures for that is, in fact, as you stated
23 in the EIR, payment of the fees.

24 So I think it's real important that the EIR
25 clarify that source of relationship is what causes what and

1 realize that there is some unknowns and that's it's
2 speculative to try to ascertain an exact number of the
3 contribution. I guess on traffic you attempted to do that,
4 but on flights I don't --

5 MS. GIALKETSIS: I think we can certainly add
6 language to clarify that the intent is to address the
7 increment of cumulative impact and not the project because
8 the project is determined not to be significant. And
9 therefore project by project as conditions change, existing
10 environment is going to change. That's when we can
11 determine whether or not each individual project could be a
12 contribution to the cumulative problem. Does that make
13 sense to you?

14 MR. DOWDY: It does.

15 But, Bruce, my only concern is previous program
16 EIR that Oxnard has done. For example, the Northeast
17 Pacific Plan and some of the others, Southwest Pacific
18 Plan, have all identified mitigation measures for
19 agricultural land as the overriding need for affordable
20 housing. So that every time an application comes in
21 relating to that, we're back to the apparent environmental
22 document, so there is no cumulative. And that's my
23 concern.

24 MR. SMITH: Basically, in the future the only thing
25 that would be looked at is the project's specific effects

1 because all of the cumulative effects will be addressed, at
2 least in the contextual framework of, for instance, traffic
3 impact mitigational fee. We can generate a number but in
4 fact the exact number that would be paid won't be generated
5 until the project is actually built. But you can do the
6 math now and come up with an estimated total cost using
7 fixed 1999 dollars.

8 (Discussion held off the record.)

9 MR. SMITH: Any other points that you want to respond
10 to?

11 MS. GIALKETSIS: I'd like to make one more comment.
12 I think overall the intent of the Master Plan is to enhance
13 safety and operational efficiency at the airport. I think
14 there are beneficial -- as many beneficial impacts
15 associated with this that have not been very thoroughly
16 discussed. The mitigations that have been proposed are
17 somewhat a good neighbor effort on the airport's part to
18 try to look at existing impacts of an airport. It's just
19 kind of a natural thing. And the airport as we've
20 determined is not going to go away by anything.

21 So on that note I think that, you know, with
22 your direction and the -- all of the items we've indicated
23 that we would clarify we'd like to request that you make a
24 recommendation to certify with the changes that we've -- or
25 make a recommendation for certification discussed.

1 MR. SMITH: I understand your recommendation. I'd
2 like to pose some comments just for the record. I have
3 already given these to Kari.

4 I do believe that several of the maps need to
5 be corrected and updated. I think the mitigation measures,
6 if in fact there is no cumulative and no project impact,
7 then there should not be a mitigation measure. It only
8 confuses the public record. It may be nice PR, but it
9 really confuses the public record. If you want to call it
10 something else, fine. Make it part of the project
11 description, whatever, but I think it really confuses
12 people.

13 It's also important to distinguish between
14 mitigation measures for cumulative effects as opposed to
15 project effects. I do request that the environmental
16 document expand the issue of visual and the existing
17 conditions. On page 4-22 it speaks of Victoria Avenue as
18 being an eligible county scenic highway, yet there's no
19 further discussion of that.

20 With regard to -- I use this only as a
21 reference, but on page 5-10 I would have to take issue with
22 the mitigation measure that the County of Ventura will
23 implement all measures of the far 150 study; although the
24 airport staff can recommend the County Board of Supervisors
25 with the advice from the County Planning Division would

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1 have to amend the County General Plan. And the Board may
2 or may not wish to do that. So I don't think we can as
3 part of this document commit the County to all. Plus the
4 study hasn't been completed yet. So until such time it's
5 been completed, I don't think we can make that sort of
6 statement. So I have problems with the mitigation measures
7 as worded there.

8 You can make a statement that the County
9 airport's department will comply with the traffic impact
10 mitigation fee agreements; however, the last statement says
11 if determined that the proposed project will have impact,
12 the Director of Airports and the County or the City
13 representative will negotiate an appropriate fee. I think
14 that needs to be clarified.

15 I can understand Mr. Maggio's concern is that
16 we have this agreement to pay each jurisdiction's fees and
17 yet we're going to negotiate the fee. Or maybe you
18 intended that to discuss the technical parameters on which
19 the fee is based. That would be a different way of stating
20 it.

21 The other one is the County of Ventura will
22 meet the standard requirements of City of Oxnard, State and
23 Uniform Building Code to conserve portable water. First of
24 all, if it's a requirement of the State, we have to
25 comply. There's no judgment. And because of separation of

1 powers I don't think it's part of a mitigation measure
2 unless you want to get real specific, make a blanket
3 statement that you will comply with the City of Oxnard's
4 standards to the degree they're more astringent than State
5 law.

6 And the mitigation measure with regard to
7 lighting. Should complaints or concerns arise regarding
8 lighting and glare from landslide lighting, Ventura County
9 will redirect the lighting and install shields to direct
10 lighting away from the sensitive site. It's way too
11 vague. It needs to be -- first of all, is there or is
12 there not an actual potential problem? And I just find the
13 mitigation measure to be very nebulous and unmonitorable.
14 You need to have a lighting standard upon which you can
15 then measure the effectiveness of that. And it shouldn't
16 be based on one complaint or concern registered. That may
17 trip the wire but the criteria is not the number of
18 complaints. It's some objective standard that should be
19 established.

20 Also, the note that the section dealing with
21 relationship between local short-term uses of the
22 environment and long-term productivity is not now and
23 hasn't been for two years a requirement of CEQA. So that
24 needs to be eliminated.

25 Those were the technical comments that I have.

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1 Any other comments by the committee members?

2 Just one observation. Given everything that we
3 have here today and where the EIR is now, I for one would
4 feel more comfortable rather than certifying the
5 environmental document today is actually direct staff to
6 prepare an administrative final EIR and return to us, but I
7 can be dissuaded from that point.

8 MR. DOWDY: That was going to be my motion.

9 MR. FULLMER: I agree.

10 MR. KAISER: I had a question in regards to the
11 actual document.

12 MR. SMITH: Okay. If you'll withdraw your motion for
13 a second.

14 MR. KAISER: The acquisition of additional acreage,
15 sensibly can any of that be used in the future to create
16 additional tax delays, holding areas, et cetera?

17 MR. MURPHY: No. Again, I was going to make that
18 point earlier. Thank you for bringing up the question.

19 The land acquisitions proposed is needed today
20 for existing safety areas for the runway, for the existing
21 runway in its existing condition. So that's what the
22 primary land acquisitions are with the exception of an area
23 on the south side of the airport which is for future
24 parking and aircraft parking area. And that's a small
25 portion on the south side of the area -- airport. But the

1 rest of the land along the north side of the airplane and
2 the east of the airport needs to be either acquired in fee
3 title or a navigation easement placed over the properties
4 for the existing runway in order to meet Federal
5 regulations for safety standards.

6 MR. SMITH: Is there a motion now?

7 MR. DOWDY: I would move the staff bring back a
8 revised environmental impact report reflecting the comments
9 that they received today and that the environmental impact
10 report be returned to this body for further consideration
11 at that time.

12 MR. SMITH: Move the same.

13 Clarification of the motion. Do you mean to
14 say to come back with the administrative final?

15 MR. DOWDY: That's what I said.

16 MR. SMITH: Okay. At that time we would hold public
17 testimony but only on the new information received.

18 MR. DOWDY: Right.

19 MR. SMITH: That is the motion. Any discussion at
20 this point?

21 And if that -- if we were to pass that portion,
22 do you have a date and time certain?

23 MR. MURPHY: 30 days.

24 MR. SMITH: No. It will take you longer than 30
25 days.

1 MS. GIALKETSIS: We need a clarification for that.
2 Is it acceptable, then, as an administrative final document
3 to have all of these addressed as response to comment in a
4 supplement in an effort to conserve funds?

5 MR. SMITH: What do you mean, "conserve funds"?

6 MS. GIALKETSIS: To have an addendum instead of
7 reprinting the entire document.

8 MR. SMITH: You're going to need to prepare a final
9 EIR for the Board of Supervisor's consideration anyway.

10 MS. GIALKETSIS: Right.

11 MR. SMITH: My experience is that preparing an
12 addendum actually takes more time and effort than actually
13 going forward and preparing the final EIR. But at the
14 point it comes back to us it's an actual administrative
15 final. And any additional text is underlined and any
16 deleted text is struck through. And it remains as such,
17 even in the final EIR.

18 Now, with regard to the comments received and
19 response to comments, those would be done very similar to a
20 final EIR.

21 MR. DOWDY: My concern, Bruce, is if we don't have it
22 all in one document, this is a program EIR and at some
23 point ten years from now somebody's is going to forget what
24 the other party says and we're going to run into trouble.

25 MR. SMITH: Agreed.

1 MS. MAY: Can you tell me how many copies that you
2 would need of the administrative final?

3 MR. SMITH: At a minimum you need enough copies for
4 the Environmental Report Review Committee and you do need
5 to have the draft responses to anyone who had either oral
6 or written comments given to them ten days prior to the
7 next ERRC hearing.

8 Now, you also need to make available, should
9 anybody wish to review anybody else's comments or the
10 actual proposed changes to the wording, you need to make
11 that available also. So, for instance, those people who
12 had fairly extensive comments like the City of Oxnard, the
13 school district, my advice is to send them a copy of the
14 full administrative draft -- excuse me -- administrative
15 final EIR and all the comments prior to the ERRC hearing.

16 So with that clarification -- do you have -- we
17 need a date.

18 MR. MURPHY: We were trying to discuss that. It
19 would probably be safe to say 60 days.

20 MR. SMITH: We need to have a date. Date and time
21 certain. Any Wednesday between -- March 10th was
22 suggested.

23 Would the maker of the motion and the second
24 agree to that?

25 MR. FULLMER: Yes.

1 MR. SMITH: One question before we actually take a
2 vote on this motion. Forgive me for not bringing it up.

3 A question was raised regarding incremental
4 noise as opposed to time waited averaging of noise. That
5 was raised by two speakers. In the Part 150 study there is
6 a discussion of incremental noise events as monitored
7 around both Oxnard and Camarillo Airports. If the idea is
8 to incorporate the information from the Part 150 study as
9 part of this EIR, would it not be appropriate to include
10 that information for discussion purposes in this document?

11 That's a question to the staff or to the
12 consultant. And the reason I mention -- well, go ahead.

13 MR. MURPHY: If we reference the documents as simply
14 by reference to the Part 150, then obviously it's tied in.
15 But if we have to incorporate the language that's in there
16 on the single event level versus the CNEL, I think the
17 technicality of it will create at least a whole new chapter
18 and more confusion as to what it is without all the other
19 back-up material that's in the Part 150. It would be more
20 simpler just to say that it's attached by reference.

21 MR. SMITH: Well, you have to summarize it. You
22 can't just simply say, by the way, there's an incremental
23 noise. If you want to know what it says, go read it. You
24 can't do that. If the Part 150 study is, in fact, done
25 technical incremental noise problems, would that not be

1 appropriate to bring forth just like you brought forth the
2 information on the CNEL contours?

3 MS. MAY: There are noise thresholds using CNEL.

4 MR. SMITH: I understand that.

5 MS. MAY: And I guess what we're trying to do is draw
6 a fine line between NEPA and CEQA and there are no
7 thresholds using CNEL. FAA does not accept any other
8 thresholds other than CNEL in their analysis and there are
9 no CEQA thresholds of the other analyses. So the bottom
10 line of the analysis is still going to have to be based on
11 CNEL. I mean, we could provide that as additional
12 information but wouldn't be relevant to the conclusions.

13 MR. SMITH: Sure, it doesn't trip any published noise
14 standard currently. I think there's been a lot of
15 discussion even as part of the 150 studies that incremental
16 noise is a problem. It's at least a land use compatibility
17 issue if not a direct noise standard threshold issue.

18 MR. MURPHY: I think the simplest way so it doesn't
19 get confused with the triggering of different mitigation
20 measures is we'll put an additional appendix in under the
21 technical side that talks about the single event noise
22 issue and just copy of the section right out of the Part
23 150 and incorporate it in the appendix. And it will be
24 there for reference.

25 MR. SMITH: Or you may want to actually confer with

1 County counsel before making the decision. I just point
2 out that the current Part 150 study does, in fact, contain
3 that information. And I recognize the problem with the
4 lack of a definitive standard by which to declare it as
5 significant or not.

6 And the other thing is, is the Pharaoh site
7 east of the Edison Canal and the Greenbelt agreement area?
8 Or west. I'm sorry.

9 Anyway, I'd like to have clarification of
10 that. Because the Part 150 study was suggesting the
11 possibility of an airport compatibility zone -- I forget
12 the exact name term -- and it went all the way out to the
13 ocean. And it was based on this incremental noise problem
14 or issue. And so I'm trying to get clarification.

15 MR. MURPHY: We'll identify the Greenbelt.

16 MR. SMITH: I thank you for your indulgence.

17 Unless there's any further comments or
18 questions, any objections to the motion? None.

19 The item is so continued to March 10th, 1:30.

20 Thank you.

21 (The meeting was adjourned at 3:30 p.m.)

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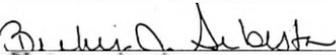
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IN WITNESS WHEREOF, I have hereunto subscribed my hand this 25th day of January 1999.



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Hearing
January 6, 1999

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<p>*** T ***</p>			
<p>Pacific Coast Court Reporters</p>	<p>(805) 644-1986</p>	<p>Table [1] 42:23 table [2] 11:1; 19:18 takeoffs [3] 35:9; 48:22, 23 takes [1] 67:12 TALENT [3] 19:3, 8; 22:11 talk [2] 51:11; 52:7</p>	

From requires to talk

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December 4, 1998

11157-000

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DEC 8 7 1998

DEPT OF AIRPORT

Ms. Kari Gialketsis
Environmental Coordinator
Department of Airports
555 Airport Way
Camarillo, California 93010

Re: Draft EA/EIR for Land Acquisition and Airport Development

Dear Ms. Gialketsis:

Enclosed please find the above-referenced EA/EIR which you loaned to me to make a copy. Thank you for loan.

Very truly,



MITCHEL B. KAHN

MBK:dg
Enclosure

ENGLAND, WHITFIELD, SCHRÖEDER & TREDWAY, LLP

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December 9, 1998

11157-002

Ms. Kari Gialketsis
Environmental Coordinator
Ventura County Department of Airports
555 Airport Way
Camarillo, California 93010

Re: Comments on DEA/EIR Re Oxnard Airport

Dear Ms. Gialketsis:

This law firm represents the Oxnard School District which operates a number of elementary and intermediate schools in central Oxnard, including the areas generally outlined in Exhibit 3D of the DEA/EIR document. The Oxnard School District has absolutely no objection or concern with the proposed project outlined in the DEA/EIR because the intention of the project is to heighten the security and safety of the airport and the airport operations. The School District does have concerns that the logic behind the improvements may be misguided or misleading. The logic is that the improvements are necessary to accommodate future growth which is coming to the airport regardless of the improvements. We believe that the improvements will also serve directly or indirectly to encourage more use of the airport and, therefore, potentially encourage more growth to incur in both business and residential environments surrounding the airport. The improvements, taken cumulatively with other public and private improvements occurring in and around the City of San Buenaventura through Oxnard and Camarillo, and even into Thousand Oaks and Simi Valley areas, may cause the need for more classroom space and teachers, and supplies and materials within the Oxnard School District. That cumulative effect of the airport improvements is not seriously considered by the DEA/EIR document, although it is mentioned.

The Department of Transportation has always taken the position that the roads improved by it within the State respond to growth and do not cause growth. For the most part, that may be an accurate statement. However, when individuals find it easier to transport themselves along those improved roadways, they may be more likely to move to areas that are farther from businesses, services and jobs. Those areas less congested as a result of freeway construction then become more popular and more populated. The same is true with improvements to the Oxnard Airport. Nicer facilities, more hangar space and a higher level of safety and security will

Ms. Kari Gialketsis
December 9, 1998
Page 2

encourage air traffic into and out of the airport that might otherwise go elsewhere. That effect should be studied and incorporated into the document in recognition of the growth inducing impact those improvements may have on the community as a whole.

From the School District's perspective, one of our concerns is the ability to provide adequate and safe classrooms that meet all appropriate and required standards for public schools. We are therefore concerned if noise levels increase in areas adjacent to existing schools or flight patterns shift to areas underlain by existing schools. We are also concerned if increased air traffic may eliminate proposed school sites because those areas become safety hazards. The DEA/EIR indicates that increased noise levels will be experienced within the immediate area of the airport, effecting only the former Oxnard High School site. We find it difficult to believe that doubling the air traffic into and out of the Oxnard Airport will not increase noise impacts within the surrounding community simply because general aviation aircraft tend not to fly within carefully defined paths as does commercial traffic. Because of limited state and local funding, the School District is not in a position to respond to enhanced airport activity by retrofitting existing classrooms with sound deadening materials or by spending more money on new structures to limit noise incursion caused by aircraft operations.

As you are probably aware, the placement of new schools is strictly regulated by state requirements which prohibit schools from being located within specified distances from airports for logical and obvious reasons. The Oxnard School District has, for several years, been attempting to identify potential school sites for additional elementary and middle schools to accommodate community growth as well as classroom downsizing. It is almost impossible to locate any new schools in the central Oxnard area under present circumstances. If the improvements for the Oxnard Airport planned and discussed in the DEA/EIR are, in any way, preparatory to expanding the length or width of the runway area to accommodate larger aircraft, the school district would be very concerned about its present efforts to place new schools as well as its maintenance of existing schools within the boundaries of the study area covered by the report.

We acknowledge the existence of standard flight tracks that have been developed by the airport operator and those tracks are taken into account when considering the placement of schools. From the exhibits in the DEA/EIR document at Exhibit 4A, 4B and 4C, it is patently clear that the majority of the downtown or central Oxnard area has flyover paths criss-crossing the area at almost all times. Those tracks cannot result in less noise and less risk for school children as the airport grows busier. We believe that the risk of those on the ground as the result

Ms. Kari Gialketsis
December 9, 1998
Page 3

of the improvements which will lead to increased traffic either by accommodation or by invitation must be considered by the document and has not been.

Thank you very much for providing us with the opportunity to comment on the DEA/EIR for the planned improvements at the Oxnard Airport.

Very truly,

A handwritten signature in cursive script, appearing to read "Mitchel B. Kahn".

MITCHEL B. KAHN

MBK/lc

cc: Ms. Sandra Herrera, Assistant Superintendent

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DEC 29 1998
DEPT. OF AIRPORTS

December 23, 1998

Ms. Kari Gialketsis
Environmental Coordinator
Ventura County Department of Airports
Administrative Offices
555 Airport Way
Camarillo, CA 93010

RE: **Comments on the Draft Environmental Assessment/Environmental Impact Report for Land Acquisition and Airport Development at Oxnard Airport, Oxnard, California - SCAG No. I 9800601**

Dear Ms. Gialketsis:

Thank you for submitting the **Draft Environmental Assessment/Environmental Impact Report for Land Acquisition and Airport Development at Oxnard Airport, Oxnard, California** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

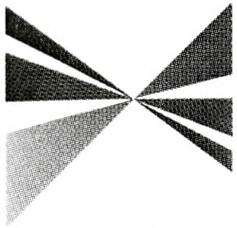
The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. If you have any questions regarding the attached comments, please contact David Stein at (213) 236-1917.

Sincerely,



ARNOLD SHERWOOD
Director, Performance Assessment and Implementation

SOUTHERN CALIFORNIA



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Riverside County Transportation Commission: Tom Mullen, Riverside County

Ventura County Transportation Commission: Bill Davis, Simi Valley

**COMMENTS ON THE
DRAFT EA/EIR FOR THE LAND ACQUISITION AND
AIRPORT DEVELOPMENT AT OXNARD AIRPORT
(OXNARD, CALIFORNIA)**

PROJECT DESCRIPTION

The proposed Project examines the environmental consequences of projects which would enhance safety and security at the airport by (1) providing airport control over the Runway Safety Area and Runway Object Free Area through fee simple acquisition of 43.28 acres and the acquisition of avigation easements over an additional 111.15 acres; (2) completion of the MALSR lighting system; (3) stormwater drainage improvements; and (4) installation of perimeter fencing and security lighting, among other projects. Improvements are also proposed to accommodate future long-term aviation demand, including: (1) acquisition of approximately 7.9 acres for landside development; (2) an expansion of the terminal building; (3) redesign and expansion of the hangar apron areas; (4) construction of new parking facilities and access roadways; and (5) construction of exit taxiways, among other item. The airport is located north of 5th Street, south of Teal Club Road, east of Victoria Avenue, and west of Ventura Road.

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Element (RTE) constitutes the region's Transportation Plan (also referred to as Community Link 21). The RTE policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

General SCAG Staff Comments

The Draft EA/EIR, on pages 5-8 and 5-9, addresses the relationship of the proposed project to **applicable regional plans** as required by Section 15125 [b] of *Guidelines for Implementation of the California Environmental Quality Act*, which state that: “*The EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans. Such regional plans include, the applicable Air Quality Management Plan (or State Implementation Plan once adopted), area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, and regional land use plans for the protection of the Coastal Zone, Lake Tahoe Basin, San Francisco Bay, and Santa Monica Mountains*”. Discussions in the EA/EIR address in part the consistency of the project with applicable regional plans, specifically the *Regional Transportation Plan and the Regional Comprehensive Plan and Guide* (which incorporates references to policies in the other regional plans). The Final EIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG’s Regional Comprehensive Plan and Guide and Regional Transportation Plan, utilizing commentary from the following detailed SCAG staff comments. The response should also discuss any inconsistencies between the proposed project and applicable regional plans. We suggest that you identify the specific policies, by policy number, with a discussion of consistency or support with each policy.

Consistency With Regional Comprehensive Plan and Guide Policies

1. **The Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Land Acquisition and Airport Development at Oxnard Airport.

a. *Core Growth Management Policies*

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

SCAG staff comments. As SCAG has designated subregions, the project is situated in the Ventura Council of Governments subregion. The Draft EA/EIR lacks a clear discussion of the relationship of the project to SCAG’s recently adopted population, housing and employment forecasts (1998 RTP Adopted Forecast – 4/16/98). The SCAG population data in Table 3A is dated and no comparison is made with regional housing and employment forecasts. SCAG’s current forecasts for Ventura County and the City of Oxnard are depicted in the following table.

SCAG VCOG Subregion	2000	2005	2010	2015	2020
Forecasts					
Population	712,800	745,000	804,300	861,700	932,300
Households	237,500	252,400	274,700	297,500	326,400
Employment	306,600	343,200	394,800	438,200	485,600
SCAG	2000	2005	2010	2015	2020

City of

Oxnard

Forecasts

Population	151,700	156,700	166,000	174,900	186,000
Households	42,200	44,400	47,600	50,900	55,000
Employment	42,300	49,100	58,800	66,900	75,800

The Draft EA/EIR on page 5-8 states that the Project is consistent with the population projections in the 1994 AQMP for the Oxnard Growth Area. No comparative data is presented to support this statement.

The Final EA/EIR should reference SCAG adopted forecasts and compare them with the population, housing and employment projections for the project. Based on the information provided in the Draft EA/EIR, we are unable to determine whether the Project is consistent with this core RCPG policy.

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

SCAG staff comments: The Draft EA/EIR contains generalized information on development phasing and timing. Aviation forecasts and facility requirements in Chapter One of the EA/EIR are categorized as short-term and long-term. No definition is provided on what the time frame is for these two terms. SCAG's Standing Committee on Implementation has consistently stressed that Final EA's/EIR's for similar projects should address the manner in which the proposed project will be developed so that provision of service to new housing units or jobs producing commercial, industrial or other uses will be staged or phased to help achieve greater jobs/housing balance within the jurisdiction and the Subregion. The Standing Committee on Implementation (responsibilities now assumed by the Community, Economic and Human Development Committee) has previously expressed the concern that, in housing rich subregions, the housing will likely be constructed first and the employment producing land uses may never materialize. Conversely, in jobs rich subregions, the employment producing office buildings, shopping centers, schools or industrial buildings could be built first, and the housing components could be brought in much later, or never. The objective of a phasing or development staging plan would be to encourage the implementation of types of development that would address the jobs/housing balance issue and work toward the reduction of Vehicle Miles Traveled in the early phases or stages of development rather than leaving such uses until later (or allowing indefinite postponement).

Table 1H contains a specific list of short-term (1998 through 2002) improvements and long-term (presumably after 2002).

The Project is partially consistent with this core RCPG policy.

b. Ancillary Growth Management Policies

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

SCAG staff comments. The Draft EA/EIR on pages 3-14 and 3-15 includes information

on the types of jobs and housing in the Oxnard area. The Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Draft EIR acknowledges on pages 4-51 and 4-52 a number of important economic benefits of the proposed Project. The Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Draft EIR identifies both on- and off-site infrastructure and public service delivery facilities to serve the Project. These improvements reflect necessary extension of existing facilities or the construction of new facilities, where none currently exist. Infrastructure is designed to minimize cost to the maximum extent. The Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Draft EA/EIR acknowledges on page 3-10 that public transportation facilities are available within the county, but no specific information is provided regarding the relationship of existing and proposed transit to the airport. Furthermore, no information is provided regarding bicycle access to the facility. Based on the information in the Draft EA/EIR, we are unable to determine in the Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Draft EA/EIR lacks a discussion of the relationship of the Project to existing and proposed public transit. The Final EIR should include a discussion of transit services and specific actions to make the Project transit friendly. Based on the information in the Draft EA/EIR we are unable to determine whether the Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Draft EIR on pages 3-8 and 3-9 includes a detailed presentation of the different commercial/industrial density categories proposed for the Project. The Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Project is designed in a manner which will minimize adverse environmental impacts. The mitigation measures included in the Draft EA/EIR have been developed to address identified adverse environmental impacts. The adequacy of project specific mitigation and the feasibility of further site specific mitigation of these impacts should be carefully considered by the County of Ventura. The Project is supportive of this ancillary RCPG policy.

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

SCAG staff comments. The Draft EA/EIR acknowledges in Chapter 4, Section 1 that aircraft noise issues have been appropriately addressed.. The adequacy of project specific mitigation and the feasibility of further site specific mitigation of these impacts should be carefully considered by the County of Ventura. The Project is supportive of this ancillary RCPG policy.

2. The 1998 Regional Transportation Plan (RTP) also has policies, all of which are core, that pertain to the Land Acquisition and Airport Development at Oxnard Airport project. The RTP links the RCPG goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption. promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies in the RTP are the following:

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

SCAG staff comments. The Draft EA/EIR makes no reference to support of SCAG's Regional Performance Indicators and associated objectives pertaining to:

Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.

- Average Work Trip Travel Time in Minutes – 22 minutes
- PM Peak Highway Speed – 33 mph
- Percent of PM Peak Travel in Delay (All Trips) – 33%

Accessibility - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- Work Opportunities within 25 Minutes – 88%

Environment - Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)

- Meeting Federal and State Standards – Meet Air Plan Emission Budgets

Reliability - Reasonable and dependable levels of service by mode. (All Trips)

- Transit – 63%

- Highway – 76%

Safety - Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)

- Fatalities Per Million Passenger Miles – 0.008
- Injury Accidents – 0.929

Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)

- Vehicle Trip Reduction – 1.5%
- Vehicle Miles Traveled Reduction – 10.0%

Equity - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- Low-Income (Household Income \$12,000) Share of Net Benefits – Equitable Distribution of Benefits

Cost-Effectiveness- Maximize return on transportation investment. (All Trips)

- Net Present Value – Maximum Return on Transportation Investment
- Value of a Dollar Invested -- Maximum Return on Transportation Investment

Mitigation measures in (Transportation and Circulation) and (Air Quality) sections and specifically referenced on page 5-10, will improve mobility and accessibility, increase roadway efficiency and safety, and help create a highly livable, pedestrian friendly environment which encourages alternatives to the automobile. The Project is partially consistent with this core RCPG policy.

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

SCAG staff comments. The Draft EA/EIR identifies various transportation impacts and details the measures to mitigate these impacts. The Project is consistent with this core RCPG policy.

4.04 *Transportation Control Measures shall be a priority.*

SCAG staff comments. The Draft EIR does not address the extent to which the Project considers the implementation of Transportation Control Measures set forth in the Ventura County Air Quality Management Plan as set forth in the subsequent two year segment of the Regional Transportation Improvement Program), including:

- High Occupancy Vehicle projects and pricing alternatives, park and ride lots and intermodal facilities.
- Transit improvements, urban freeway system management improvements, smart corridors TSM programs, railroad consolidation programs, CMP-based demand management strategies, vanpool programs, telecommunication facilities, demonstration programs, and bicycle and pedestrian facilities.
- Marketing information services for employers and activity centers to encourage shared rides and transit use, and transit pass centers.

Based on the information in the Draft EA/EIR we are unable to determine whether the Project is consistent with this core RCPG policy.

- 4.07 *Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.*

SCAG staff comments. The Draft EA/EIR on page 5-9 references the Regional Transportation Improvement Program, but no specifics are provided on the relationship of projects (facilities) to the current RTIP. Based on the information in the Draft EA/EIR, we are unable to determine whether the Project is consistent with this core RCPG policy.

- 4.09 *Commercial airport capacity shall be expanded to serve passenger and freight needs with environmental and ground access impacts being mitigated to an acceptable level.*

SCAG staff comments. The Draft EA/EIR on pages 1-4 through 1-21 details the forecast assumptions which provide the basis for recommended facility improvements. Recommendations are made for expanding commercial airport capacity to serve passenger and freight needs. Environmental and ground access needs are also appropriately addressed. The Project is consistent with this core RCPG policy.

- 4.18 *Each county should provide environmentally acceptable airport capacity within its own market area to meet local, domestic air passenger demand.*

SCAG staff comments. The Draft EA/EIR on pages 1-4 through 1-21 details plans to provide environmentally acceptable airport capacity within Ventura County market area. The Project is consistent with this core RCPG policy.

- 4.19 *Airports shall be expanded and added to the system to reinforce regional growth patterns and to make regional communities more livable.*

SCAG staff comments. The Draft EA/EIR throughout the document speaks of the function of Oxnard Airport within a county and regionwide system of airports. Issues are addressed in the document pertaining to the airport's relationship to regional growth patterns and addressing airport noise and safety concerns of residents within the airport environs. The proposed actions to acquire property and easements to the north Runway 7-25 and off the ends of the runway, will help improve the livability of people in these areas. The Project is consistent with this core RCPG policy.

- 4.20 *International facilities should be developed at other commercial airports in the SCAG region in addition to LAX.*

SCAG staff comments. The Draft EA/EIR does not propose international facilities at Oxnard Airport, given the size and proposed functions of the facility. This SCAG policy is not applicable.

Core Regional Transportation Plan Actions

Local Roadways Recommendations

43. *Improve arterials that serve regional needs for freight movement or provide capacity within commute sheds. The Plan proposes \$1 billion in addition to funds already identified by Transportation Commissions and Subregions. The \$1 billion dollars for arterial projects is not sufficient to meet regional needs and requires further research and funding.*

SCAG staff comments. The Draft EIR on pages 1-14 and 4-24 identifies a number of proposed arterial traffic improvements which will serve regional needs for passenger and freight movement. The Project is consistent with this core RCPG action.

Airport System Recommendations

In developing the Final EA/EIR please reference the attached text and figures from the Aviation section of the 98 Regional Transportation Plan. The adopted forecast of 2020 passengers in Table 11 of the RTP is the 2020 medium forecast allocation which assumes commercial air service at Oxnard Airport (0.2 million annual passengers [MAP]).

The attached passenger allocations (Sensitivity Scenarios #1, #2, #3, and a fourth scenario proposed by the TCC Aviation Subcommittee) are not a part of the Plan, but are included for further technical analysis, pursuant to page I-42 of the 98 RTP, Airport System Recommendations.

69. *Support expansion of capacity at major existing and potentially new regional airports to handle anticipated increases in both passenger and freight volume.*

SCAG staff comments. The Draft EA/EIR on page 1-5 identifies a long-term forecast of 130,000 commercial enplanements. No specific year is attributable to the term long-term. SCAG's adopted 2020 passenger forecast for Oxnard Airport is 200,000 annual passengers. Enplanements and annual passengers are two separate measures, and when comparing these small numbers, the minor differences are relatively insignificant. The Project is consistent with this core RCPG policy.

70. *Mitigate effects of expanding existing airports and adding military air bases so that community impacts are minimized.*

SCAG staff comments. The Draft EA/EIR as noted previously, mitigates the effects of the airport on the surrounding community. These impacts are identified on Table C and mitigation measures are proposed. The Project is consistent with this core RCPG policy.

3. The Air Quality Chapter (AOC) core actions that are generally applicable to the Land Acquisition and Airport Development at Oxnard Airport Project are as follows:

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

SCAG staff comments. The Draft EIR addresses the matter of regional transportation and air quality modeling consistency on pages 4-34, 5-8 and 5-9. Regional transportation/air quality impacts appear to be mitigated. The Project is consistent with

this core RCPG policy.

Conclusions and Recommendations

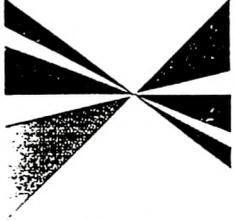
- (1) As noted in the staff comments, the proposed Land Acquisition and Airport Development at Oxnard Airport Project is consistent with or supports many of the core and ancillary policies in the Regional Comprehensive Plan and Guide. Based on the information in the Draft Environmental Assessment/ Environmental Impact Report, we are unable to determine whether the Project is consistent with core policies 3.01, and 4.04, and supportive of ancillary policies 3.12 and 3.13. The Project is partially consistent with core policy 4.01. These matters should be addressed in the Final EIR.
- (2) As noted in the General Staff Comments, recommendations are made for addressing the relationship of the proposed project to applicable regional plans.
- (3) All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

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

- Designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. The Association is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.
- Responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). The Association is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.
- Responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. §7506.
- Responsible, pursuant to California Government Code Section 65089.2, for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. The Association must also evaluate the consistency and compatibility of such programs within the region.
- The authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).
- Responsible for reviewing, pursuant to Sections 15125(b) and 15206 of the CEQA Guidelines, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans.
- The authorized *Areawide Waste Treatment Management Planning Agency*, pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act)
- Responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).
- Responsible (along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.



Memo

To: The SCAG Region

From: Richard Spicer, Manager, Transportation Planning
Patrick Michell, Principal Transportation Planner

Date: June 18, 1998

Re: 98 Regional Transportation Plan

RS
PM

Thank you for your interest and participation in the 98 Regional Transportation Plan. A copy of the final-adopted Plan is enclosed.

An open letter from SCAG President Bob Bartlett on the first page of the Plan outlines the history, goals, and requirements of the 98 RTP that is also known as CommunityLink 21.

Also enclosed for easy reference is a copy of the 98 RTP Constrained Project list and a memo that is briefly footnoted in the Plan entitled Additional Air Passenger Allocations

An Internet version of the 98 RTP is nearing completion and will be placed on the SCAG Homepage in early July 1998. (Point your browser to www.scag.ca.gov.) A limited edition CD-ROM version of the 98 RTP is also in development. For further information on the 98 RTP on CD-ROM as well as for general inquiries concerning the 98 RTP, please contact Clint Rosemond, Senior Community Affairs Officer, at 213-1878 or e-mail to info@scaq.ca.gov.

Finally, please note that pursuant to the 98 RTP adopting Resolution, SCAG is preparing for the next update of the RTP. Your continued interest and participation in the transportation and air quality issues that impact the Region are critical to this planned review and update that is scheduled for December 1999.

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County of San Bernardino: Larry Walker, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Bagley, Twentynine Palms • David Eshleman, Fontana • Lee Ann Garcia, Grand Terrace • Gwenn Norton-Perry, Chino Hills • John Starbuck, Highland

County of Ventura: Judy Mikels, Ventura County • Andrew Fox, Thousand Oaks • John Melton, Santa Paula • Tom Young, Port Hueneme

**SCAG REGION COMMERCIAL AIRPORT SYSTEM
2020 AIR PASSENGER FORECASTS AND ALLOCATIONS**
(Millions of Air Passengers -MAP)

Three Sensitivity Scenarios Requested by TCC Aviation Subcommittee (2/2/98)*

<u>Airport</u>	<u>98 Draft RTP High**</u>	<u>Scen. #1 LAX Con. El Toro Uncon.</u>	<u>Scen. #2 LAX Uncon. No El Toro</u>	<u>Scen. #3 LAX Con. No El Toro</u>
Burbank	9.700	15.002	13.201	15.002
Imperial Co.	.018	.070	.070	.070
John Wayne	7.274	7.379	10.712	15.014
Long Beach	3.577	3.803	1.790	5.699
Los Angeles	101.005	70.006	107.403	70.002
Ontario	17.223	22.203	23.380	27.787
Oxnard	.165	.101	.112	.118
Palmdale	.162	.355	.277	.942
Palm Springs	1.805	2.374	2.299	2.579
El Toro	23.607	28.202	0	0
George (SCI)	.148	.130	.138	.145
March/ (Mar) (Mar)/(SBD)	1.271	1.300	1.889	2.579
Norton (SBD)	1.881			
Point Mugu	1.995	2.878	2.020	2.689
Region Total	169.883	153.601	163.085	143.014
MAP Loss	0	16.282	6.798	26.869
% Loss	0%	-9.6%	-4.0%	-15.8%

* This table is not part of the Plan, but is included as information for further analysis. The sensitivity scenarios are subsets of the 98 Draft RTP High forecast/allocation.

** The recommended forecast is the medium forecast

TCC AVIATION SUBCOMMITTEE SCENARIO

Airport	Proposed Alternative Air Traffic Distribution Scenario for Amendment to the SCAG Regional Transportation Plan
Burbank	9.7
Imperial Co.	.070
El Toro	28.000
John Wayne	8.000
Long Beach	6.705
Los Angeles	70.003
Ontario	19.999
Oxnard	.137
Palmdale	12.898
Palm Springs	1.781
George (SCI)	.140
March (Mar) (Mar) (SBD) Norton (SBD)	8.121
Point Mugu	4.209
Regional Total	169.763

This table is not part of the Plan, but is included as information for further analysis.

memorandum

Date: June 17, 1998
To: The Region
RE: 98 RTP Constrained Projects List



Attached is the 98 RTP Constrained Projects List for the 98 Regional Transportation Plan. This Projects List is organized by county, and within each county the list is organized by route/program and by improvement type. The Projects List also provides project limits and costs (Capital, Operations and Maintenance, and Public Costs).

1998 RTP CONSTRAINED PROJECT/PROGRAM

Imperial County

Available for Programming: \$162M

Project/Program Description								
Corridor	Route/Program	From	To	Improvement	Capital	O&M	Total Cost	Public Cost
	Airport Ground Access & Arterial Improvements	Countywide		Arterials/Interchanges	\$50,000,000	\$0	\$50,000,000	\$40,000,000
7*	SR- 7	SR-98 (PM 1.2)	I-8 (PM 6.7)	Expressway	\$34,700,000	\$1,773,288	\$36,473,288	\$32,421,288
7	SR- 7	I-8 (PM 6.7)	Evan Hewes Hwy. (PM 8.8)	Expressway	\$12,000,000	\$0	\$12,000,000	\$12,000,000
78*	SR- 78 Brawley Bypass	SR-86 (PM 7.2)	East Junction of SR-111/78 (PM 15.7)	Expressway	\$40,740,000	\$3,349,000	\$44,089,000	\$3,349,000
98	SR- 98	SR-111 (PM 32.3)	New SR-7 (PM 41.4)	Expressway	\$13,000,000	\$1,679,992	\$10,000,000	\$10,000,000
111*	SR-111	.5 miles south of Aten Road (PM 10.9)	SR-78 (PM 22.1)	Expressway	\$11,595,000	\$374,361	\$11,969,361	\$374,361
111	SR- 111	SR-98 (PM 1.2)	Interstate 8 (PM 7.7)	Expressway	\$23,000,000	\$0	\$23,000,000	\$23,000,000
111	SR- 111	SR-78	SR-111/SR-115	Expressway	\$8,000,000	\$0	\$8,000,000	\$8,000,000
115	SR- 115	Evan Hewes Hwy. (PM 8.8)	SR-78 (PM 20.2)	Expressway	\$29,900,000	\$0	\$29,900,000	\$29,900,000
<i>Expressway Subtotal</i>							\$175,431,649	\$119,044,649
98	SR-98	At Railroad Intersection		Grade Crossing	\$1,000,000	\$0	\$1,000,000	\$1,000,000
	Non-motorized	Countywide		Non-motorized	\$1,600,000	\$0	\$1,600,000	\$1,600,000
228	SR-228	SR-86	SR-86/SR-78	Deletion from State Highway System	\$0	\$0	\$0	\$0
	Additional Operations & Maintenance	Countywide		Roadway Operation & Maintenance	\$0	\$10,400,000	\$10,400,000	\$10,400,000
TOTAL							\$238,431,649	\$172,044,649

*Proposed for funding in the 1998 Interregional Transportation Improvement Program

14	SR-14 Valley Fwy.	PM 24	Av (PM 6)	HC	000,0	34,000			
	Urban Rail Greenline	Aviation Station	Los Angeles International Airport	Light Rail	\$145,000,000	\$0	\$145,000,000	\$0	
	Non-motorized	Countywide		Non-motorized	\$280,500,000	\$0	\$280,500,000	\$280,500,000	
	Additional Operations & Maintenance	Countywide		Roadway Operations & Maintenance	\$0	\$2,400,000,000	\$2,400,000,000	\$2,400,000,000	
	Signal Synchronization	Countywide		Signal Synchronization	\$426,000,000	\$0	\$426,000,000	\$426,000,000	
	Smart Shuttles	Countywide		Smart Shuttles			\$5,928,000,000	\$2,964,000,000	
	Transit Centers/Park & Ride	Countywide		Transit Centers	\$243,000,000	\$0	\$243,000,000	\$243,000,000	
	Traveler Information	Countywide		Traveler Information	\$0	\$137,600,000	\$137,600,000	\$137,600,000	
5	I-5 Golden State Fwy.	SR-14 (PM 45.6)	SR-126 (PM 53.6)	Truck Lanes	\$107,700,000	\$0	\$107,700,000	\$107,700,000	
5	I-5 Golden State Fwy.	I-605 (PM 6.9)	SR-14 (PM 45.6)	Truck Lanes	\$2,985,000,000	\$0	\$2,985,000,000	\$0	
60*	SR-60 Pomona Fwy.	SR-710 (PM 3.3)	San Bernardino Cty Line (PM 30.5)	Truck Lanes	\$2,000,000,000	\$8,037,600	\$2,008,037,600	\$447,037,600	
710	I-710 Long Beach Fwy.	Port of Long Beach	SR-60 (PM 24.6)	Truck Lanes	\$1,315,000,000	\$0	\$1,315,000,000	\$0	
							<i>Truck Lanes Subtotal</i>	<i>\$6,415,737,600</i>	<i>\$554,737,600</i>
TOTAL							\$	22,933,203,367	\$ 15,861,203,367

*Proposed for funding in the 1998 Interregional Transportation Improvement Program

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Project/Program Description								
Corridor	Route/Program	From	To	Improvement	Capital	O&M	Total Cost	Public Cost
	Arterial Improvements and Ground Access	Countywide		Arterials/Interchanges	\$503,812,500	\$0	\$503,812,500	\$403,050,000
60	SR-80	I-15 (PM 0.5)	Valley Way (PM 7.5)	Freeway: HOV Lanes	\$69,900,000	\$2,800,000	\$72,700,000	\$72,700,000
71**	SR-71 Chino Valley Freeway	San Bernardino Cty. Line (PM 0.0)	SR-91 (PM 3.0)	Freeway: Mixed-Flow & HOV Lanes	\$95,200,000	\$380,000	\$95,560,000	\$88,503,000
91	SR-91 Riverside Fwy.	Mary St. (17.4)	SR-80/215 Interchange (PM 21.7)	Freeway: HOV Lanes	\$85,200,000	\$1,684,200	\$86,884,200	\$86,884,200
215	I-215/SR-80 Escondido Fwy.*	E. Jct. SR-80/I-215 (PM 38.3)	University Ave. (PM 41.0)	Freeway: Mixed-Flow Lanes	\$27,000,000	\$855,452	\$27,855,452	\$27,855,452
<i>Freeway Subtotal</i>							\$283,009,652	\$275,952,652
	Grade Crossings	Countywide		Grade Crossings	\$169,750,000	\$0	\$169,750,000	\$169,750,000
	Commuter Rail Enhancement	Countywide		Commuter Rail	\$40,945,000	\$9,445,602	\$50,390,602	\$50,390,602
15	I-15 Corona Freeway	I-215 (PM 8.7)	SR-91 (PM 3.0)	HOT Lanes	\$230,000,000	\$0	\$230,000,000	\$0
	Non-motorized	Countywide		Non-motorized	\$17,600,000	\$0	\$17,600,000	\$17,600,000
	Additional Operation & Maintenance	Countywide		Roadway Operations & Maintenance	\$0	\$200,000,000	\$200,000,000	\$200,000,000
	Smart Shuttles	Countywide		Smart Shuttles			\$289,000,000	\$144,500,000
	San Jacinto Transit Corridor	Downtown Riverside	Heme/San Jacinto	Transit Corridor (Commuter)	\$108,000,000	\$68,000,000	\$177,000,000	\$177,000,000
	Traveler Information	Countywide		Traveler Information			\$31,700,000	\$31,700,001
	Riv/OC Corridor	Orange County Line	I-15	Tollway: Mixed-Flow Lanes	\$400,000,000	\$0	\$400,000,000	\$0
71	SR-71 Completion	SR-91	I-15 at Cajalco Rd.	Tollway: Mixed-Flow Lanes	\$474,000,000		\$474,000,000	\$0
<i>Tollway Subtotal</i>					\$874,000,000	\$0	\$874,000,000	\$0
15	I-15 Ontario Freeway	SR-60 (PM 51.47)	San Bernardino County Line (PM 52.28)	Truck Lanes	\$97,500,000	\$0	\$97,500,000	\$0
80	SR-80/I-215 Moreno Vly. Fwy.	El Cerrito	Day Street (PM 13.3)	Truck Lane (east only)	\$80,500,000	\$0	\$80,500,000	\$80,500,000
60***	SR-60 Pomona Fwy.	San Bernardino Cty. Line (PM 0.0)	I-15 (PM 0.5)	Truck Lanes	\$27,900,000	\$0	\$27,900,000	\$6,200,000
<i>Truck Lanes Subtotal</i>					\$205,900,000	\$0	\$205,900,000	\$86,700,000
TOTAL							\$3,032,162,754	\$1,556,643,255

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*I-215/SR-80 Mixed Flow project modifies 96R11P HOV Project

**Proposed for funding in the 1998 Interregional Transportation Improvement Program

***Proportion of funds provided through Interregional Transportation Improvement Program

Project/Program Description								
Corridor	Route/Program	From	To	Improvement	Capital	O&M	Total Cost	Public Cost
	Arterial Improvements and Ground Access	Countywide		Arterials/Interchanges	\$143,450,000	\$0	\$143,450,000	\$114,760,000
23	SR-23 Moorpark Fwy.	US-101 (PM 3.3)	SR-118 (PM 10.9)	Freeway: Mixed-Flow Lanes	\$30,794,065	\$2,994,000	\$33,788,065	\$33,788,065
118	SR-118 Simi Valley Fwy.	Tapo Canyon Road (PM 27.3)	Los Angeles County line (PM 32.6)	Freeway: Mixed-Flow Lanes	\$31,822,665	\$7,139,280	\$38,961,945	\$38,961,945
<i>Freeway Subtotal</i>							\$72,750,010	\$72,750,010
	Rice Road & SR-118	At Railroad Intersection		Grade Crossings	\$40,000,000	\$0	\$40,000,000	\$32,000,000
	Commuter Rail Enhancement	Countywide		Commuter Rail	\$34,602,700	\$7,982,414	\$42,585,114	\$42,585,114
	Non-motorized	Countywide		Non-motorized	\$10,200,000	\$0	\$10,200,000	\$10,200,000
	Additional Operation & Maintenance	Countywide		Roadway Operations & Maintenance	\$0	\$70,300,000	\$70,300,000	\$70,300,000
	Smart Shuttles	Countywide		Smart Shuttles			\$278,000,000	\$138,000,000
	Traveler Information	Countywide		Traveler Information	\$0	\$10,900,000	\$10,900,000	\$10,900,000
TOTAL							\$ 666,185,124	\$ 491,495,124

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memorandum

Date: June 16, 1998
To: The Region
RE: Additional Air Passenger Allocations



The attached passenger allocations (Sensitivity Scenarios #1, #2, #3, and a fourth scenario proposed by the TCC Aviation Subcommittee) are not a part of the Plan, but are included as information for further technical analysis, pursuant to page I-42 of the 98 RTP, Airport System Recommendations.

SCAG REGION COMMERCIAL AIRPORT SYSTEM
2020 INTERNATIONAL PASSENGER FORECASTS AND ALLOCATIONS
(Millions of Air Passengers - MAP)
Three Sensitivity Scenarios Requested by TCC Aviation Subcommittee (2/2/98)*

<u>Airport</u>	<u>98 Draft RTP High**</u>	<u>Scen. #1 LAX Con. El Toro Uncon.</u>	<u>Scen. #2 LAX Uncon. No El Toro</u>	<u>Scen. #3 LAX Con. No El Toro</u>
LAX				
Total MAP	101.005	70.006	107.403	70.002
Intl. MAP	50.705	36.363	47.352	34.749
% Intl.	50.2%	51.9%	44.1%	49.6%
Ontario				
Total MAP	17.223	22.203	23.380	27.787
Intl. MAP	1.688	2.572	2.418	2.053
% Intl.	9.8%	11.6%	10.3%	14.6%
El Toro				
Total MAP	23.607	28.202	0	0
Intl. MAP	5.925	8.067	0	0
% Intl.	25.1%	28.6%	0	0
Other Airports				
Total MAP	28.048	33.190	32.303	45.225
Intl. MAP	0	0	0	0
% Intl.	0	0	0	0
Region				
Total MAP	169.883	153.601	163.085	143.014
Intl. MAP	58.318	47.002	49.770	38.802
% Intl.	34.3%	30.6%	30.5%	27.1%
Intl. MAP Loss	0	11.316	8.548	19.516
% Intl. Loss	0	19.4%	14.7%	33.5%

* This table is not part of the Plan, but is included as information for further analysis. The sensitivity scenarios are subsets of the 98 Draft RTP High forecast/allocation

** The recommended forecast is the medium forecast



RICHARD J. MAGGIO
Community Development and
Special Project Director

December 28, 1998

Mr. Rodney L. Murphy, CAE
Director of Airports
555 Airport Way
Camarillo CA 93010

Dear Mr. Murphy:

Subject: Comments on Inadequacy of *Draft Environmental Assessment/Environmental Impact Report for Land Acquisition and Airport Development at Oxnard Airport*

With respect to complying with the primary intent of the *California Environmental Quality Act (CEQA)*, it is felt that the *Draft EIR* is structurally deficient and should be substantially revised and recirculated for public review. The structure of the *Draft EIR* is described in the section titled *Approach* (pp. S-2 and S-3, enclosed). In this section, it is stated that "...the environmental analysis included in this document is based upon a **comparison** of the impacts of the Proposed Action (future year **with** implementation of the proposed project) with those of the No Action alternative (future year **without** implementation of the Proposed Action). It is further stated that "This approach may appear **different** from that used in most EIRs for development projects where effects of the proposed project are compared to those of the existing condition." At this point, it must be emphasized on behalf of the City that the approach used in the *Draft EIR* is viewed as radically different from that used in a document that would meet the intent of CEQA. A document that would comply with CEQA for a public facility would include all of the proposed actions and activities, the maximum capacity of the proposed facility, identification of all of the impacts that are above a known baseline of current reference data, determination of whether or not the projected changes are significant and, then, reasonable and feasible mitigation would be proposed, if required. In contrast, the *Draft EIR* **does not** do this and that is why it is deficient in its review of many topical areas.

In the *Approach* section (p. S-3), it is further stated that "The preparation of the *Draft Airport Master Plan Update* for Oxnard Airport is intended to identify potential future facility demands and provide the County with the means to address those demands. The *Airport Master Plan* does not generate this additional activity, rather it is intended to respond to it." This statement totally misses the point of the definition of a project that has to be evaluated under CEQA—as an example, a plan and all of its related activities, actions, and capacity constitute a project. In this context, it must be realized that the *Draft Airport Master Plan Update* and all of the activities, actions, maximum airport capacity, and associated impacts are inseparable. Also, they must be evaluated in relation to a baseline of existing conditions such as the activities known to exist in a relatively current base reference year such as 1996 or 1997. Thus, attempting to use a "future year **without** implementation

Mr. Rodney L. Murphy, CAE

December 28, 1998

Page 2

of the proposed project..." as is stated in the introductory part of the approach is simply a way of making the project's impacts seem **insignificant**; whereas, when these same impacts are compared with existing conditions, they will, in many instances, be obviously **significant**. For reference, inspection of Table C (*Summary of Environmental Consequences and Mitigation Measures*) has revealed no determination of significant impact for any topic or activity—this is not based upon fact since there is a projected increase in aircraft operations of over 22 percent from 1997 to 2003 and 62 percent from 1998 to 2018 (*Table 4B, Fleet Mix Data*, p. 4-5).

The subject of aircraft noise can be used as one topic to illustrate the way in which projected impacts are claimed to be minimized to a point of insignificance. In Table 4F (*Noise-Sensitive Land Uses Impacted by Future Aircraft Noise*) total Short-Term Impacts are identified as 66 residences and two churches. Total Long-Term Impacts are identified as 112 residences, two churches, one community center, and one school. Assuming that these projections are valid (for illustration), most reviewers would conclude that **the noise impacts would be more than double** from the short-term to the long-term; however, it is stated under Mitigation Measures for noise (p. 4-12) that "Because the Proposed Action [*Draft Airport Master Plan Update*] does not result in any greater noise impacts than the No Action alternative [*Current Airport Operated Under the currently Adopted Airport Master Plan*], **no mitigation measures are required as part of this analysis.**"

With respect to vehicular traffic, the *Draft EIR* does not acknowledge or address the impact of adding approximately 1,282 trips per day to Fifth Street which currently consists of one lane in each direction for a portion of the airport frontage. Fifth Street currently has traffic flows necessitating two lanes in each direction and the completion of bike lanes—this is an existing deficiency that has not been addressed. CEQA requires mitigation in the EIR and such mitigation needs to include the alignment for Fifth Street showing the right-of-way required to provide two traffic lanes, sidewalk, curb, gutter, bike lanes and a raised median on Fifth Street. The mitigation measure should also include the construction schedule for Fifth Street improvements to provide two lanes in each direction, plus sidewalk, curb, gutter, median, and bike lanes. There are also known drainage problems along Fifth Street and the mitigation of these problems, for the drainage segments paralleling the airport, should either be included in the street improvement plan or considered separately.

It is important to note that while there are **no significant impacts** stated in the *Draft EIR* and no mitigation is proposed, it is concluded in the *Final Draft FAR Part 150 Noise Study* that **a significant number of dwelling units and population would be impacted by 2003 and 2018** (see abstracts of Tables 6C and 6D, enclosed). In response to these impacts, there are 12 mitigation measures recommended in the *Noise Abatement Element* of the *Part 150 Study*, six mitigation

Mr. Rodney L. Murphy, CAE
December 28, 1998
Page 3

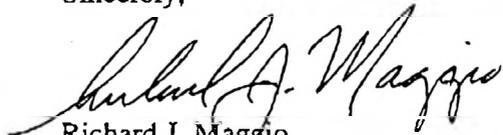
measures recommended in the *Land Use Management Element*, and six monitoring measures recommended in the *Program Management Element*. This glaring incongruity between the two documents leads to asking two basic questions and they are as follows:

1. If there are no significant impacts as stated in the *Draft EIR* then why is a total of 18 mitigation measures and almost \$8 million worth of monitoring proposed in the *Part 150 Noise Study*?
2. If there is a total of 18 mitigation measures and almost \$8 million worth of monitoring proposed in the *Part 150 Noise Study* to mitigate noise impacts then, why are no significant impacts and related mitigation identified in the *Draft EIR*?

The disparity between the conclusions and recommendations of the *Draft EIR* and *Part 150 Noise Study* becomes even more glaring when it is recalled that they were prepared by the same consultant and the *Part 150 Study* is referred to in the *Draft EIR*!

In conclusion, it is recommended that the *Draft EIR* be substantially revised to meet the intent of the *California Environmental Quality Act* and that it be recirculated for public review and comment.

Sincerely,



Richard J. Maggio
Community Development and Special Projects Director

cc: Edmund F. Sotelo, City Manager
Gary Gillig, City Attorney
Joyce Parker-Bozylinski, Planning and Environmental Services Manager
Bill Little, City Manager, Camarillo
Tony Boden, Director of Planning and Community Development, Camarillo
Peter Cosentini, City Manager, Santa Paula
Ginger Gherardi, Executive Director, Ventura County Transportation Commission
Chris Stephens, VCTC Staff
Tad Dougherty, Oxnard Airport Manager
Charles Lieber, Federal Aviation Administration
Mark Johnson, Study Technical Manager, Coffman Associates

Enc.: *Draft EIR* pages, S-2, S-3
FAR Part 150 Noise Compatibility Study, Tables 6C and 6D

21818.1

alternatives. Where necessary and appropriate, mitigation measures are discussed which would reduce or eliminate the anticipated environmental impacts. The environmental categories specified in this chapter are required under either FAA or state regulations.

Chapter Five is intended to address federal requirements for an evaluation of the Proposed Action's impact on other considerations, specifically approved federal, regional, state and local land use plans and policies.

Chapter Six is intended to address *California Environmental Quality Act* (CEQA) requirements for an evaluation of the Proposed Action's cumulative impacts to governmental services and natural resources.

Chapter Seven lists the preparers and evaluators, as required to meet FAA criteria.

The appendices include a copy of the Initial Study, a list of all agencies contacted as part of the initial scoping effort, copies of all responses received, a copy of the Airport Layout Plan and Land Use Assurance Letter, and copies of the technical analyses completed as part of this study. Following the public review and hearing, the Final EA/EIR document will include the public hearing documentation (i.e., copies of advertisements and legal notices, transcript of the hearing, and letters received during the public comment period) and written responses to comments received at the hearing and in writing.

APPROACH

Determination of Effect. As required by the *National Environmental Policy Act* (NEPA) and the Federal Aviation Administration (FAA), lead agency for the Environmental Assessment, the environmental analysis included in this document is based on a comparison of the impacts of the Proposed Action (future year with implementation of the proposed project) with those of the No Action alternative (future year without implementation of the Proposed Action). This approach also meets requirements of the *California Environmental Quality Act* (CEQA, Section 15126) which dictates that the "no project" alternative be evaluated, along with its impact.

This approach may appear different from that used in most EIRs for development projects where the effects of the proposed project are compared to those of the existing condition. In those cases, however, the planned development is usually proposed for undeveloped or vacant land, in which the existing condition represents the no project. Oxnard Airport is an existing aviation facility and will continue to operate whether or not any of the identified projects are constructed or implemented. It is also reasonable to expect that use of the airport will continue to increase over the next 20 years, both by passengers and private aircraft operators, as population and economic growth continues in the area.

The preparation of the *Draft Airport Master Plan Update* for Oxnard Airport is intended to identify potential future facility demands and provide the County with the means to address those demands. At airports, demand is reflected in the number of operations, based aircraft, and passenger enplanements projected for a given facility. The Airport Master Plan does not generate this additional activity, rather it is intended to respond to it. The additional activity is generated by local and regional population and economic growth, which is external to the control of the airport. Because the increased aeronautic activity at Oxnard Airport is expected to occur regardless of any physical changes to the facility, CEQA's "no project" alternative is better represented by the future year's no action scenario. This allows for an "apples to apples" comparison of the environmental consequences of the relevant alternatives.

Program EIR. This document has been designed to serve as a Program EIR under CEQA (Section 15168). Under this approach, the EA/EIR is prepared on a series of actions defined in the *Draft Airport Master Plan Update* which are related to each other both geographically and as "logical parts in a chain of contemplated actions." The advantages of this approach are that the County of Ventura can consider the cumulative effects of the 20-year plan and allow for consideration of airport-wide policy alternatives and mitigation measures early in the development and planning process.

This approach is particularly relevant because the *Draft Airport Master Plan Update* is designed and intended to be used as a demand-based document. This means that improvements identified in the report and included in the Proposed Action would only be developed or implemented when operations, enplanements, or other activity at Oxnard Airport warrants them. Because of the long-term nature of the document, actual design and location of various improvements are subject to modification as a result of changing conditions at the Airport. A Program EIR allows the County to evaluate subsequent improvement plans to determine whether they are in keeping with the original plan and projected environmental effects, or whether additional environmental analysis will be necessary. This is also referred to as tiering in the State CEQA Guidelines

PURPOSE AND NEED

Two overall objectives constitute the primary purpose and need for the Proposed Action: (1) to enhance safety and security at Oxnard Airport and (2) to accommodate projected future aviation demand.

The FAA has developed design guidelines for airports which include the dedication of space around runways for aviation uses. These defined spaces include the Object Free Area (OFA) and Runway Protection Zone (RPZ). The OFA is an area on the ground which is provided to enhance safety of aircraft operations by having the area free of objects. FAA guidelines indicate that the OFA at Oxnard Airport should be 800 feet wide (centered on the runway) and extend 1,000 feet from each runway end. Currently, portions of this area fall off airport property. RPZs are areas off of runway ends which experience a high number of low overflights. The FAA encourages airports to control

TABLE 6C
Dwelling Units Exposed to Noise
With Noise Compatibility Plan Versus Baseline Conditions

	Baseline Noise (Without Plan)			With Noise Compatibility Plan	
	1998	2003	2018	2003	2018
60-65 CNEL	21	54	87	52	85
65-70 CNEL	15	12	12	11	11
70-75 CNEL	6	12	12	0	0
75+ CNEL	1	1	1	0	0
Total Above 60	43	79	112	63	96
Total Above 65	22	25	25	11	11

Source: Coffman Associates analysis.

TABLE 6D
Population Exposed to Noise
With Noise Compatibility Plan Versus Baseline Conditions

	Baseline Noise (Without Plan)			With Noise Compatibility Plan	
	1998	2003	2018	2003	2018
60-65 CNEL	75	193	311	186	304
65-70 CNEL	54	43	43	39	39
70-75 CNEL	21	43	43	0	0
75+ CNEL	4	4	4	0	0
Total Above 60	154	283	401	225	343
Total Above 65	79	90	90	39	39
LWP ¹ Above 60	53	87	111	53	77
LWP ¹ Above 65	39	47	47	15	15

¹ LWP - level-weighted population is an estimated of the number of people actually annoyed by noise. The actual population within each 5 CNEL range is multiplied by the appropriate response factor to compute LWP. The factors are: 60-65 CNEL - .205; 65-70 CNEL - .376; 70-75 CNEL - .644; 75+ CNEL - 1.00. See the Technical Information Paper, *Measuring the Impact of Noise on People*.

Source: Coffman Associates analysis.



Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

Pete Wilson
GOVERNOR

Paul F Miner
DIRECTOR

December 29, 1998

Kari Gialketsis
Ventura County Dept. of Airports
555 Airport Way
Camarillo, CA 93010

RECEIVED

JAN 08 1999

DEPT OF AIRPORT

Subject: Land Acquisition and Airport Development
SCH#: 98111039

Dear Kari Gialketsis:

The State Clearinghouse has submitted the above named proposed Draft EIR to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse had checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

These comments are forwarded for your use in preparing your final Draft EIR. Should you need more information or clarification, we recommend that you contact the commenting agency at your earliest convenience.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Antero A. Rivasplata
Chief, State Clearinghouse

Enclosures
cc: Resource Agency

Notice of Completion

See NOTE below

SCH # **98111039**

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento A 95814 916/445-0613

Project Title: *Land Acquisition & Airport Development*

Lead Agency: *Ventura County Dept of Airports*

Contact Person: *Kari Gialkefisis*

Street Address: *555 Airport Way*

Phone: *(805) 388-4274*

City: *Cornucopia* **Zip:** *93010*

County: *Ventura*

Project Location

County: *Ventura* **City/Nearest Community:** *Corning*

Cross Streets: _____ **Zip Code:** _____ **Total Acres:** _____

Assessor's Parcel No.: _____ **Section:** _____ **Twp.:** _____ **Range:** _____ **Base:** _____

Within 2 Miles: State Hwy #: _____ **Waterways:** _____

Airports: *Corning Airport* **Railways:** _____ **Schools:** _____

Document Type

- CEQA:** NOP Supplement/Subsequent **NEPA:** NOI **Other:** Joint Document
 Early Cons EIR (Prior SCH No.) EA Final Document
 Neg Dec Other _____ Draft EIS Other _____
 Draft EIR FONSI

Local Action Type

- General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, Parcel Map, Tract Map, etc.) Other *Master Plan Update*

Development Type

- Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq. ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq. ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq. ft. _____ Acres _____ Employees _____ Power: Type _____ Watts _____
 Educational _____ Waste Treatment: Type _____
 Recreational _____ Hazardous Waste: Type _____
 Other: *Master Plan/ Acquisition/ Development*

Project Issues Discussed in Document

- Aesthetic/Visual Flood Plain/Flooding Schools/Universities Water Quality
 Agricultural Land Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Air Quality Geologic/Seismic Sewer Capacity Wetland/Riparian
 Archeological/Historical Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Landuse
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Fiscal Recreation/Parks Vegetation Other _____

Present Land Use/Zoning/General Plan Use

Project Description: *Implementation of the Draft Airport Master Plan Update for Corning Airport.*

State Clearinghouse Contact: Ms. DeLicia Wynn (916) 445-0613

State Review Began: *11-12-98*

Dept. Review to Agency: *12-18-98*

Agency Rev to SCH: *12-24-98*

SCH COMPLIANCE: *12-28-98*

Project Sent to the following State Agencies

- Resources **State/Consumer Svcs**
 Boating General Services
 Coastal Comm Cal EPA
 Coastal Conserv ARB
 Colorado Rvr Bd CA Waste Mgmt Bd
 Conservation SWRCB: Clean Wtr Prog
 Fish & Game # *5* SWRCB: Delta
 Delta Protection SWRCB: Wtr Quality
 Forestry SWRCB: Wtr Rights
 Historic Preservation Reg. WQCB # *4*
 Parks & Rec Toxic Sub Ctrl-CTC
 Reclamation **Yth/Adlt Corrections**
 Bay Cons & Dev Comm Corrections
 DWR **Independent Comm**
 OES Energy Commission
 Bus Transp Hous NAHC
 Aeronautics Public Utilities Comm
 CHP Santa Monica Mtns
 Caltrans # *7* State Lands Comm
 Trans Planning Tahoe Rgl Plan
 Housing & Devel **K-76**
 Food & Agriculture Other: _____
 Health & Welfare Other: _____

Please note State Clearinghouse Number (SCH#) on all Comments **98111039**

SCH#: _____
 Please forward late comments directly to the Lead Agency

AQMD/APCD (Resources: ___/___)



Ventura County
Air Pollution
Control District

669 County Square Drive
Ventura, California 93003

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Richard H. Baldwin
Air Pollution Control Officer

December 30, 1998

Kari Gialketsis
County of Ventura Department of Airports
555 Airport Way
Camarillo, CA 93010

Subject: Request for Review of Draft Environmental Assessment/Environmental Impact Report for Proposed Improvements to Oxnard Airport

APCD staff has reviewed the Draft Environmental Assessment/Environmental impact Report for improvements to the Oxnard Airport and offer the following comments:

1. Page 4-26, paragraph 5, line 7: Revise this section to reflect that SCAG is involved in air quality planning for the SCAG region which Ventura County is part of. And, the APCD prepares the AQMP which provides the framework for air quality and pollution management in Ventura County.
2. Page 4-28, Table 4J, Ambient Air Quality Standards: Replace this table with current table entitled, *Ambient Air Quality Standards* provided as an attachment.
3. Page 5-8, Ventura County Air Quality Management Plan: Revise this section to include the following information. Since 1991, several AQMPs have been approved. The 1994 AQMP was prepared to satisfy the planning requirements of the 1990 federal Clean Air Act Amendments and to outline a strategy for meeting the federal ozone clean air standard. The Plan indicates that Ventura County will attain the federal ozone standard by 2005. The 1995 AQMP Revision was prepared to update information that had changed since the 1994 AQMP was approved. The 1995 AQMP Revision contains new modeling results and improved emission forecasts. And in 1997, a revision to the AQMP was approved. This 1997 AQMP Revision proposed that the adoption and implementation dates for several control measures be revised. The text regarding AQMP consistency should be revised. The population numbers presented in this document are for the Camarillo Growth Area. This project is in the Oxnard Growth Area, therefore the population projections reflect those of the Oxnard Growth Area. Also, indicate the source of the population projections. As of September 1998, the actual population for the Oxnard Growth Area was 159,162 (Ventura County Planning Division) which is lower than the population forecasts in Table 3-1 of the Guidelines and 1995 AQMP Revision, Appendix E-95 (page E-35). Therefore the project is consistent with the AQMP.

Should you have questions, please contact me at 805/645-1436.

Janna Minsk
Janna Minsk

Attachments

AMBIENT AIR QUALITY STANDARDS

POLLUTANT	AVERAGING TIME	CALIFORNIA STANDARDS ¹	NATIONAL STANDARDS ²		
		CONCENTRATION ³	PRIMARY ^{3,4}	SECONDARY ^{3,5}	
OZONE (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	0.12 ppm (235 µg/m ³) ⁶	Same as Primary Standard	
	8 Hour	---	0.08 ppm (160 µg/m ³)		
FINE PARTICULATE MATTER (PM _{2.5})	24 Hour	No California Standards	65 µg/m ³	Same as Primary Standard	
	Annual arithmetic mean		15 µg/m ³		
RESPIRABLE PARTICULATE MATTER (PM ₁₀)	Annual geometric mean	30 µg/m ³	---		
	24 Hour	50 µg/m ³	150 µg/m ³		
	Annual arithmetic mean	---	50 µg/m ³		
CARBON MONOXIDE (CO)	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	---	
	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)		
NITROGEN DIOXIDE (NO ₂)	Annual arithmetic mean	---	0.053 ppm (100 µg/m ³)	Same as Primary Standard	
	1 Hour	0.25 ppm (470 µg/m ³)	---		
LEAD	30 day average	1.5 µg/m ³	---	Same as Primary Standard	
	Calendar quarter	---	1.5 µg/m ³		
SULFUR DIOXIDE (SO ₂)	Annual arithmetic mean	---	0.030 ppm (80 µg/m ³)	---	
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)		
	3 Hour	---	---		0.5 ppm (1300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	---		---
VISIBILITY REDUCING PARTICLES	8 Hour (10 am to 8 pm, PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when the relative humidity is less than 70 percent. Method: ARB Method V.	No National Standards		
SULFATES	24 Hour	25 µg/m ³			
HYDROGEN SULFIDE	1 Hour	0.03 ppm (42 µg/m ³)			
NOTES					

- California standards for ozone, carbon monoxide, sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equalled or exceeded.
- National standards, other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean, are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8 hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current national policies.
- Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- New national 8 hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. The national 1 hour ozone standard continues to apply in areas that violated the standard. Contact U.S. EPA for further clarification and current national policies.

DRAFT 1995 AIR QUALITY MANAGEMENT PLAN REVISION

APPENDIX E-95

TABLE E-6
ACTIVITY DATA
POPULATION

GROWTH / NONGROWTH AREA	1990	1991	1992	1993	1994	1995	1996	1997
CAMARILLO GA	58,719	59,815	60,592	61,561	62,625	63,483	64,387	65,283
CAMARILLO NGA	4,812	5,052	5,187	5,324	5,458	5,594	5,726	5,853
FILLMORE GA	12,134	12,708	13,295	13,873	14,452	15,023	15,591	16,158
FILLMORE NGA	1,678	1,707	1,737	1,769	1,798	1,827	1,854	1,882
LAS POSAS NGA	3,204	3,251	3,299	3,349	3,397	3,447	3,493	3,542
MOORPARK GA	26,174	27,583	28,848	30,307	31,654	32,993	34,322	35,642
MOORPARK NGA	499	504	509	513	518	522	524	528
OAK PARK GA	8,167	8,080	8,995	10,904	11,807	12,706	13,597	14,482
AHMANSON RANCH GA	899	1,313	1,730	2,153	2,577	3,007	3,438	3,875
OJAI GA	9,650	9,669	9,671	9,671	9,673	9,675	9,668	9,662
OJAI NGA	2,671	2,681	2,692	2,705	2,715	2,725	2,735	2,745
OXNARD GA	153,986	155,120	155,257	156,001	156,737	157,467	158,186	158,901
OXNARD NGA	3,830	3,851	3,875	3,893	3,917	3,935	3,952	3,975
PIRU GA	1,370	1,394	1,420	1,443	1,469	1,492	1,513	1,538
PIRU NGA	339	346	353	357	364	370	373	383
PORT HUENEME GA	21,035	21,565	22,056	22,545	23,030	23,514	23,993	24,468
SANTA PAULA GA	25,282	25,801	26,290	26,778	27,259	27,736	28,209	28,679
SANTA PAULA NGA	2,793	2,835	2,873	2,918	2,955	2,997	3,035	3,076
SIMI VALLEY GA	102,665	104,643	106,573	108,488	110,395	112,289	114,096	115,887
SIMI VALLEY NGA	1,888	1,934	1,985	2,033	2,083	2,131	2,178	2,227
THOUSAND OAKS GA	110,449	111,803	113,204	114,493	115,775	117,048	118,226	119,391
THOUSAND OAKS NGA	1,112	1,139	1,167	1,197	1,224	1,253	1,281	1,305
VENTURA (OJ) GA-1	12,297	12,453	12,616	12,778	12,941	13,104	13,267	13,431
VENTURA (BO) GA-2	32,967	33,387	33,822	34,258	34,695	35,131	35,568	36,007
VENTURA (SP) GA-3	51,895	52,555	53,241	53,826	54,613	55,300	55,988	56,679
VENTURA (OJ) NGA-1	302	304	305	307	309	311	313	315
VENTURA (BO) NGA-2	377	379	382	384	386	389	391	393
VENTURA (SP) NGA-3	741	746	750	754	759	764	768	773
VENTURA RIVER GA	14,661	14,772	14,878	14,986	15,089	15,195	15,300	15,401
VENTURA RIVER NGA	1,850	1,859	1,866	1,877	1,887	1,897	1,905	1,915
NORTH HALF NGA	871	871	874	874	877	878	877	880
COUNTY TOTAL	669,016	681,022	691,442	702,417	713,338	724,203	734,758	745,275

GROWTH / NONGROWTH AREA	1998	1999	2000	2001	2002	2003	2004	2005
CAMARILLO GA	66,167	67,046	67,916	68,761	69,599	70,428	71,253	72,072
CAMARILLO NGA	5,883	6,109	6,237	6,379	6,520	6,659	6,798	6,935
FILLMORE GA	16,719	17,279	17,833	17,991	18,149	18,305	18,460	18,614
FILLMORE NGA	1,812	1,938	1,965	2,006	2,044	2,085	2,125	2,165
LAS POSAS NGA	3,588	3,636	3,681	3,743	3,802	3,863	3,921	3,981
MOORPARK GA	36,956	38,258	39,591	40,975	42,389	43,781	45,185	46,570
MOORPARK NGA	533	537	542	552	560	571	578	589
OAK PARK GA	16,360	16,232	17,098	17,098	17,100	17,100	17,101	17,101
AHMANSON RANCH GA	4,313	4,758	5,203	5,500	5,793	6,087	6,379	6,669
OJAI GA	9,653	9,646	9,638	9,654	9,670	9,683	9,698	9,713
OJAI NGA	2,757	2,767	2,776	2,809	2,838	2,870	2,900	2,931
OXNARD GA	159,809	160,307	161,000	162,408	163,800	165,184	166,557	167,918
OXNARD NGA	3,992	4,014	4,030	4,058	4,078	4,104	4,124	4,150
PIRU GA	1,559	1,583	1,604	1,634	1,667	1,697	1,727	1,759
PIRU NGA	367	393	399	405	410	416	420	427
PORT HUENEME GA	24,941	25,410	25,875	26,236	26,595	26,950	27,304	27,654
SANTA PAULA GA	29,149	29,611	30,070	30,548	31,021	31,493	31,963	32,429
SANTA PAULA NGA	3,114	3,156	3,191	3,223	3,253	3,281	3,309	3,341
SIMI VALLEY GA	117,861	119,423	121,170	123,212	125,335	127,243	129,232	131,207
SIMI VALLEY NGA	2,274	2,322	2,368	2,424	2,480	2,535	2,590	2,644
THOUSAND OAKS GA	120,542	121,684	122,816	124,010	125,192	126,369	127,533	128,681
THOUSAND OAKS NGA	1,333	1,358	1,385	1,401	1,417	1,433	1,448	1,465
VENTURA (OJ) GA-1	13,594	13,758	13,922	14,049	14,175	14,302	14,428	14,555
VENTURA (BO) GA-2	36,445	36,885	37,325	37,664	38,003	38,342	38,682	39,021
VENTURA (SP) GA-3	57,369	58,062	58,753	59,288	59,822	60,355	60,890	61,424
VENTURA (OJ) NGA-1	316	318	319	322	325	329	331	334
VENTURA (BO) NGA-2	395	397	399	403	406	410	414	417
VENTURA (SP) NGA-3	776	780	785	792	799	807	814	821
VENTURA RIVER GA	15,504	15,603	15,704	15,838	15,974	16,106	16,236	16,368
VENTURA RIVER NGA	1,925	1,932	1,942	1,957	1,974	1,989	2,003	2,020
NORTH HALF NGA	879	881	881	884	884	886	886	889
COUNTY TOTAL	755,705	766,083	776,418	786,224	795,975	805,673	815,289	824,874

Units: People

Data Source: Ventura Council of Governments,
Southern California Association of Governments.

Page No. 1
11/03/98

SELECTED AQMP GROWTH/NONGROWTH AREA TOTALS
(EXCLUDES GREATER OJAI VALLEY AND NORTH HALF)
CUMULATIVE TOTAL THRU SEPT. 30, 1998

AGGREGATED NONGROWTH AREAS	TOTAL COMPLETED DWELLING UNITS	ACTUAL POPULATION	FORECAST POPULATION	NET
CAMARILLO NGA	1500	5445	6113	668
FILLMORE NGA	549	1669	1913	244
LAS POSAS NGA	1145	3515	3486	-29
MOORPARK NGA	169	532	537	5
OAK PARK NGA	2	6	25	19
OXNARD NGA	1047	3507	4055	548
PIRU NGA	119	317	385	68
SANTA PAULA NGA	813	3512	3128	-384
SIMI VALLEY NGA	721	1918	2314	396
THOUSAND OAKS NGA	515	814	1370	556
VENTURA NGA 2	14	30	394	364
VENTURA NGA 3	27	57	775	718
*** TOTAL ***	6621	21322	24495	3173
VENTURA NGA 1	666	1405	316	-1089
*** TOTAL ***	666	1405	316	-1089
AGGREGATED GROWTH AREAS				
CAMARILLO GA	23488	63652	66894	3242
FILLMORE GA	3852	13482	16937	3455
MOORPARK GA	9341	30452	37522	7070
OAK PARK GA	5194	12466	16147	3681
OXNARD GA	47229	159162	160234	1072
PIRU GA	594	1752	1596	-156
PORT HUENEME GA	7833	21071	25120	4049
SANTA PAULA GA	8534	25858	29413	3555
SIMI VALLEY GA	36840	111257	118404	7147
THOUSAND OAKS GA	44253	121696	121330	-366
VENTURA GA 1	4763	12003	13694	1691
VENTURA GA 2	15500	39060	36714	-2346
VENTURA GA 3	20494	51645	57793	6148
AHMANSON RANCH GA	139	406	4491	4085
*** TOTAL ***	228054	663962	706289	42327

MEMBERS OF THE ENVIRONMENTAL REPORT REVIEW COMMITTEE

1/6/99 JANE TOLMACH OXNARD
656 DOUGLAS AVE 983-2520

WHY AM I NEVER NOTIFIED OF ANY MEETING RELATING TO THE OXNARD AIRPORT? I HAVE ASKED TO BE NOTIFIED REPEATEDLY AND I DO NOW.

1. THE NOTICE OF THIS MEETING IS INADEQUATE BECAUSE THE PROPOSED ACTION CONSTITUTES A REPLACEMENT OF THE EXISTING AIRPORT MASTER PLAN (1987) WITH A NEW DRAFT AIRPORT MASTER PLAN UPDATE. SINCE THIS INVOLVES THAT CHANGE WHICH WOULD BE RECOMMENDED TO THE BOARD OF SUPERVISORS, THE NOTICE FOR THE EIR SHOULD BE REVISED TO INCLUDE SUCH REFERENCE. THIS MEETING SHOULD BE ENDED AND A PROPERLY NOTICED MEETING HELD ADVISING INTERESTED PARTIES IN ADDITION TO THE LEGALLY REQUIRED NOTICE.

2. THIS EIR INADEQUATELY ADDRESSES THE THE IMPACTS OF THIS DRAFT AIRPORT MASTER PLAN UPDATE BY TANGLING UP THE LANGUAGE ABOUT WHAT YOU ARE DOING. YOU ARE NOT EVALUATING THIS PROJECT AS REQUIRED BY CEQA. THE MAXIMUN AIRPORT CAPACITY, ALL THE ACTIONS PLANNED AND THE IMPACTS OF THE TOTAL PLAN HAVE TO BE ADDRESSED BY THIS EIR TO SATISFY THE REQUIREMENTS OF CEQA.

WE IN OXNARD DO NOT WANT TO ACCOMMODATE EXPECTED GROWTH IN AIRPORT USE IN SOUTHERN CALIFORNIA. WE DECIDED LONG AGO THAT WE DO NOT WANT THE USE OF THE AIRPORT EXPANDED. WE DO NOT WANT THE COUNTY TO BUY MORE LAND FOR THE AIRPORT. THAT IS EXPANDING. WE DO NOT WANT MORE BUSINESS JETS COMING TO OXNARD. WE CARE ABOUT SINGLE EXCESSIVE NOISE. DO NOT TRY TO MAKE OXNARD LIKE VAN NUYS/A WASTE LAND.

*Demand with the Pds
Suppl*

CNEL does not properly describe noise problems.

*Rec'd 1/6/99
at
ERLC mg
KA*

**Portion of Transcript
of the
Public Hearing
held on
December 9, 1998
for the
F.A.R. Part 150 Study
for
Oxnard Airport
Oxnard, California
Included upon Request by Jane Tomach**

19 Jane Tomach.

20 MS. TOMACH: Good evening, Councilman.

21 COUNCILMAN PINKARD: Good evening, Jane.

22 MS. TOMACH: Thank you for the opportunity to
23 speak tonight. I was calling it the public advisory
24 committee; is that correct? My name is Jane Tomach. I
25 live here in Oxnard, and I, even though I'm not in that

1 little pattern there, I have a lot of airport noise over
2 my house.

3 Essential information was left out of the
4 airport history. During the 1970s after major battles
5 with the Board of Supervisors regarding the attempts to
6 enlarge or intensify the activities at both Oxnard and
7 Camarillo airports, agreements were reached among the
8 agencies to form airport authorities in the City of
9 Camarillo and the City of Oxnard and the board of
10 supervisors that would protect the cities. These
11 airport authorities were to protect the cities by
12 keeping the airport from intensifying their activities.

13 Airports destroys cities. We remember when
14 Inglewood -- or I remember -- a lot of you might not.
15 Pomona, Burbank, Long Beach and many others were very
16 nice cities. The main objective of the draft airport --
17 the Draft Airport Master Plan update for Oxnard Airport
18 to accommodate projected future aviation demands
19 contradicts the agreements that were reached in forming
20 those airport authorities. We do not want our cities
21 destroyed by taking care of the regional airport's
22 supposed needs.

23 Second, the report only talked about CNEls. It
24 is the single event noise that destroys cities as well.
25 Airplanes landing at Oxnard do not follow the narrow

1 lines drawn on the maps in the report. They roar low
2 over my house several times a day. I'm way out of the
3 pattern.

4 The -- this Part 150 study and the Draft Master
5 plan appears to be a deliberate attempt by the director
6 of airports to take control of the land use planning
7 away from the elected city council members. Involving
8 the federal government in this study would certainly do
9 that. The forecast for growth of Oxnard Airport is
10 greater. I notice also that Mr. Maggio noted the same
11 thing. Greater percentage growth than expected in the
12 region or the state. Why?

13 The maps inaccurately show mobile homes and
14 multi-family dwellings. They leave out large quantities
15 of those. I suppose the adoption of the proposed master
16 plan and this noise study means of bypassing the elected
17 officials authority for the -- I mean I oppose the
18 adoption of this because it means bypassing the elected
19 officials authority over the airport in Oxnard.

20 I request that this noise study be brought back
21 to the Noise Study Commission before it is adopted or
22 presented to the federal government. And I urge you to
23 postpone your meeting next week until after Christmas,
24 until in January. Because this is a time of year when
25 people are home with their families for Christmas, and I

1 think it's very important for this crucial matter to be
2 brought before the people that they have a chance to
3 come to listen to it. Thank you for letting me testify
4 today.

5 COUNCILMAN PINKARD: Thank you, Mrs. Tomach.



Appendix L
RESPONSE TO COMMENTS

Environmental Assessment /
Environmental Impact Report

RESPONSES TO AGENCY COMMENTS

OXNARD SCHOOL DISTRICT

Letter dated December 9, 1998

Comment #1: Believe the proposed improvements will serve to directly or indirectly encourage more use of the airport and, therefore, potentially encourage more growth to incur in both business and residential environments surrounding the airport. This may, in turn require more classroom space, teachers, supplies, and materials. This cumulative and growth-inducing effects of the project are not seriously considered in the document.

Response: The standard industry practice in forecasting future demand for or use of an airport is to utilize socioeconomic and aviation-related data prepared by others. Historical and projected population and economic forecasts are compared with historical airport use (e.g., operations, enplanements, based aircraft) to project future estimates of airport use. Other sources that are considered in the forecasting effort are studies prepared by other aviation-related agencies, including the FAA and the State of California. The basis of Oxnard Airport's aviation forecasts are fully described in Chapter 2 of the *Draft Airport Master Plan Update*.

This method of forecasting does not account for a factor of "if you build it, they will come." Its basis is in the approach that the demand will occur *before* the improvements and regardless of whether the improvements occur. In other words, operations will occur before the additional exit taxiways need to be constructed, the taxiways will simply improve the efficiency of the airfield; aircraft will be parking on the ramp before additional hangars will need to be constructed; passengers will be utilizing Oxnard's terminal building to capacity before the building needs to be expanded. In reality, it is a much more complex relationship between the demand and the facilities.

Within the cumulative impact and growth-inducing impact discussions of Chapter 6, we have attempted to address this complicated issue. The bottom line is that there may be a percentage of future aviation activity at Oxnard Airport that is directly related to the improvements, but what that percentage is it is impossible to determine with any degree of certainty. Aircraft owners and pilots have the freedom to choose where they base their aircraft and what airports they fly in and out of. They may very well choose a low-cost hangar over a high-cost hangar at a more convenient airport; conversely, they may choose a tiedown space at the local airport over any hangar at another airport. Airline passengers have the freedom to choose convenience over cost, or vice-versa. There is just a lot of room for individual responses.

Finally, it is important to remember that the aviation forecasts are developed and used in the Master Plan as a planning tool and should not be interpreted as hard and fast. Aviation activity is heavily affected by upswings and downswings in the economy, as clearly stated in Chapter 2 of the *Draft Airport Master Plan Update*. Forecasts are only reliable over the short-term, and even then some fluctuation above and below the trend-line would not be unusual. For the long-term, forecasts are

used to identify growth potential so that facilities needed in the short-term can be located/designed appropriately in order to limit the need for their relocation/redesign in the future.

Comment #2: Believe that doubling the air traffic in and out of Oxnard Airport will increase noise and safety impacts within the surrounding community, particularly as a result of overflights by general aviation aircraft which do not utilize the carefully defined flight tracks of commercial aircraft.

Response: The noise and safety impacts of the projected future aviation activity at Oxnard Airport is addressed in Chapter 4 of this document. The 65 CNEL contour is projected to increase by 0.06 square miles in the long-term, compared with the existing condition. Using the federal, state, regional, and locally accepted threshold, this results in impacts to only three additional homes in the Little Farms Road area.

In addition, as stated in Chapter 4, the project will also result in beneficial safety conditions at the airport through the acquisition of the Runway Protection Zones, Object Free Area, and portions of the transitional surface not already under airport control. The great majority of aircraft accidents are really incidents (runway excursions or short-landings) which occur on the runway, followed by in the Runway Safety Area (which is smaller than the Object Free Area), and in the Runway Protection Zone.

Pilots flying in the vicinity of the airport, including general aviation pilots, are required to fly according to FAA rules and guidelines for safe flight. Except when in the process of landing or take-off, pilots are supposed to maintain a minimum altitude of 1,000 feet over urban areas.

Comment #3: Concerned the proposed improvements are a precursor to extending the length or width of the runway area to accommodate larger aircraft. Such an improvement would effect the placement of new schools and maintenance of existing schools.

Response: Comment noted. No indication was provided in the *Draft Airport Master Plan Update* that there were any plans to lengthen or widen the runway at Oxnard Airport. The Airport Layout Plan clearly states that the ultimate runway length and width are expected to be the same as the existing length and width.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Letter dated December 23, 1998

Comment #1: The Final EA/EIR should address the relationships to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan.

Response: See following responses to Comments #2 through #10.

Comment #2: The Draft EA/EIR lacks a clear discussion of the relationship of the project to SCAG's recently adopted population, housing, and employment forecasts (adopted April 16, 1998). The data used in the report is dated. No discussion is made of regional housing or employment forecasts. The Final EA/EIR should reference SCAG adopted forecasts and compare them with the population, housing, and employment projections for this project. This comment refers to SCAG, Core Growth Management Policy #3.01.

Response: The socioeconomic statistics used in the EA/EIR are the same as those used in the *Draft Airport Master Plan Update* in order to be consistent. The master planning process began in 1996 and SCAG's forecasts of the time were used in that endeavor. SCAG's newly adopted forecasts are more conservative than those used in the Master Plan. What this means is that aviation projections for the long-term, which was originally construed as approximately 20 years, may not occur for 25 or 30-years. As this is a Program EIR and as the improvements would only occur as demand warrants them, the change in the forecasts will have no effect on the physical plan for the airport, only on the timing of the improvements.

This project makes no projections of population, housing, or employment. These socioeconomic factors are beyond the control of the airport. As discussed in the Response to Comment #1 of the Oxnard School District, it is standard industry practice to utilize local/regional socioeconomic factors to estimate aviation activity at a given airport, but no reciprocal factor is applied as to how the aviation forecasts affect the socioeconomic ones.

Comment #3: On page 5-8, the Draft EA/EIR states the project is consistent with the population projections in the 1994 AQMP for the Oxnard Growth Area, but no comparative data is presented to support this statement. This comment refers to SCAG, Core Growth Management Policy #3.01.

Response: The referenced page/section does provide both the County's population projections and the AQMP's population projections. As noted in Ventura County Air Pollution Control District's comments (see following response), the statistics used reference the Camarillo Growth Area instead of the Oxnard Growth Area, this has been corrected.

See also Response to Comment #2. The project, the implementation of the *Draft Airport Master Plan Update*, utilizes available socioeconomic estimates prepared by others to forecast future

aviation activity. It is general industry practice in preparing aviation forecasts that aviation activity is dependent on local/regional socioeconomic activity, but not vice-versa.

Comment #4: No definition is provided on what the time frame is of “short-term” and “long-term.” Final EA/EIR’s for similar projects should address the manner in which the proposed project will be developed so that provision of service to new housing units or jobs producing commercial, industrial or other uses will be staged or phased to help achieve greater jobs/housing balance. The objective of a phasing or development staging plan would be to encourage the implementation of types of development that would address the jobs/housing balance issue and work toward the reduction of Vehicle Miles Traveled early in the development period. This comment refers to SCAG, Core Growth Management Policy #3.03.

Response: See page 1-1 of Chapter 1, where it states that short-term improvements/actions are expected to be implemented over the next five years and long-term projects would be implemented, “should the use of the airport warrant them,” over the next twenty years.

See also Response to Comment #2. The project, the implementation of the *Draft Airport Master Plan Update*, utilizes available socioeconomic estimates prepared by others to forecast future aviation activity. It is general industry practice in preparing aviation forecasts that aviation activity is dependent on local/regional socioeconomic activity, but not vice-versa. The project, therefore, is not expected to play a significant role in the jobs/housing balance.

Comment #5: The Draft EA/EIR does not provide specific information regarding the relationship of existing and proposed transit to the airport. No information is provided regarding bicycle access to the facility. This comment refers to SCAG, Ancillary Growth Management Policy #3.12.

Response: The Draft EA/EIR evaluates the potential environmental impacts of implementing the *Draft Oxnard Airport Master Plan Update*. It is not the intent or responsibility of the Master Plan to propose and evaluate transit and bicycle access. As indicated in Appendix G, page G-6, currently there are no bicycle lanes to the airport from Fifth Street, the only points of ingress/egress to the airport. In addition, as indicated in the same Appendix, the City of Oxnard’s planned improvements to Fifth Street include development of a bicycle lane. The Department of Airports will contribute its “fair share” contribution toward improvement to Fifth Street on a cumulative impact basis, as required by the City/County Reciprocal agreement and as stated in Chapter Four of this document, under Traffic and Circulation Mitigation Measures.

Comment #6: the Draft EA/EIR lacks a discussion of the relationship of the project to existing and proposed public transit. The Final EA/EIR should include a discussion of transit services and specific actions to make the project transit friendly. This comment refers to SCAG, Ancillary Growth Management Policy #3.13.

Response: Policy 3.13 states “encourage local jurisdictions plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.” The comment notes that the Draft EA/EIR lacks a discussion of the relationship of the Project to existing and proposed public transit. The *Draft Oxnard Airport Master Plan Update* is intended to address project demand for the use of the airport and make it safer by improving the existing facilities. The airport itself is a transit facility and this project is aimed at facilitating use of the existing airport both as an infill and redevelopment project; therefore, the project in and of itself is encouraging the use of an existing urbanized transit facility. Existing services include the City bus service that provides a stop approximately three blocks from the airport. Further, the Oxnard Transportation Center is located approximately five miles from the airport and provides local and regional bus and train service in the area. This facility is easily accessible from Oxnard Airport. Although this project does not provide for improving other transit availability, it does involve improving the existing airport and, therefore, the *Draft Airport Master Plan Update* is consistent with this policy.

Comment #7: The Draft EA/EIR makes no reference to support of SCAG’s Regional Performance Indicators and associated objectives pertaining to: mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost-effectiveness. Mitigation measures in Transportation and Circulation and Air Quality sections will improve mobility and accessibility, increase roadway efficiency and safety, and help create a highly livable, pedestrian friendly environment which encourage alternatives to the automobile. This comment refers to SCAG, 1998 Regional Transportation Plan Policy #4.01.

Response: The comment acknowledges that the Draft EA/EIR is partially consistent with this core RCPG policy. It is not clear as to what portion of the policy is not consistent with the *Draft Airport Master Plan Update*; therefore, no meaningful response is possible.

Comment #8: The Draft EA/EIR does not address the extent to which the project considers the implementation of Transportation Control Measures set forth in the Ventura County Air Quality Management Plan, including: high occupancy vehicle projects, park and ride lots and intermodal facilities; transit improvements, urban freeway system management improvements, smart corridors TSM programs, railroad consolidation programs, CMP-based demand management strategies, vanpool programs, telecommunication facilities, demonstration programs, and bicycle and pedestrian facilities; and marketing information services for employers and activity centers to encourage shared rides and transit use, and transit pass centers. This comment refers to SCAG, 1998 Regional Transportation Plan Policy #4.04.

Response: Because the Proposed Action is consistent with the AQMP and because the cumulative impacts of the continuing use of Oxnard Airport is considered to be *de minimus*, the project is not required to implement Transportation Control Measures, as outlined in the Ventura County Air Quality Management Plan. A discussion was added to the Air Quality section of Chapter Four,

under Consistency with Plans and Policies, however, which indicates that while the County Department of Airport is not required to implement the Transportation Control Measures as mitigation measures, they will encourage the implementation of a number of the measures, as appropriate and applicable.

Comment #9: The Draft EA/EIR does not provide any specifics as to the relationship of the project elements to the current Regional Transportation Improvement Program. This comment refers to SCAG, 1998 Regional Transportation Plan Policy #4.07.

Response: Policy #4.07 refers to "...a reasonable phasing of construction between segments...". Because the *Draft Airport Master Plan Update* is intended to be a demand-based plan, meaning that identified improvements will only occur as demand warrants, the phasing of the various elements of the project will be appropriate to meet the demands of users of Oxnard Airport. This approach is described in Chapter One (page 1-4) of this EA/EIR. In addition, the Master Plan proposes minimal new construction development including expansion of the terminal building, and development of new hangars along with the other non-development components such as, acquiring easements and improving security fencing, parking lots, taxiways, and lighting. The Proposed Action is, therefore, consistent with this policy.

Comment #10: In developing the Final EA/EIR, please reference the attached text and figures from the Aviation Section of the 98 Regional Transportation Plan. This comment refers to SCAG, Core Regional Transportation Plan Actions.

Response: The information attached to SCAG's letter (see Appendix K) included two tables specifically identified as "not part of the Plan, but...included as information for further analysis" which provided a total of five alternatives for passenger forecasts in the year 2020. For Oxnard Airport, the projections were as follows: Alternative #1 (98 Draft Regional Transportation Plan, High), 165,000; Alternative #2 (Scenario #1, LAX Constrained, El Toro Unconstrained), 101,000; Alternative #3 (Scenario #2, LAX Unconstrained, No El Toro), 112,000; Alternative #4 (Scenario #3, LAX Constrained, No El Toro), 118,000; Alternative #5 (TCC Aviation Subcommittee Scenario), 137,000. These estimates all assume the joint military-civilian use of Pt. Mugu. These estimates are lower than those projected for Oxnard Airport within the *Draft Airport Master Plan Update* which identified 130,000 enplanements over the long-term, or 260,000 passengers.

The forecasts identified in the *Draft Airport Master Plan Update* and summarized in Chapter 1 of this EA/EIR, assume that Pt. Mugu remains a military facility. Page 2-11 of the *Draft Airport Master Plan Update* specifically states that "If Point Mugu were to establish air service as a joint use facility, air passenger growth at Oxnard Airport would be limited."

Because this is a Program EIR and because the terminal improvements would only occur as, or if, demand warranted them, the *Draft Airport Master Plan Update* and corresponding environmental

documentation remains appropriate. The purpose of the *Draft Airport Master Plan Update* is to allow facilities needed in the short-term to be located and designed in consideration of potential future facility requirements.

The attachments to the SCAG letter also include the “98 RTP Constrained Projects List for the 98 Regional Transportation Plan.” No specific projects were identified for Oxnard Airport.

Finally, the SCAG letter includes a memorandum and attached table reflecting “additional air passenger allocations.” The table provides specific information regarding international passengers which is not applicable to Oxnard Airport.

Comment #11: All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements.

Response: A mitigation monitoring plan will be prepared prior to certification of the Final EA/EIR, as required by AB 3180.

CITY OF OXNARD

Letter dated December 28, 1998

Comment #1: The approach to determining the significance of impact, as provided in the Draft EA/EIR, does not meet the intent of CEQA. The Final EA/EIR needs to compare the effects of the Proposed Action with the Existing Condition, and provide reasonable and feasible mitigation, where appropriate.

Response: The document has been revised to more clearly reflect the approach necessary for NEPA compliance (comparison of the Proposed Action to the No Action) and CEQA compliance (comparison of the Proposed Action to the Existing Condition). This is expressed in the Summary section, Chapter 1 (under Approach), and throughout Chapter 4. This information was in the Draft EA/EIR, but has been reorganized in this document to make the analysis clearer. Each section of Chapter 4 now contains a clear discussion of the appropriate thresholds and the conclusions, as to the significance of the impact, under both NEPA and CEQA criteria. This has been done by adding subheadings separating the two discussions.

Comment #2: In determining the effects of the Proposed Action it is necessary to examine the project in total, including the plan, all of its related activities, actions, and capacity.

Response: See Response to Comment #1. The current approach, as it applies to CEQA, examines the impact of the physical improvements to the airport and the forecasted increase in aircraft operations, passenger activity, and based aircraft. This results in a corresponding effect on noise, compatible land use, and average daily traffic (see Chapter 4), where the previous approach (now referred to as NEPA) indicated no significant impact.

While this added approach does address the forecasted future use of Oxnard Airport, it does not specifically address the "capacity" of the airport. An airport's capacity is based on multiple factors including the cost of delay in terms of dollars and time, and whether the user determines the cost exceeds the benefit of the airport's location or service, or vice-versa. It is, therefore, not feasible or reasonable to estimate the maximum capacity of an airport. There is no known equation or approach for identifying the capacity of an airport as "x" number of operations where "x+1" operations would not or could not be accommodated.

FAA does provide a means to estimate an Annual Service Volume (ASV) based on the airfield design and the number and approach speed of aircraft operations at a given facility. This estimate represents the maximum volume of aircraft operations with a corresponding, FAA-defined, "acceptable" length of delay per operation. ASV is intended as a planning tool for determining the need and timing of airside facility improvements, such as the construction of parallel runways, but does not constitute a maximum capacity for an airport.

The *Draft Airport Master Plan Update* provides a detailed discussion of “capacity” as the term is used/considered by the FAA (see Chapter 3). As indicated in Table 3D of that document, the ASV for Oxnard Airport in the long-term is projected to be 186,000 operations, while the forecasted demand for the airport is 194,000 operations. Operations at Oxnard Airport are, therefore, projected to exceed the ASV, indicating that delay (both time and cost) will reach levels which may be a factor in the decision of some pilots/passengers to utilize the airport. At this time, there is no way of estimating what percentage, if any, of forecasted demand would not occur because of the projected delay. The environmental analysis was completed assuming the forecasted operations for the facility, the higher of the two numbers and, therefore, addresses the nearest concept to the “capacity” of Oxnard Airport accepted or considered by the FAA and in the industry.

Comment #3: Noise impacts more than double from the short-term to the long-term, as evidenced that short-term noise conditions impact 66 residences and two churches, and long-term noise conditions impact 112 residences, two churches, one community center, and one school. Yet, the Draft EA/EIR indicates that no mitigation is required.

Response: Commentor is citing impacts within the 60 CNEL contour; however, federal, state, county, and local plans and regulations identify the 65 CNEL contour as the threshold of significance. In the long-term, the 65 CNEL contour of the Proposed Action will incorporate 25 residential units and no churches, community centers, or schools; the existing 65 CNEL contour incorporates 22 residential units and no churches, community centers, or schools. That is a difference of 3 residential units. Currently, there are no thresholds as to how many units constitute a significant impact; however, for the purposes of this analysis, all 3 units were determined to be significantly impacted under CEQA. Mitigation is now specified for these 3 units, as well as, the existing 22 units within the 65 CNEL, resulting in an overall beneficial impact.

The Draft EA/EIR includes information on the 60-65 CNEL contour range to be consistent with the FAR Part 150 Study and as a means to acknowledge that noise-sensitivity does not stop at the 65 CNEL contour. It is for informational and land use planning purposes only, but is below the identified and accepted threshold of significance.

Comment #4: The Draft EA/EIR does not acknowledge or address the impact of adding approximately 1,282 trips per day to Fifth Street. The EA/EIR needs to include the alignment for Fifth Street, showing the right-of-way required to provide two traffic lanes, sidewalk, curb, gutter, bike lanes, and a raised median. The mitigation measure should also include the construction schedule for Fifth Street Improvements to provide these improvements and to correct the known drainage problems along this roadway.

Response: The Draft EA/EIR indicates that the project will add 1,292 ADT to the local street system at full Master Plan build out. The resulting level of service on local area intersection is summarized in Chapter Four. The Draft EA/EIR analysis assesses the impact of the project at full build out of

the City of Oxnard's *2020 General Plan*. At full build out of the *2020 General Plan*, widening of Fifth Street, in accordance with the City's Circulation Element, would be necessary to accommodate the anticipated growth within the City. Individual projects that involve frontage along Fifth Street would be required to dedicate the necessary right-of-way to allow future widening as outlined in the Circulation Element. In addition, individual projects will be reviewed to determine the appropriate traffic mitigation fee needed to offset cumulative traffic impacts. Together these measures will effectively mitigate the effects of project generated cumulative traffic. The Fifth Street widening is not proposed as part of the *Draft Oxnard Airport Master Plan Update* and the timing of the improvement is not contingent on activities proposed within the Master Plan. Project traffic represents only a small portion of the City of Oxnard projected 2020 traffic volumes and, therefore, the timing of the planned Fifth Street improvements would be dictated by growth rates within the City and priorities established through the City's Capital Improvement Program. The timing of such improvements is not known, however, it is anticipated that the widening project itself would be subject to future environmental review under CEQA.

Comment #4: The Draft EA/EIR is inconsistent with the Draft FAR Part 150 Noise and Land Use Compatibility Study which identifies a number of dwelling units and population significantly affected by noise in 2003 and 2018. The FAR Part 150 Study identifies 12 noise abatement measures, six land use management measures, and six monitoring measures. The Draft EA/EIR indicates that no mitigation is required for noise impacts.

Response: The FAR Part 150 Study for Oxnard Airport and this EA/EIR are two separate and distinct documents, prepared under different guidelines and criteria. While technical information developed in the FAR Part 150 Study can be used (and was used) in the noise and compatible land use discussions of the EA/EIR, the conclusions of the studies are not expected to be identical.

The FAR Part 150 Study is intended to identify the change in the noise contours and impacts in the future compared to both the existing condition and the preferred condition (no impacts), and to provide abatement or mitigation measures which reduce or completely eliminate the impacts. In other words, the goal of the FAR Part 150 Study is to reduce impacts to noise-sensitive land uses to zero, or to mitigate those impacts, if at all possible or reasonable. At Oxnard Airport, the FAR Part 150 Study's goal was to reduce impacts to noise-sensitive land uses from 25 residential units in the 65 CNEL contour to zero. Noise effects within the 60-65 CNEL contour range were also considered, primarily from a land use management perspective.

The EA/EIR only needs to abate or mitigate the impacts down to the existing condition; in the case of Oxnard Airport this equates to mitigation for a total of 3 residential units. There is no requirement to address noise effects within the 60-65 CNEL contour range as this is below the stated and accepted threshold of significance. In implementing the mitigation measure identified in Chapter Four of this document, the Ventura County Department of Airports will be creating a beneficial impact to the 22 residential units that are currently within the 65 CNEL contour. Additional mitigation measures identified in the FAR Part 150 Study are not applicable the EA/EIR analysis.

VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT

Letter dated December 30, 1998

Comment #1: Page 4-26, paragraph 5, line 7: Revise this section to reflect that SCAG is involved in air quality planning for the SCAG region, of which Ventura County is a part, and indicate that APCD prepares the AQMP which provides the framework for air quality and pollution management in Ventura County.

Response: Comment noted. Text revised as requested.

Comment #2: Page 4-28, Table 4J, Ambient Air Quality Standards: Replace the table in the Draft EA/EIR with the table attached to the comments.

Response: Comment noted. Table revised as requested.

Comment #3: Page 5-8, Ventura County Air Quality Management Plan: Revise this section to include the following information. Since 1991, several AQMPs have been approved. The 1994 AQMP was prepared to satisfy the planning requirements of the 1990 federal Clean Air Act Amendments and to outline a strategy for meeting the federal ozone clean air standard. The Plan indicates that Ventura County will attain the federal ozone standard by 2005. The 1995 AQMP Revision was prepared to update information that has changed since the 1994 AQMP was approved. It contains new modeling results and improved emission forecasts. The 1997 AQMP Revision revised the adoption and implementation dates for several control measures. Also, the text regarding AQMP consistency should be revised as the population numbers in the Draft EA/EIR reflect the Camarillo Growth Area and not the Oxnard Growth Area. The correct numbers, as of September 1998, should be 159,162 for the Oxnard Growth Area, which is lower than the population forecasts in Table 3-1 of the guidelines and 1995 AQMP Revision, Appendix E-95 (page E-35). The project is consistent with the AQMP.

Response: Comment noted. Text revised as requested.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
Letter dated December 3, 1998

Comment #1: The proposed project will have a significant impact on State facilities. A detailed traffic study is needed to address the following: (1) projected traffic volumes (year 2020), trip generation, and traffic circulations; (2) cumulative effect of this project in conjunction with the other developments in the area; (3) existing and future level of services; (4) traffic impact on State facilities; (5) mitigation measures to alleviate the anticipated traffic impacts. Any cost for mitigation should be extended to cover mainline State highways.

Response: A detailed traffic analysis was prepared and it was determined that project generated traffic represents only a very small portion of the anticipated year 2020 traffic volumes. Individual projects implemented under the *Draft Airport Master Plan Update* will be required to participate in locally adopted traffic mitigation fee programs. These programs are in place to address traffic congestion and infrastructure improvements including multi-jurisdictional issues related to the regional road network. The countywide Congestion Management Plan (CMP) provides a mechanism by which the need for regional transportation improvements is identified, solutions are designed, and funding sources are established. By contributing a pro-rata share of traffic mitigation fees, individual projects implemented under the *Draft Oxnard Airport Master Plan Update* would effectively mitigate cumulative impacts to local and regional road facilities.

RESPONSE TO PUBLIC HEARING COMMENTS

The following comments represent a summary of the comments received at the January 6, 1999 Public Hearing on the Draft EA/EIR. Speakers at the hearing, whose comments are summarized and grouped according to subject below, were: members of the Ventura County Environmental Report Review Committee (Bruce Smith, Chair, Arnold Dowdy, Janna Minsk, Pete Kaiser, Jim Fullmer, and Melinda Talent), Howard Maroz, Jane Tomach, Richard Maggio, Ted Christianson, and Steve Elsey. The transcript of the public hearing is included in its entirety in **Appendix K** of this document.

GRAPHICS

Comment #1: The exhibits illustrating the existing and generalized future land uses are in error. Streets that are in place, are not shown. A park is actually located in an area designated as residential.

Response: Comment noted. Exhibits have been revised following coordination with the preparers of the FAR Part 150 Study. The corrected exhibits correlate with the “final” land use exhibits prepared for the Oxnard Airport FAR Part 150 Study, Noise Compatibility Program element.

Comment #2: Exhibits 3D, Generalized Existing Land Use, and 3E, Future Land Use Per General Plans, are inconsistent with each other. More explanation is needed as to the basis of each exhibit.

Response: Comment noted. Effort was made to make the two base maps more consistent with each other. The locations of schools, churches, and other noise-sensitive land uses were added or relocated, as appropriate. Land use colors or classifications were not changed, however, except to correct known errors. Exhibit 3D refers to existing land uses in the area and lumps together several land uses (e.g., commercial, industrial, transportation, and utilities are all illustrated with pink; parks and open space are illustrated as one shade of green). It also defines residential in terms of the number of units in a structure (single-family or multi-family). Exhibit 3E, on the other hand, reflects future land uses per the adopted General Plans in the area. These planning documents provide for more specificity in uses; therefore, Exhibit 3E utilizes different, additional, land use categories. Also Exhibit 3E defines residential in terms of the overall density of the area. As these differences are appropriate to the sources and are not critical to the analysis, no change was made.

Regarding the need for more explanation as to the basis of each exhibit: text was added to Chapter 3 to describe the sources of the two exhibits. No change was made to the exhibits themselves because they are clearly titled and the sources are identified below each exhibit’s legend.

Comment #3: Confirm the site west of the Edison Canal is in the Greenbelt agreement area..

Response: Comment noted. Area in question is not in the Greenbelt agreement area and has been so noted on Exhibits 3E, 4E, 4F, 4G, and 4H.

INITIAL STUDY CHECKLIST

Comment #4: On page A-2 of the Initial Study Checklist, item number 18B should be checked as less-than-significant.

Response: Comment noted. Checklist has been revised, as requested.

PUBLIC HEARING/COMMENT

Comment #5: The hearing has not been properly noticed under the Brown Act. The hearing notice distributed by the Environmental Report Review Committee does not reference that the proposed action constitutes a replacement of the existing Airport Master Plan with a new draft Airport Master Plan Update. The hearing is properly noticed under CEQA.

Response: Comment noted. No further response is necessary as the hearing was properly noticed under both NEPA and CEQA.

Comment #6: The hearing was not posted at Oxnard Airport. None of the airport users were aware of the hearing date/time.

Response: Comment noted. The hearing was properly posted; however, consideration should have been given to posting the meeting at the subject site. Efforts will be made to do so in the future.

Comment #7: The public has not had adequate opportunity to make written comment.

Response: Comment noted. NEPA, through *FAA Order 5050.4A*, requires 30 days for public review and comment. The CEQA Guidelines also require a minimum of 30 days, 45 days when the document is sent to the State Clearinghouse for review, as was this document. The availability of the Draft EIR was first noticed in the *Ventura County Star* on November 11, 1998 (see Certificate of Publication on page K-1 of Appendix K), 57 days prior to the hearing. Notice of Availability was also posted on November 11, 1998 at the Department of Airport Administration office in Camarillo and with the Clerk of the Board of Supervisors. Copies of the Draft were available at Camarillo

Airport offices, Oxnard Public Library and Ventura County Government Center. Public notice regarding availability of the Draft EA/EIR and the public hearing was, therefore, adequate under both NEPA and CEQA.

Comment #8: Attended six meetings in November and December for the airport authorities of Oxnard and Camarillo Airports, but no mention was made about the public hearing for the Oxnard Airport EA/EIR.

Response: Comment noted. The hearing was properly posted; however, consideration should have been given to making announcements at other airport-related meetings prior to this hearing. Efforts will be made to do so in the future.

Comment #9: Comments made at a public hearing on the FAR Part 150 Study have not been addressed in this Draft EA/EIR. Commentor requested that these previous comments be added to the record on this document.

Response: Comment noted. The portion of the transcript for the December 9, 1998 Public Hearing on the FAR Part 150 Study for Oxnard Airport is included in Appendix K of this document. As the FAR Part 150 Study hearing occurred after the Draft EA/EIR was made available for review, it was not possible to address the Commentor's concerns prior to now.

The comments referred to in the FAR Part 150 Study hearing transcript are as follows: (1) the agreement between the County and the City of Oxnard prevent the airport from intensifying its activities; (2) there is greater concern with single event noise, than with average cumulative noise, as depicted by CNEL; (3) aircraft do not follow the flight tracks drawn on the exhibits; (4) the *Draft Airport Master Plan Update* and FAR Part 150 Study appear to be a "deliberate attempt...to take control of the land use planning away from elected city council members"; and (5) maps are inaccurate as to mobile homes and multi-family dwellings.

Regarding statement (1), refer to the following Response to Comment #12.

Regarding statement (2), refer to the following Response to Comment #21.

Regarding statement (3), this comment refers to Exhibits 4A, 4B, and 4C of the EA/EIR, which are identical to exhibits in the FAR Part 150 Study. As noted in the legend to these exhibits, the illustrated lines represent consolidated flight track spines and sub-tracks. They are not intended to represent the only place aircraft either can or do fly. It is necessary to identify consolidated flight tracks in order to run the Integrated Noise Model. These consolidated flight tracks were determined based on a combination of field observations and discussions with the air traffic controllers at Oxnard Airport.

Regarding statement (4), the *Draft Airport Master Plan Update* has no direct effect on the role of elected city council members in land use planning. The purpose of the Master Plan is to provide Ventura County with guidance as to what facilities are expected to be needed in the future and where to locate those same facilities in the safest and most efficient manner. Indirectly, the city council members should refer to the Airport Master Plan Update and related documents in evaluating proposed land use changes in the city. The final decision regarding those land uses, however, remains at the city level.

Regarding statement (5), see response to Comment #1 of this section of Appendix L. Commentator did not specify where these errors occur in the map; therefore, we cannot confirm that these changes have been made. Every reasonable attempt has been made to ensure the maps are accurate.

Comment #10: In order to comply with CEQA, after the Draft EIR is revised, it should be recirculated for at least 45 days for public review and comment.

Response: Comment noted. At the January 6, 1999 public hearing it was determined that it would not be necessary to recirculate the Draft EIR prior to the March 10 continuance of the public hearing. The revisions that have been made to this AFEA/EIR primarily include adding sub-headings to Chapter Four and clarification, where indicated in these responses. No substantial changes or new information requiring recirculation have been added.

PROJECT DEFINITION

Comment #11: The EIR should evaluate the maximum airport capacity, all the actions planned, and the impacts of the total plan.

Response: Comment noted. See Response to Comment #2 made by the City of Oxnard.

Comment #12: Expanded use of the airport is considered an “expansion” of the airport, which is contrary to an agreement between the County Board of Supervisors and the City of Oxnard.

Response: The agreement between the County and the City of Oxnard is described on page 3-11 of Chapter 3 in the EA/EIR. The agreement provides for mutual cooperation and coordination regarding improvements, but does not prohibit them. Nor does the agreement prohibit additional use of the airport.

Comment #13: The Proposed Project should be defined as everything that is identified in the Draft Airport Master Plan Update, including all activities, both on the ground and in the air, and all activities associated with the plan itself.

Response: Comment noted. See Response to Comment #2 made by the City of Oxnard.

ALTERNATIVES

Comment #14: If we are proceeding with the Pt. Mugu plan, why do we need to expand Oxnard Airport?

Response: At this time, there is no indication of whether or when Pt. Mugu will be developed into a joint military-civilian use facility. This is discussed in Chapter 2 of the EA/EIR, under Alternative E - Transferring Service to Another Airport(s).

IMPACTS - GENERAL COMMENTS

Comment #15: The EIR needs to look at the difference between the existing physical environment and that which is projected in the future.

Response: Comment noted. See Response to Comment #1 by the City of Oxnard.

Comment #16: The Draft EIR is inadequate because impacts related to noise, traffic and drainage that are known to be significant are not identified as significant.

Response: The sections regarding Noise and Compatible Land Use have been clarified and the mitigation measure more clearly specified. This mitigation measure was included in the umbrella of the Draft EA/EIR's Noise and Compatible Land Use mitigation measure, but here has been spelled out in more detail. The Traffic and Circulation section of Chapter Four acknowledges potentially significant cumulative noise impacts but, in accordance with the revised *State CEQA Guidelines*, these impacts are mitigated to a level of less-than-significant because the County of Ventura Department of Airports agrees to participate in the Reciprocal Agreement between the County of Ventura and the City of Oxnard regarding traffic impact fees.

Drainage impacts are expected to be beneficial because the Proposed Action includes implementation of the 1996 *Storm Drain Master Plan Study* completed as part of the *Oxnard Airport Master Plan Update* process. This is discussed in Chapter Four, under Water Supply and Water Quality.

Comment #17: The Draft EIR should be revised to identify significant impacts and include mitigation to reduce the impacts on the City's residents and infrastructure to a level of insignificance.

Comment #17: The Draft EIR should be revised to identify significant impacts and include mitigation to reduce the impacts on the City’s residents and infrastructure to a level of insignificance. This has not been done and the modifications indicated [at the public hearing] are still not specific enough as to the mitigation measures that are required.

Response: Comment noted. The mitigation measures identified in this document have been clarified and revised to address this concern.

Comment #18: Concerned that the planes seem to fly in an erratic manner. There seems to be no pattern or height control. Aircraft in the pattern fly a very short circle at very low level before simulating another landing take-off; this is a hazardous situation.

Response: Comment noted. The Proposed Action will have no effect on how or where aircraft operate. Pilots are required to comply with FAA rules and regulations regarding ensuring a safe flight. Pilots that do not fly in an acceptable manner are reported to the FAA. The determination of “safe flight” and whether a pilot is flying in an acceptable manner is not within the jurisdiction of the County of Ventura Department of Airports, but is within the jurisdiction of the FAA. No further response is necessary.

Comment #19: If there is no significant impact, no mitigation measures should be identified. This comment specifically applies to water quantity and light emissions.

Response: Comment noted. These mitigation measures have been removed.

Comment #20: The discussion of visual impacts to the eligible county scenic highway needs to be expanded.

Response: Comment noted. Additional text has been added to Chapter 4. The conclusion remains the same: no significant impact to the eligible county scenic highway is expected to result from the project.

IMPACTS - NOISE

Comment #21: CNEL does not adequately reflect the noise impact; it does not describe the “pain and annoyance of the noise.” The concern is “single excessive noise.”

Response: The FAA and the State of California require that aircraft noise in environmental assessments and environmental impact reports describe noise in terms of the CNEL metric. This is

of the FAR Part 150 Study for Oxnard Airport; however, it is not included here because there are no thresholds of significance related to this metric.

Comment #22: Noise impacts are significant because that is the finding of the FAR Part 150 Study, which serves as the base for this EIR. The Draft EA/EIR has concluded that no mitigation measures are required, but in the Part 150 Study, 18 separate mitigation measures and six monitoring measures are recommended. Given the findings of the FAR Part 150 Study compared with those of the Draft EA/EIR, it doesn't make sense to have two documents produced at the same time by the same consultant but have two different conclusions. One or the other is wrong.

Response: See response to the City of Oxnard's Comment #4. While the method of preparing noise contours for each study are the same, the analysis is different. The purpose of the FAR Part 150 Study is to identify noise abatement or mitigation methods which would reduce or, preferably, eliminate significant impacts on noise-sensitive land uses. The purpose of the EA/EIR, on the other hand, is to identify the impacts of the proposed project compared with the existing condition and reduce those impacts to a level of less-than-significant. This is not necessarily comparable to no impact. Both studies can, therefore, be correct in their own context and yet have different conclusions.

Comment #23: When they address noise in the Draft EA/EIR, it sounds like they address it based on the planes sitting on the runway, not that they're flying over anybody.

Response: Chapter 4 describes the information input into the Integrated Noise Model, which was used to generate the noise contours. This includes not only the numbers and types of aircraft and operations, but also their flight tracks, time of day, and runway in use. Time of day is important because people are generally more sensitive to noise in the evening or nighttime hours. Runway use is important because the noise aircraft make at departure, when engines are at full-throttle, is generally louder than that made in arrival, when the engines are cut back. The Chapter includes three exhibits of consolidated flight tracks which were considered in the computer analysis (Exhibits 4A, 4B, and 4C). Aircraft not arriving or departing Oxnard Airport, but transiting the area were not included in the study.

Comment #24: The noise/compatible land use mitigation measure, providing implementation of the FAR Part 150 Study, is not appropriate because (1) the County Board of Supervisors would have the final say, not the Department of Airports and (2) the study has not been completed.

Response: Comment noted. The mitigation measure has been modified.

Comment #25: Consideration should be given to including a discussion of the grid-point analysis completed for the FAR Part 150 Study. It could be included either within Chapter 4 or as an appendix. This analysis addresses incremental increases in noise, which is a land use compatibility issue, even if it does not directly apply to the accepted noise impact threshold

Response: Comment noted. As there are no NEPA or CEQA-thresholds related to the findings of the grid point analysis, it was not included in this version of the document. Concern is that this additional information would lead to confusion by the reader and would not change the final analysis on which the determination of impact or the need for mitigation, under either noise or land use compatibility, were made.

IMPACTS - TRAFFIC

Comment #26: The existing mitigation language identified in the Draft EA/EIR is too general. It needs to be more specific to ensure its long-term effectiveness.

Response: According to the *State CEQA Guidelines*, participation in a trip fee mitigation program is considered an acceptable means of mitigating the cumulative effects of a project. The required fee for each individual project is not known at this time, but would be based on the nature of the use (i.e., number of trips generated) and the traffic impact fees in place at the time the project is implemented.

Comment #27: The EIR needs to identify that the widening of 5th Street will be needed and that the Airport Sponsor will contribute their fair share of the cost of that improvement.

Response: See Responses to Comment #26 above and City of Oxnard's Comment #4.

Comment #28: The EIR needs to specifically reference the reciprocal agreement between the County of Ventura and the City of Oxnard with regard to transportation improvement projects under their respected jurisdictions and what fees they would pay on cumulative trips.

Response: The proposed mitigation measure indicates that the project will be required to participate in the City's and County's Traffic Impact Fee Mitigation Programs. This includes the Reciprocal Agreement in place between the City of Oxnard and the County of Ventura. According to the *State CEQA Guidelines*, participation in a trip fee mitigation program is considered an acceptable means of mitigating the cumulative effects of a project. The required fee for each individual project is not known at this time, but would be based on the nature of the use (i.e., number of trips generated) and the traffic impact fees in place at the time of the project is implemented.

Comment #29: As this is a programmatic EIR, under the terms of the agreement, the fees for traffic impact mitigation are paid at the time of construction or at the time of the discretionary entitlement is issued for that specific improvement.

Response: Comment noted. No further response is necessary.

Comment #30: Both discretionary and nondiscretionary projects are required to comply with the reciprocal agreement. This should be identified in the EIR.

Response: Comment noted. As identified in the Draft EA/EIR, traffic mitigation fees for individual projects will be assessed and implemented in accordance with applicable programs. As the Commentor has noted, this includes both discretionary and nondiscretionary projects that may be implemented under the *Draft Oxnard Airport Master Plan Update*.

Comment #31: Cannot use the City of Oxnard's plans for improvement as the existing condition, for purposes of the traffic and circulation analysis. The fact is that if the road were to remain in its existing condition, it would fall below the City's standards for level of service; therefore, creating a cumulative future significant adverse impact toward which the airport project is incrementally contributing. The mitigation for this is, as stated in the Draft EA/EIR, the payment of fees.

Response: Comment noted. The text has been reorganized with subheadings in order to clarify this issue. See the Traffic and Circulation section of Chapter Four.

Comment #32: Airport can do math now to estimate the total traffic fee using 1999 dollars, but that this would not be paid/generated until the individual projects are built.

Response: The traffic mitigation fees that are required by the City/County Reciprocal Agreement could be calculated now for the projected long-term traffic impacts. As stated in the Draft EA/EIR, however, it is not known if this increase in use will be realized. It is, therefore, unreasonable to lock in on a figure that is a mere projection. In fact, CEQA discourages speculation. Calculating anticipated fees based on the existing traffic mitigation programs could be misleading since the existing programs may be revised and new programs added prior to such time that the project is actually implemented.

Comment #33: The mitigation measure is appropriate; however, there needs to be clarification regarding the last statement, that the fee will be negotiated if the individual project is determined to have an impact. The term "negotiate" is a concern. The reciprocal agreement provides that the County will pay the City's fee, not that the fee will be negotiated. If the intent was to discuss the technical parameters on which the fee is based, that should be more clearly stated.

Response: Comment noted. The text of the mitigation measure has been revised to replace the word “negotiate” with “determine.”

CUMULATIVE/GROWTH-INDUCING IMPACTS

Comment #34: The cumulative and growth-inducing impacts of replacing the currently adopted 1987 Airport Master Plan with the Draft Airport Master Plan Update have not been identified.

Response: The 1987 Airport Master Plan provided a total of eight projects, as follows: (1) construct a north parallel taxiway; (2) remove the 756-foot displaced threshold to Runway 7; (3) improve the access road from Victoria Avenue; (4) provide aircraft storage on the west ramp; (5) acquire land and construct an aircraft tiedown apron on Fifth Street; (6) acquire an avigation easement over both Runway Protection Zones and within the building restriction line on the north side of the airport; (7) acquire an extended runway safety area to Runway 25 (on the east side of Ventura Road); and (8) install southside taxiway lights. These improvements were expected to allow the airport to accommodate the projected long-range operations and based aircraft. At the time of the study, long-range was defined as the year 1998 when 165,000 operations were forecasted.

Many of these improvement were not implemented, including items (1), (2), (4), (5) in part, (6), and (7). This is in part because the airport did not meet the projected operations or based aircraft numbers, hence they did not have the need for the improvements. Aircraft operations in 1994 totaled only 95,424, compared with the 1987 Airport Master Plan projection of 160,000 in 1993.

The *Draft Airport Master Plan Update* identifies long-range as approximately twenty years (2017), forecasts 194,000 annual operations, and includes items (4), a version of (5): now hangars instead of tiedowns, a version of (6): now acquisition in fee simple as well as avigation easements, and (7), listed above. These projects, therefore, would have no cumulative or growth-inducing impacts when compared with the previous Master Plan. The remaining 1987 projects are not included in the proposed plan (north parallel taxiway and removal of the displaced threshold).

The proposed Master Plan also includes projects related to passenger service, including expanding the terminal building, and terminal and rental car parking; and other improvements, as described in Chapter 1 and illustrated on Exhibit 1A. These projects were not addressed in the 1987 Airport Master Plan, thus the existing analysis in Chapters 4 and Chapter 6 of this document, regarding cumulative and growth-inducing impacts adequately addresses these projects.

Comment #35: The document repeatedly denies that cumulative or growth-inducing impacts will occur, or that there is a need to mitigate those impacts. This position is based on the faulty argument that the airport is only responding to demand and not causing the demand in the first place. This is

a denial of responsibility on the part of the airport owner/operator and is contradictory to the intent of CEQA.

Response: Comment noted. See response to Comment #1 of the Oxnard School District.

Comment #36: But for the proposed improvement, the forecasted air and automobile traffic would not occur. The improvements induce the additional growth by accommodating the additional growth and are, therefore, growth-inducing.

Response: Comment noted. See response to Comment #1 of the Oxnard School District.

Comment #37: Implementation of the Draft Airport Master Plan Update will contribute to the need to widen Fifth Street and there is the need to examine what that contribution is and how it should be mitigated. This project alone does not have to do all the widening needed to the street, but there needs to be some specific tie or measure to the improvements so that when the added increase does occur, those improvements are in place. This would be a cumulative impact.

Response: Comment noted. The Traffic and Circulation discussion and mitigation measure adequately address the mitigation of the cumulative impact. Also see responses to Comments #26, 28, and 32 above.

Comment #38: Traffic is a cumulative effect. Everybody knows the road is going to have to be improved irrespective of whether or not the airport is closed. The question is, should there be any contribution to a cumulative impact by any improvements made of the airport.

Response: See responses to Comments #26, 28, 32, and 37.

Comment #39: “Demand” is different than “they’re already here [on-airport].” It implies that users will be relocating to Oxnard Airport once the facilities are in place. Some incremental portion of the additional operations, enplanements, traffic is attributable to the proposed improvements. The issue is “how much.”

Response: Comment noted. See response to Comment #1 by the Oxnard School District. At this time, there is no methodology available to estimate the percentage of operations, enplanements, based aircraft, or related automobile traffic would be directly attributable to the proposed improvements. There is also no means to estimate the percentage of operations, enplanements, based aircraft (and thus related automobile traffic) which would not occur because of greater operational delays at Oxnard Airport as a result of the airport exceeding its defined Annual Service Volume (see response to Comment #2 by the City of Oxnard).

Comment #40: The EIR needs to clarify the relationship between what causes what [e.g., do improved facilities cause increased demand or does increased demand cause improved facilities] and realize that there are some unknowns and that it is speculative to try to ascertain an exact number of the contribution to cumulative impacts.

Response: Comment noted. Language has been added to the Approach section of the Summary chapter and Chapter 1, and to Chapter 6 regarding cumulative impacts and this unknown factor. See also response to Comment #39.

Comment #41: It is important to distinguish between mitigation measures for cumulative effects as opposed to project effects.

Response: Comment noted. The text of Chapter 4 and Chapter 6 have been revised accordingly.

GENERAL COMMENTS

Comment #42: The corporate jet users of Oxnard Airport are local businesses and industries, residents, administrators, and city council people. They are people who contribute money to the area. To say “no more corporate jets” hurts the quality of life in Oxnard.

Response: Comment noted. No further response is necessary.

Comment #43: The Board of Supervisors does not have the authority to call for the closure of Oxnard Airport within the planning period due to Federal law and agreements between the FAA and the County of Ventura regarding the transfer of property and improvements to the airport. Under those same agreements, the County cannot take actions that would directly impede the operation of the airport, other than what it was originally agreed to at the time of transfer.

Response: Comment noted. No further response is necessary.

Comment #44: The discussion of the relationship between local short-term uses of the environment and long-term productivity needs to be eliminated.

Response: Comment noted. Text eliminated.



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