FINAL

ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF OXNARD

ANNEXATION NO. 75–8

CORPORATION

Surveying & Mapping • Land Planning • Civil Engineering • Environmental Studies

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VENTURA COUNTY – SOUTHERN PORTION

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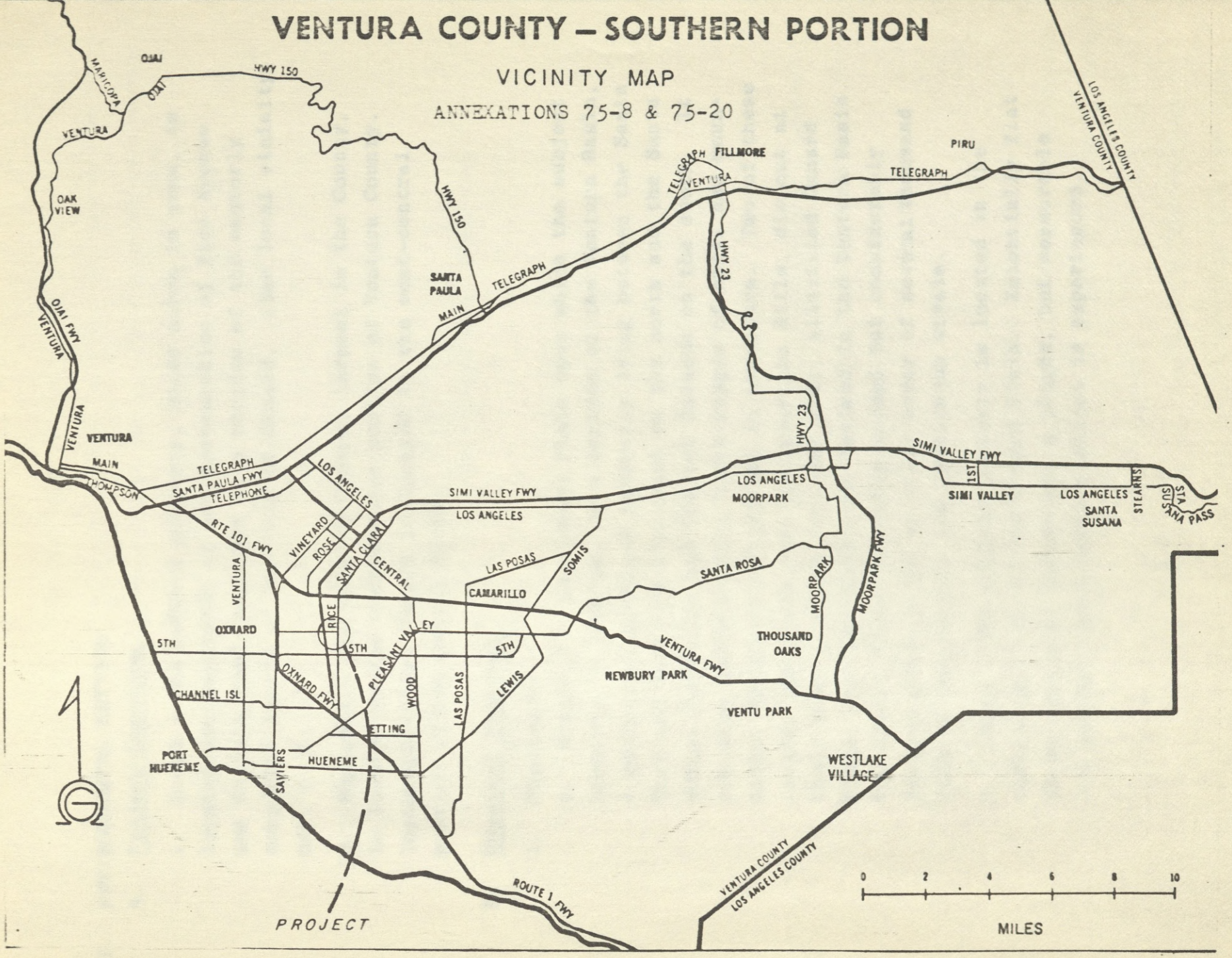


I. ENVIRONMENTAL SETTING

A. Project Location

1. Local - The subject property, 90.44 acres in area, is located southwesterly of the intersection of Rice Avenue and Colonia Road, adjacent to a portion of the easterly corporate limits of the City of Oxnard. (See local vicinity map, p. 8 .)

2. Regional - The City of Oxnard, largest in the County, is located in the southwestern portion of Ventura County. Topographically, Oxnard is located in the west-central portion of the Oxnard Plain.

B. Physical Features

1. Topography -

a. Regional - The Oxnard Plain upon which the subject property is located, is a portion of the Ventura Basin, a geological province generally lying between the Santa Ynez and Topatopa Mountains on the north and the Santa Monica Mountains and Channel Islands on the south. It contains several intra-basin ranges of hills and mountains, generally anticlinal in structure. Two of these ranges, Oak Ridge and the Camarillo Hills, die out at their westerly ends into the flat, alluviated Oxnard Plain. the most extensive lowland in the Ventura Basin. The Oxnard Plain is gently folded but considerably faulted beneath its alluvial cover of several thousand feet of Quarternary and Cretaceous strata.

b. Local - The subject property is located in the central portion of the Oxnard Plain. Essentially flat in an east-west direction, a slight, but measurable 0.3 percent north-south gradient is experienced.

2. Climate - The entire Oxnard Plain, including the subject property, is subject to a Mediterranean-type climate (CSa), characterized by the following mean data:

	Min.	Mean	Max.	Rain Inches
Annual	48.8	59.3	69.7	14.75
Winter	42.1	53.3	64.5	-
Summer	55.8	64.8	73.8	-

C. Land Use and Zoning

1. Zoning -

a. Onsite - AE (County zoning)

b. Surrounding - M-1 and M-1-PD, R-1, R-PD, C-R (City zoning)

2. Land Use

a. Onsite - Strawberry cultivation and an oil well

b. Surrounding -

1. North - Strawberry cultivation

2. West - Single-family residential

3. South - Strawberry cultivation

4. East - East of the subject property are several large industrial sites in the City, a portion of which is improved with a paper mill.

D. Circulation

1. Freeways -

a. Existing - The subject property lies approximately 1.0 miles (1.6 Km) southerly of U.S. Highway 101 (Ventura Freeway) and 2.23 miles (3.59 Km) northerly of California Highway 1 (Pacific Coast Highway).

b. Proposed - the westerly one-third of the subject property lies in the path of the proposed East By-Pass linking Pacific Coast Highway and the Ventura Freeway.

(The effectuation of this link is somewhat in doubt, however, and the City is conducting a corridor study to explore alternatives.)

2. Streets -

a. Rice Avenue - Adjoining the shorter dimension of the subject property is Rice Avenue a designated primary arterial. Although dedicated 50 feet in width adjoining the subject property and improved only with paving, it is dedicated to a prescribed width of 118 feet (County standard) northerly of Colonia Road.

b. Colonia Road - Directly abutting a portion of the property, Colonia Road, a designated primary arterial, is dedicated only 50 feet in width and lacks street improvements other than paving. Westerly it is 67 feet wide.

c. Gonzales Road - Terminating at Rice Avenue 0.84 miles (1.35 Km) north of the subject property, Gonzales Road is a designated primary arterial.

d. Maulhardt Avenue - Terminating 200 feet north of the property, Maulhardt Avenue is a local street dedicated 60 feet in width and fully improved.

E. Air and Noise Quality

1. According to the Ventura County Air Pollution Control District, the primary air quality problems in the County, and especially the inland areas including the area of the subject property, involve excesses of particulate matter and photochemical oxidants (ozone). Below is an annual summary of air quality as measured by the Camarillo Station (nearest to and most representative of the subject property):

This chart represents the number of days exceeding State (Federal) standards.

YEAR	OZONE	NITROGEN DIOXIDE	CARBON MONOXIDE	PARTICULATES*
1974	(140)	-0-	-0-	102
1973	(154)	-0-	-0-	131
1972	(93)	-0-	-0-	88

2. Noise -

a. Stationary sources -

1. Onsite - Except for a slowly pumping, electrically driven oil well, there are no stationary noise sources.

2. Offsite - The Maulhardt Industrial Park is located northerly of Colonia Road. Individual plants contribute occasional peak noises of up to approximately 82dB-A for brief periods. Most of these plants seldom exceed 75dB-A (ambient levels as tested mid-morning and afternoon on a General Radio Model 1565-B sound level meter) on opposite sides of Maulhardt Avenue. Part of this property is impacted by the 550 foot noise contour of a projected 65dB-A for Rice Road.

b. Mobile sources -

1. Onsite - Occasional mechanized agricultural activities such as plowing and harvesting are the only mobile sources of noise.

2. Offsite - Cars and trucks either visiting the Maulhardt Industrial Park or passing by on Colonia Road and Rice Avenue are the prime mobile sources. Potential for substantial periodic airborne noise exists when aircraft operations resume at the old

*Projected Samples

Oxnard Air Force Base as the property lies beneath the take-off zone, just beyond CNEL 55.

F. Public Facilities

1. Recreation - The closest public parks, Thompson and Rose, are 0.11 miles (177m) and 0.17 miles (270m) southwesterly as measured by street distance.

2. Schools -

a. Elementary - The subject property lies nearly equidistant between elementary schools located at the intersection of Rose Avenue and Walnut Drive (County), Snow Avenue and Emerald Street (City) and Juanita Avenue and Gloria Court (City), all approximately 1.1 miles (1.8Km) westerly.

b. Junior High - The subject property lies equidistant between Fremont and Haydock Junior High Schools (City) 2.25 miles (3.6 Km) westerly.

c. Senior High - The subject property lies about equidistant between Rio Mesa (County), Oxnard and Santa Clara High Schools (City), approximately 2.25 miles (3.6 Km) north, west and southwest, respectively.

G. Demography

See accompanying summary printout and update of (1975) Bureau of Census data for all census tracts within a 2-mile (3.22 Km) radius of the subject property. Source: 1970 Census of Population and 1975 State (Ventura County) Special Census.

STUDY AREA PROFILE
RICE & COLONIA,OXNARD,CA 09/08/75
2.0 MILE RING

POPULATION	14510	HSHLD SIZE	4.3	MEDIAN FAMILY INCOME	7155		
		GROUP QTRS	2.1%				
SEX	TOTAL	SINGLE				AGG.INCOME (M)	27.02
MALE	7158	39.3%	NEGRO	12.2%		EARNINGS	89.6%
FEMALE	7352	45.7%	OTHER	3.2%		SOC.SEC.	2.7%
			SP.AM.	78.9%		PUB.ASST.	5.8%
AGE		DISTR.					
0-5	2229	15.4%	H-W FAMILIES			INCOME	
6-13	3238	22.3%	AGE/HEAD		0-6.9T	7-14.9T	15T+
14-20	2271	15.6%	<45		567	622	141
21-34	2566	17.7%	45-64		182	391	139
35-44	1677	11.6%	65+		128	39	1
45-64	1906	13.1%	TOTAL		876	1053	281
65+	622	4.3%			39.6%	47.6%	12.7%

LABOR FORCE		PART.	UNEMP.	TRAVEL TO WORK		SCHOOLING	
MALE	3134	77.3%	7.7%	CAR	84.9%	POP 25+	4981
FEMALE	1756	41.4%	7.7%	TRANSIT	4.7%	H.S.GRAD.	22.5%
ARMED FORCES	1.7%			OTHER	10.4%	ANY COLLEGE	10.0%

HOUSING UNITS	3397	OWNER OCC.	47.8%	RENTER OCC.	50.2%	
VACANT (1970)	2.0%	MED.VALUE	$ 16553	MED.RENT	$ 80	

BUILT	OWNER	RENTER	STRUCTURE TYPE		TURNOVER	4.1%
1960-70	62.8%	30.3%	1 UNIT	2569	STABILITY	50.2%
1950-59	24.9%	32.9%	2-4 UNITS	232	CONDOMINIUMS	13
<--1949	12.2%	36.9%	5+ UNITS	460	MOBILE HOMES	123

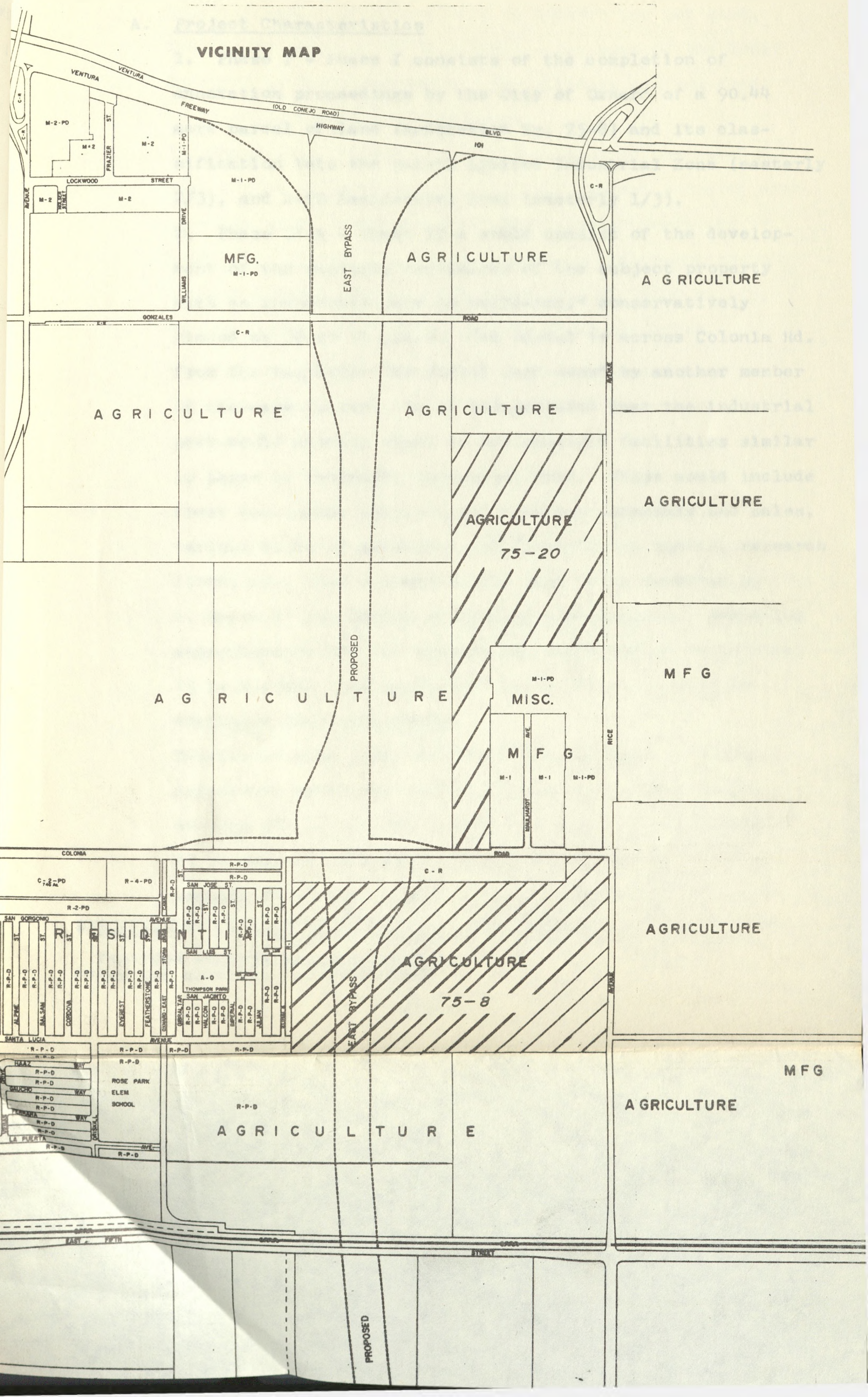
FAMILIES AND P.I.	HOME VALUE				RENT		
INCOME	0-15T	15-25T	25-35T	35T+	0-100	100-200	200+
0-6.9T	244	191	1	6	794	429	0
7-14.9T	257	502	11	12	170	190	33
15T+	76	154	10	1	3	20	0
TOTAL	578	846	22	19	967	638	33
	39.4%	57.7%	1.5%	1.3%	59.0%	39.0%	2.0%

FOR MORE DETAILED STUDY AREA STATISTICS REFER TO CENSAC REPORT CT1.A

STUDY AREA POPULATION CHANGE 1960-1975
RICE & COLONIA,OXNARD,CA 09/08/75
2.0 MILE RING

RING	% UPD AVAIL	1960 POP	1970 POP	1975 POP	60-70 CHANGE POP	60-70 CHANGE %	70-75 CHANGE POP	70-75 CHANGE %
1	100.0	10106	14510	14654	4404	43.6	144	1.0

VICINITY MAP



II. PROJECT DESCRIPTION

A. Project Characteristics

1. Phase I - Phase I consists of the completion of annexation proceedings by the City of Oxnard of a 90.44 acre parcel of land (Annexation No. 75-8) and its classification into the M-1-PD Limited Industrial Zone (easterly 2/3), and R-PD Residential Zone (westerly 1/3).

2. Phase II-A - Phase II-A would consist of the development of the easterly two-thirds of the subject property with an industrial park to build-out,* conservatively placed at 30 to 40 years. The parcel is across Colonia Rd. from the Maulhardt Industrial Park owned by another member of the same family. It is contemplated that the industrial park would attract small to medium-sized facilities similar to those in Maulhardt Industrial Park. These would include truck terminals, agricultural machinery assembly and sales, various kinds of packaging and distributing plants, research firms, etc. (See current tenant list being compiled by R. Byers of the Office of Economic Development. Deducting approximately 25% for streets and other public facilities, it is assumed that approximately 45 net acres will be available for development.

Experience with light industrial development in modern industrial parks has shown that net floor space seldom exceeds 50% of the net acreage available. Accordingly, it is assumed that approximately 1,050,000 sq. ft.** of useable floor area could ultimately be developed.

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*"Build-out" is considered a WORST CASE MODEL and should be so regarded throughout this report.

**Low and moderate income housing.

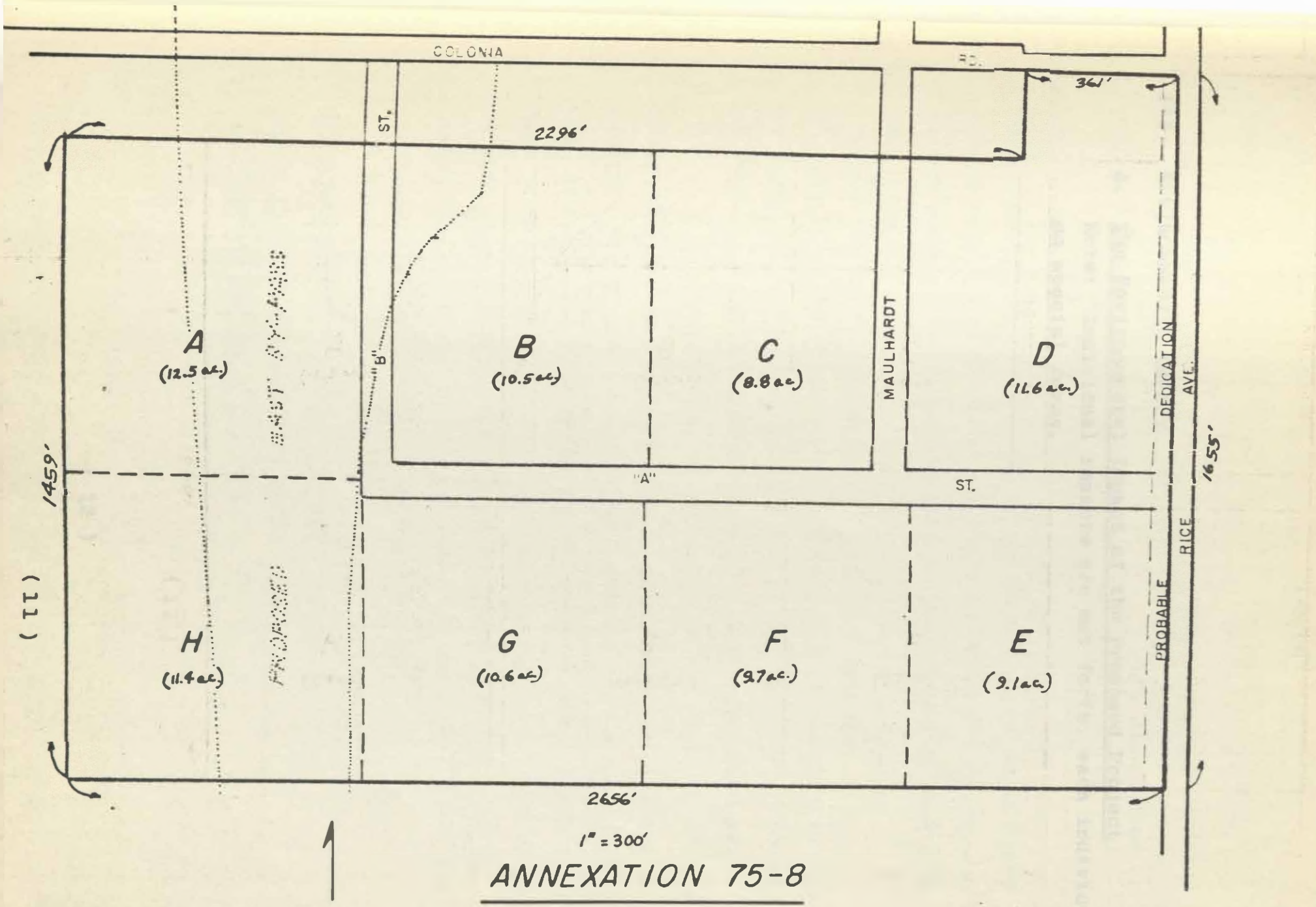
Similar experience has shown that such developments commonly employ between 25 and 40 workers per net acre. The higher value of 40 is assumed since much of the local industry is labor intensive. The ultimate maximum total would approximate 1,800 employees.

3. Phase II-B - Phase II-B would consist of the development of the westerly one-third of the subject property with attached and/or semi-detached single-family dwellings.** Based upon R-2 zone densities, maximum development could yield 435 such dwelling with an average of 1,500 sq. ft. of floor area, each*** on a parcel of 24 net acres.

The foregoing figures (assuming no East By-Pass) and land use types are used in Section III for purposes of projecting probable impacts.

*** The provision of parking at the rate of one space per 300 square feet of floor area (per Zoning Ordinance) may tend to reduce this figure, since the resultant number of spaces would be more than twice the projected employment. Specific parking ratios would probably be subject to PD requirements, in any case, and difficult to project.

** Low and moderate income housing.



ANNEXATION 75-8

POSSIBLE PRIMARY BREAKDOWN

III. ENVIRONMENTAL IMPACT

A. The Environmental Impact of the Proposed Project

Note: Individual impacts are set forth, each individually, on special forms.

IMPACT GROUP 1. PHYSICAL FEATURES

SPECIFIC IMPACT A. Hydrology

AREAL EXTENT Citywide, generally; Central Community, specifically

METHODOLOGY Analyze project plans, topography and existing facilities and field surveys.

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
X MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION Full development of the 68 net acres would cover approximately 60% of the earth surface. With a north-to-south gradient of 0.3 percent the following runoffs are typical of what might be expected:

STORM	QUANTITY	VELOCITY
10 year	101 ft^3/sec(2860 l/sec)	2.6 ft/sec(0.79 m/sec)
25 year	115 ft^3/sec(3256 l/sec)	2.8 ft/sec(0.85 m/sec)
50 year	132 ft^3/sec(3737 l/sec)	3.1 ft/sec(0.94 m/sec)

There are no storm drains in the vicinity of the subject property. If none are provided, a very significant impact could result. The Oxnard General Plan indicates that a new storm drain (No. 27) will be constructed to the north of the subject property. Even if the drain is constructed, however, the slope of the property is such that another secondary storm drain will probably be necessary, southerly of Colonia Road. It must be assumed that such a drain would be a condition of development.

REFERENCE(S)

Oxnard General Plan pp. II-158-161
Project Plans
VCFCD, Hydrology Manual

IMPACT GROUP 1. PHYSICAL FEATURES
SPECIFIC IMPACT B. Topography

AREAL EXTENT Subject property

METHODOLOGY Analysis of project plans; field surveys.

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
_X_NOT SIGNIFICANT

DISCUSSION Development of individual sites will require excavation for building foundations. According to the owner of the subject property and also the owner/developer of the contiguous industrial park, no unusual soil stability problems have been encountered othor than occasional high water table. Standard foundation engineering solutions have been found adequate and will likely prove so in the future.

REFERENCE(S)

IMPACT GROUP 1. PHYSICAL FEATURES

SPECIFIC IMPACTC. Seismicity

AREAL EXTENT Oxnard Plain

METHODOLOGY Consult standard geological sources, consult Seismic Safety Element.

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
X SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION Although thickly bedded with quaternary alluvium, often to a depth of 50,000 feet, beneath this covering the Oxnard Plain is gently folded and considerably faulted. It is bounded on the north by the Red Mountain - San Cayetano thrust fault system, on the south by the Sycamore Fault system and on the east by the (west end of the) Simi Fault. A portion of the central plain is interrupted by the Oak Ridge Fault.

A study by the Los Angeles City Planning Department in 1970 (co-authored by the preparer of this EIR) concluded that secondary seismic shocks from oscillation of alluvial beds is about as damaging to structures as primary shocks occurring in bedrock. Accordingly, no portion of the entire region is inherently immune to seismic insult. Only well-conceived and enforced building codes can assure some measure of structural integrity in an earthquake situation.

(See also, Impact Group 3-D, page 27).

REFERENCE(S)

Jahns, R.H. ed. Geology of Southern California, Chapt.II,Bulletin 170, California Department of Natural Resources 1954, Plate 4; Los Angeles City Planning Department, "Seismic Effects on Structures" 1970; City of Oxnard Seismic & Safety Element of General Plan.

IMPACT GROUP 1. PHYSICAL FEATURES
SPECIFIC IMPACT D Climate

AREAL EXTENT Oxnard Plain

METHODOLOGY Analysis of Project Plans

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
_X_ NOT SIGNIFICANT

DISCUSSION As discussed in Section I, the Oxnard Plain experiences a Mediterranean-type climate regime. Of the climatic elements, only wind could be of any significance. Since the mean hourly wind velocity is only 4 miles per hour (6.44 Km/hr) and building heights are unlikely to exceed two stories, troublesome wind canyon effects and downdraft vortices are unlikely. The winter Santana winds can be a nuisance at times, but would affect the entire area in any case.

REFERENCE(S)

U.S. Weather Service

IMPACT GROUP 1. PHYSICAL FEATURES
SPECIFIC IMPACT E. Vegetation

AREAL EXTENT Subject Property

METHODOLOGY Analysis of project plans, field survey

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
_X_ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION Natural vegetation on the site has been totally removed. Nearly 100 percent of the land is in cultivation. Loss of agricultural land incident to development is discussed elsewhere under economic considerations.

REFERENCE(S)

Field Surveys

IMPACT GROUP 1. PHYSICAL FEATURES
SPECIFIC IMPACT F. Wildlife

AREAL EXTENT Subject property and immediate margins

METHODOLOGY Analysis of project plans, field surveys.

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
_X_ NOT SIGNIFICANT

DISCUSSION Intensive cultivation and the adjacent manufacturing activities have effectively displaced all but the most timorous of wildlife species. These include small rodents and various species of predacious birds. Neither the act of annexation nor development will likely impart any irreparable shock to the local ecosystem as it relates to mobile species.

REFERENCE(S)

IMPACT GROUP 2. LAND USE AND ZONING
SPECIFIC IMPACT A. Land Use

AREAL EXTENT Subject property

METHODOLOGY Analysis of project plans; field surveys

IMPACT ASSESSMENT

___VERY SIGNIFICANT
_X_MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

DISCUSSION It would appear reasonable to assume that annexation of the subject property would confer at least some extra increment of attractiveness toward somewhat earlier development within the range of permitted limited industrial uses. The owner seems interested in pursuing such a line of development with or without annexation.

Absent the assurance of a PD regulation as to lot size, the maximum of 125 lots of 25,000 square feet (2,323 m^2) is assumed (cf., Reference). The sum of that many individual demands upon utilities and as generators of traffic could be locally significant. Without seeking to justify it, it would appear that the controls of Oxnard's PD regulations and closer integration of neighborhood planning could substantially "defuse" this runaway adverse potential.

REFERENCE(S)

DMJM, Oxnard Industrial Zoning Study, December 1972, pp. 64 - 65

IMPACT GROUP 2. LAND USE AND ZONING
SPECIFIC IMPACT B. Land Use

AREAL EXTENT Surrounding Area

METHODOLOGY Analysis of project plans; survey of adjacent plans and use patterns

IMPACT ASSESSMENT

X VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION

The doubtful construction of the East By-Pass across the westerly portion of the subject property poses a potential problem of juxtaposition of dissimilar uses: single family residences and limited industry. Project impact upon other industrially developed or planned properties should be minimal, from the standpoint of land use. The market for industrially zoned land will be affected, however.

This effect may be viewed as negative by potential sellers in terms of increased competition for prospective buyers for similar sites. From the standpoint of municipal government, however, the City of Oxnard becomes that much more attractive to potential users by virtue of a larger inventory from which to select.

Should the East By-Pass fail to be constructed, the interface between industrial and residential uses will have to be mitigated. By means of the PD additive to both zones, such measures as sound berms, widened streets, deeper setbacks, building orientation and perimeter land use restrictions can be specified.

REFERENCE(S)

Oxnard General Plan

IMPACT GROUP 2.LAND USE AND ZONING
SPECIFIC IMPACT C. Zoning

AREAL EXTENT Subject Property

METHODOLOGY Analysis of project plans, analysis of City and County Zoning Ordinances

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
X SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT
(Beneficial)

DISCUSSION Since the subject property is designated in the Land Use Element of the General Plan for limited industrial use, its annexation and classification as industrial zone can only be viewed as beneficial.

The problems of industrial land absorption rate and, more importantly provision of sewerage, drainage and protection of residential areas west of the By-Pass, should it fail to be constructed, would argue for placement in a PD or M-R (Industrial Reserve) zone, as suggested in the DMJM Oxnard Industrial Zoning Study.

Discounting the 900 acres of Southern California Edison Co. buffer and 428 acres of Xerox property reserved for future development, some 937 acres of industrial land has been absorbed in Oxnard since 1965. This translates to an annual absorption rate of approximately 95 acres per year.

REFERENCE(S)

DMJM, Oxnard Industrial Zoning Study
December 1972
R. A. Byers, Oxnard Economic Development Dept.

IMPACT GROUP 2. LAND USE AND ZONING
SPECIFIC IMPACT D. Zoning

AREAL EXTENT Central Community

METHODOLOGY Analysis of General Plans and City and County Zoning Ordinances

IMPACT ASSESSMENT

___VERY SIGNIFICANT
_X_MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT
(Beneficial)

DISCUSSION All properties in the Central Community easterly of the proposed alignment of the East By-Pass are zoned or designated (General Plan) for industrial uses. Assuming construction of the By-Pass, the annexation and classification of the subject property to industrial would be consistent with the General Plan. Should the By-Pass not be built, however, annexation would be even more desirable so that the City could exert maximum control on phasing of development in general and, especially of transitional uses to buffer the residential areas to the west. (See appendix.)

REFERENCE(S)

Oxnard General Plan
Ventura County General Plan

IMPACT GROUP 3. GENERAL PLAN

SPECIFIC IMPACT A. Land Use

AREAL EXTENT Citywide, in general;
Central Community, specifically

METHODOLOGY Analyse project plans and Oxnard General Plan Land Use Element

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
_X_ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT
(Beneficial)

DISCUSSION Neighborhood No. C-21, including the subject property, is designated in the Land Use Element for Limited Industrial use. Since the owner of the subject property wishes to pursue such development, it should be considered that the objectives of the Land Use Element are being implemented.

REFERENCE(S)

Oxnard General Plan, pp. II-21 and 30-32

IMPACT GROUP 3. GENERAL PLAN
SPECIFIC IMPACT B Circulation

AREAL EXTENT Citywide in general, Central Community, specifically

METHODOLOGY Analysis of project plans, engineering calculations and circulation element of the Oxnard General Plan

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
_X_ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

(Beneficial)

DISCUSSION

The subject property observes frontage on two primary arterials, so designed in the General Plan. Colonia Road, an east-west arterial is dedicated to a width of only 50 feet adjoining the subject property (as well as in unincorporated territory to the west). Within nearby City areas it is dedicated 67 feet wide. Rice Avenue, a north-south arterial, is dedicated 50 feet in width adjoining the subject property, but is 113 to 118 feet wide northerly. It can be presumed that development of the subject property would involve recordation of a tract map, giving the City ample opportunity to achieve full-width arterials (adjoining the subject property) at no cost to the City.

REFERENCE(S)

Oxnard General Plan, pp. II-69 to 91

IMPACT GROUP 3. GENERAL PLAN
SPECIFIC IMPACT C. Conservation & Open Space Elements

AREAL EXTENT
Citywide

METHODOLOGY Analyze project documents; analyze adopted conservation element

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
_X_SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

(On balance - beneficial)

DISCUSSION On June 26, 1973, the Oxnard City Council adopted the Ventura County Conservation & Open Spaces Element as its own, subject to several strong recommendations to the Board of Supervisors. The gist of these related to the City's claim to substantial self-determination within its LAFCO-recognized Sphere of Influence (including the subject property).

A. The Conservation Element is divided into the following basic resource bases: Air, Water, Land, Biological, Human and Man-Made. Following are brief notes on their relationship to the proposed project:

1. Air - Most of the meaningful counter-measures to continuing air quality degradation must come from the State and or Federal governments and regional systems. Oxnard can contribute primarily by controlling land use, both as to location and intensity controls. Annexation and control of the proposed project can thus be beneficial.
2. Water - Water quality and supply are also related to the effectiveness of land use controls. For the same reasons as above, the project can be beneficial.

REFERENCE(S)

Ventura County (Oxnard)
Conservation and Open Space Element

3. Land - Again, land use controls are noted as the prime conservatory measure. The subject property is delimited upon the following sub-element maps as worthy of some conservation measures: a) Class I or II soils; b) fringe urban area; c) zoned as I-G rural.

4. Biological - The subject property as an agricultural use on the rural-urban fringe is largely unaffected.

5. Human - As more particularly summarized in the Census Summary (Sec. I-G), the Spanish-surname population predominates the tributary area of the subject property. Both the Conservation Element and the data in Sec. I-G of this EIR tend to concur in the general disadvantage of this ethnic group. Should substantial development of the project be realized, considerable demand for semi-skilled labor (and housing for low and moderate income families) can be met in an area close to the residences of those so accommodated.

6. Man-Made - Agricultural and Recreational areas are encouraged to be preserved. Development of the project would be of detriment to the first and of no effect on the second, other than augmenting the city tax base for acquisition/preservation bonds.

B. The Open Space Element sets forth substantial areas of the County as permanent"rural" or "open space". The subject property, however, is well within the urban use delimitation.

IMPACT GROUP 3. GENERAL PLAN
SPECIFIC IMPACT D. Seismic Safety & Safety Element

AREAL EXTENT
Subject property and surrounding neighborhood

METHODOLOGY
Analyze project plans and element

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
_X_SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT
(Beneficial)

DISCUSSION The Seismic Safety & Safety Element was prepared for the City by the Ventura County Environmental Resources Agency, published October, 1974. The Element recognizes fourteen different critical issues of concern. Only the following are applicable to the subject property: The project lies: a) at the southerly edge of a secondary fault hazard zone which may contain active or potentially active faults; b) within a zone of greatest hazard due to potential amplification of ground shaking; c) westerly of an area subject to 50-year flooding and the adjacent Industrial Park already experiences localized flooding; d) in an area of high liquefaction potential; e) partially within an area of moderately expansive soils; f) in an area which may experience subsidence of approximately 0.05 ft/yr.

The potential hazards to which the property may be subject only increases the desirability for full land use and structural control by the City, within its sphere of influence.

REFERENCE(S)

Ventura County (Oxnard)
Seismic Safety & Safety Element

IMPACT GROUP 3. GENERAL PLAN

SPECIFIC IMPACT r. Neighborhood Organization

AREAL EXTENT Central Community

METHODOLOGY Analyze project plans and Land Use Element of General Plan

IMPACT ASSESSMENT

x* VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

* Absent East By-Pass

DISCUSSION A concept fundamental to realization of the General Plan is the creation/preservation of a system of discrete neighborhoods within recognizable communities. Annexation and industrial development would pose no particular impact, if the East By-Pass is constructed. The subject property comprises the northern portion of Neighborhood No. C-21 since the Land Use Element designates Neighborhood No. C-21 as limited industrial, project development would advance the attainment of neighborhood destinctiveness. If the East By-Pass is not constructed, property development would cause problems of neighborhood definition since the westerly 1/3± is proposed for attached single-family residential use (part of Neighborhood No. C-20). Absent the By-Pass, the problems of transitional use would argue for PD permit treatment. (See also: Sec. III-G)

REFERENCE(S)

Oxnard General Plan, pp. II-17 to 18 and II-37.

IMPACT GROUP 4. CIRCULATION
SPECIFIC IMPACT Circulation

AREAL EXTENT City of Oxnard Planning area generally; Central Community, specifically

METHODOLOGY Analyze project plans, General Plan elements, accepted standards

IMPACT ASSESSMENT

X VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION As set forth in Section II, it is projected that the development would result in a total of 1,050,000 sq. ft. of industrial floor space and 435 d.u.*, and 1,800 employees. At the rate of two vehicle trips per day per 1,000 sq. ft. of floor space, the project would generate 2,100 trips per day; at the rate of 7.5 trips/d.u./day, the project would also generate 3,263 trips. Peak-hour volumes would total approximately 535 trips each morning and evening. Some 360 would be trucks of various sizes and types. According to recent figures, the following are ADT and peak-hour traffic counts on nearby arterials:

Route	ADT	Pk.-Hr.
U.S. 101	50,600	4,650
State 34	7,250	850
State 1	16,900	1,850
Rice Ave.	13,000	1,400
Colonia Rd.	2,700	540**

Based upon the ADT proportions of Rice Ave. versus Colonia Rd.

REFERENCE(S)

Oxnard General Plan & Public Works Dept.; Ventura County General Plan
Traffic Engineering Handbook, 1973
Traffic Volumes on Calif. State Highways

*Assumes 18-20 du per net acre.

**Projected.

a rough projection of trip apportionment (projected) would assign 17% or 911 trips (91 peak-hour) to Colonia Rd. and 4,451 trips (445 peak-hour) to Rice Ave.

The additional peak-traffic would absorb the capacity of 150% of one lane on Rice Ave. and 75% of one lane on Colonia Rd. If Rice Ave. and Colonia Rd. are widened to full standards as proposed in the General Plan, the project-generated trips together with probable increases in traffic generation in the surrounding area could pose very significant problems in terms of road carrying capacity.

IMPACT GROUP 5. AIR AND NOISE QUALITY
SPECIFIC IMPACT A. Air Quality-Stationary

AREAL EXTENT Oxnard Plain

METHODOLOGY Application of EPA formulae to projected natural gas demand (industrial and residential combined)

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
_x_SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

DISCUSSION It is assumed that natural gas will be used for space heating. Based upon a projected demand of 0.047 MCF per square foot per month (industrial) and 0.003 MCF per square foot (residential) the following daily emissions are projected:

Carbon Monoxide	=	0.0172 tons (18.96 Kg)/day
Hydrocarbons	=	0.0068 tons (7.50 Kg)/day
Nitrogen Oxides	=	0.0685 tons (75.50 Kg)/day
Particulates	=	0.0163 tons (17.97 Kg)/day
Sulfur Oxides	=	0.0105 tons (11.57 Kg)/day

REFERENCE(S)

Compliation of Air Pollution Emission Factors, EPA, 1973

IMPACT GROUP 5. AIR AND NOISE QUALITY
SPECIFIC IMPACT B. Air Quality - Mobile

AREAL EXTENT Oxnard Plain

METHODOLOGY Application of EPA formulae to projected trip generation and vehicle miles travelled (VMT)

IMPACT ASSESSMENT

X VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION VMT for the proposed industrial project is assumed to be twice the distance from the subject property to the center of the City of San Buenaventura, 17.88 miles (28.77 Km). VMT (residential) is assumed to be 10 miles (16.1 Km). Application of these VMT's to the previously established trip data for the combined uses yields the following daily emissions:

Carbon Monoxide	=	3.163 tons (3486 Kg)/day
Hydrocarbons	=	0.5329 tons (587.4 Kg)/day
(Exhaust	=	0.4105)
(Crankcase and Evap.	=	0.1224)
Nitrogen Oxides	=	0.2754 tons (303.6 Kg)/day
Particulates	=	0.228 tons (25.1 Kg)/day
(Exhaust	=	0.0036)
(Tire wear	=	0.0192)
Sulfur Oxides	=	0.0192 tons (21.2 Kg)/day

REFERENCE(S)

Compilation of Air Pollution Emission Factors, EPA, 1973

IMPACT GROUP 5. AIR AND NOISE QUALITY
SPECIFIC IMPACT C. Noise-Stationary

AREAL EXTENT Properties surrounding the subject

METHODOLOGY Review project documents, standard references and field measurements

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

(Not Assessable)

DISCUSSION This discussion is concerned only with the noise of industrial activities and environmental support systems and their exterior perception, especially on surrounding properties (the interior acoustic environment is within the province of OSHA, etc.).

Ambient noise level was measured at a point at the center of the southerly property line of the subject property using a General Radio Company Model No. 1565-B sound level meter. A median of 45 dB-A was measured for 15 minute non-peak traffic periods centered on 10:30 am and 3:30 pm on a weekday. Unfortunately, projection of noise levels is complicated even when full details of a project are known. It must be concluded that the significance of their impact cannot be meaningfully assessed at this time. (Cumulative consequent sound levels exceeding previously established ambients by more than 10dB-A should be considered significant.

REFERENCE(S)

Handbook of Noise Measurement
Time - Saver Standards for Architectural Design Data

IMPACT GROUP 5. AIR AND NOISE QUALITY IMPACT ASSESSMENT
SPECIFIC IMPACT D. Noise - Mobile

AREAL EXTENT Central Community

___ VERY SIGNIFICANT
_X_ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

METHODOLOGY Review project documents, field measurement, traffic counts and standard references.

DISCUSSION Field measurements of ambient noise levels at the center of property lines adjoining Colonia Road and Rice Avenue (see Section III - 5,c) at morning and evening peak hours reveals that despite relatively heavy peak traffic volumes, especially on Rice Avenue in the evenings, noise levels are fairly low, because cars tend to "stack-up" from the Ventura Freeway interchange and left turns to Gonzales Road, westbound.

The addition of some 1070* trips per peak-hour period is not likely to seriously impact upon noise unless existing and projected traffic loads are accommodated in a more expeditious manner. Assuming for EIR purposes that the latter is accomplished, the attainment of design speeds could generate a moderately significant impact.

A not insignificant proportion (perhaps 20%) of the non-peak hour trips would be trucks which could generate significant noise levels at design speeds.** Since surrounding uses are industrial, however, the impact should probably be rated as moderate.

REFERENCE(S)

Handbook of Noise Measurement
Time-Saver Standard for Architectural Design Data Noise Element

* (420 industrial and 650 residential)
**Trucks generate 65dB-A out to 550 ft. on either side of County roads.

IMPACT GROUP 6. SERVICE SYSTEMS
SPECIFIC IMPACT A. Electricity

AREAL EXTENT Citywide

METHODOLOGY Analysis of project plans, reference to standard sources

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT
(Not Assessable)

DISCUSSION In the absence of specific designs for proposed uses, it is difficult to project the connected load demands for an industrial development. As a very rough guide, however, it may be assumed that light industry, on average, may consume 11 kilowatt-hours per square foot per year. This might mean a demand for the project of approximately 11.55 million KW-h, industrial, and 270,000 KW-h, residential.

Since electrical generating capacity is a dynamic and volatile subject, it would be foolhardy to attempt any reasonable assessment of impact beyond two or three years.

REFERENCE(S)

Los Angeles Department of Water and Power (Engineering Services Division)

IMPACT GROUP 6. SERVICE SYSTEMS

SPECIFIC IMPACT B. Gas

AREAL EXTENT Citywide

METHODOLOGY Analyze project plans, consult standard references

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

(Not Assessable)

DISCUSSION As with electricity, projection of both demand and supply of natural gas at this time and for an undefined project is risky, at best.

Nevertheless, on the basis of 0.396 therms per square foot per year it may be projected that space heating demands might approximate 415,800 therms per year, industrial and, based upon 570 therms per d.u. per year, 248,000 therms per year, residential.

REFERENCE(S)

"Environmental Impact Process for Private Projects". Los Angeles City Planning Dept., August, 1975. p. 31

IMPACT GROUP 6. SERVICE SYSTEMS
SPECIFIC IMPACT C. Water

AREAL EXTENT Citywide

METHODOLOGY Analyze project plans; consult standard references

IMPACT ASSESSMENT

X VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION Based upon a standard of 5,200 gallons per gross acre per day, the project might ultimately demand 1,400,000 gallons of water per day.

According to Robert Reitz of the Oxnard Engineering Department, the existing water main in Colonia Road has sufficient capacity and flow only to accommodate the fire flow that the project would require. Additional capacity would need to be installed to satisfy projected industrial development demands.

REFERENCE(S)

Mr. Robert Reitz, Oxnard Department of Public Works

IMPACT GROUP 6. SERVICE SYSTEMS
SPECIFIC IMPACT D. Sewers

AREAL EXTENT Citywide

IMPACT ASSESSMENT

x VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
___ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

METHODOLOGY Analyze project documents; consult standards; interview City engineering personnel

DISCUSSION Application of a standard flow of 4,940 gallons per gross acre per day would result in an ultimate aggregate flow of 1,330,00 gallons per day.

According to Robert Reitz of the Oxnard Engineering Department, the existing 18-inch sewer main in Rice Avenue is flowing at near capacity presently. (During periods of peak discharge by the Charmin Paper Plant, the sewer capacity is fully utilized.)

Preliminary studies have been made which suggest installation of another gravity main in Rice Avenue to serve the Charmin plant and all other industry east of Rice Avenue and some of the area to the west but south of Colonia Road. This would allow the present main to service the subject property and any others north and west.

Although adequate sewer provision would undoubtedly be a pre-condition of full development, the project viewed against the existing deficiency suggests a very significant impact.

REFERENCE(S)

City of Los Angeles, "Special Order No. S019-0468", April, 1968
Mr. Robert Reitz, Oxnard Engineering Dept.

IMPACT GROUP 6. SERVICE SYSTEMS
SPECIFIC IMPACT E. Solid Waste

AREAL EXTENT Citywide

METHODOLOGY Analyze project documents; consult accepted standards

IMPACT ASSESSMENT

___VERY SIGNIFICANT
_X_MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

DISCUSSION Solid waste disposal, whether publicly or privately accomplished, produces an impact which must be addressed. As with the other utility considerations, the absence of a substantive project a rough guide is drawn based upon a standard of two pounds per day per employee and seven pounds per d.u. per day. Accordingly, ultimate development might produce a demand of 91 tons per month.

REFERENCE(S)

Richard Humphreys, Los Angeles City Bureau of Sanitation, Reserach & Planning Div.

IMPACT GROUP 7. PUBLIC FACILITIES
SPECIFIC IMPACT A. Police

AREAL EXTENT Citywide

METHODOLOGY Analyze project documents; consult Police Department

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
_X_NOT SIGNIFICANT

DISCUSSION The Oxnard eastern boundary is a seeming maze of irregular protuberances, concavities and voids. Annexation, with or without development, would be beneficial as an incremental step toward clarification in the field among the law enforcement agencies of the various jurisdictions.

At the Oxnard P.D. standard of 1.21 officers/1,000 population, the project will require an additional 1.7 policemen.)

There is no standard relating industrial development to police service demand. The Police Department will evaluate its needs as the area develops. Adherence to the Burglary Security Ordinance and designing for "defensible space: can go a long way toward minimizing crime impact.

According to the Oxnard Police Department, initial training, uniforms and equipment for one entry-level police officer costs approximately $2,500. Entry-level annual salary, including fringe benefits and per capita administrative costs is approximately $17,500. Accordingly, the additional 1.7 officers would cost the City $4,250 for initial training and $29,750 for salary. The second year, based upon a gross salary cost of $18,500 per capita, the total cost would be $31,450.

REFERENCE(S)

Officer Ulmer, Oxnard Police Dept.

IMPACT GROUP 7. PUBLIC FACILITIES
SPECIFIC IMPACT B. Fire

AREAL EXTENT Citywide

METHODOLOGY Analyze project documents; ~~consult Fire Department~~

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
_X_SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT

DISCUSSION The Oxnard eastern boundary is a seeming maze of irregular protuberances, concavities and voids. Annexation, with or without development, would be beneficial as an incremental step toward clarification in the field among the fire suppression and prevention agencies of the various jurisdictions.

There are no developed standards relating land intensity use to fire department demand. As a rough guide to the residential demand, however, raw data furnished by Chief Christianson permitted development of the following: one additional fireman would be needed (actually, 0.3 men/shift). Upon submittal of specific proposals, presumably in conjunction with a PD permit or R.P.D., the Fire Department would evaluate specific demands and suggest design parameters for fire prevention.

The Fire Department estimates that initial academy training costs approximately $4,200. An entry-level fireman currently costs the City approximately $15,650 per year, including fringe benefits and administrative costs.

REFERENCE(S)

Chief Christianson, Oxnard Fire Department

IMPACT GROUP 7. PUBLIC FACILITIES
SPECIFIC IMPACTC. Recreation

AREAL EXTENT Citywide, generally, and Central community, specifically

METHODOLOGY Analyze project plans; apply General Plan Standards

IMPACT ASSESSMENT

___ VERY SIGNIFICANT
___ MODERATELY SIGNIFICANT
_X_ SLIGHTLY SIGNIFICANT
___ NOT SIGNIFICANT

DISCUSSION Ultimate development of the residential portion of the project would generate a population of 2,088 (assuming 4.8 persons/d.u.). Applying the General Plan Recreation standards would suggest the following demands:

- Regional Parks(@2.5 ac/1,000)=5.22 acres (state & county)
- Community Parks(@5 ac/1,000)=10.44 acres (city)
- Neighborhood Parks(@2.5 ac/1,000)=5.22 acres (city)

Although Thompson and Rose Parks are quite close there is sufficient acreage on-site to meet project needs for Neighborhood Parks, which, if density is held stable would, in turn, reduce net project population, etc.

REFERENCE(S)

Oxnard General Plan, pp. II - 112 & 113

IMPACT GROUP 7. PUBLIC FACILITIES
SPECIFIC IMPACT D. Schools

AREAL EXTENT Oxnard School Districts

METHODOLOGY Analyze project plans; apply General Plan standards

IMPACT ASSESSMENT

__X__ VERY SIGNIFICANT
____ MODERATELY SIGNIFICANT
____ SLIGHTLY SIGNIFICANT
____ NOT SIGNIFICANT

DISCUSSION Ultimate development of the residential portion of the project would generate a population of 2,088 (assuming 4.8 persons/d.u.). Applying the General Plan School standards would suggest the following demands:

- Elementary (K-6) = 731 students
- Junior High (7-8) = 45 students
- Senior High (9-12)= 66 students

At the rate of 600 - 800 students per elementary school, the project alone would consume the capacity of one school.

According to the Oxnard Elementary School District, all schools in the district are at full capacity. Effectuation of the proposed project would require the construction of a new school. Since the most recent school bond proposal was defeated, however, such construction is precluded, at least for the foreseeable future.

REFERENCE(S)

Oxnard General Plan, pp. II - 143 to 147
Ms. Weatherhead, Oxnard Elementary School District (10-24-75)

IMPACT GROUP 8 ECONOMIC

SPECIFIC IMPACT A Public - Cost/Revenue

AREAL EXTENT Subject property

METHODOLOGY Analyze assessed values, tax rates and apply present value estimates

IMPACT ASSESSMENT

___VERY SIGNIFICANT
___MODERATELY SIGNIFICANT
___SLIGHTLY SIGNIFICANT
___NOT SIGNIFICANT
(not assessable)

DISCUSSION The Finance Department is currently in the process of developing per capita and per acre cost figures, but they are not yet available. Accordingly, the following estimate is for current revenues only.

Based upon a current AVL of $189,625, the City would realize (@ $1.69/$100 A.V.) $3,205/year.

Projecting revenues deriving from ultimate development would require projections of construction costs and tax rates, both accounting for inflation, a task beyond the scope of this report.

REFERENCE(S)

Robert Delacruz, Oxnard Finance Department;
Ventura County Tax Assessor

IMPACT GROUP 8. ECONOMIC
SPECIFIC IMPACT B. Agriculture

AREAL EXTENT Greater Oxnard Area

METHODOLOGY Analyze project plans; existing land use pattern; local economic data

IMPACT ASSESSMENT

____VERY SIGNIFICANT
____MODERATELY SIGNIFICANT
____SLIGHTLY SIGNIFICANT
_X_NOT SIGNIFICANT

DISCUSSION Approximately 85 acres of the subject property's 90 acres are in strawberry cultivation. In 1974, strawberries accounted for the second largest (dollar volume) cultivated crop in the County -- $25,763,300 or $498 per ton at a yield of 25.7 tons/acre. Accordingly, the subject property produced 2,185 tons of strawberries in 1974 (valued at $1,090,000).

Ultimate development of the property would eliminate this crop yield and dollar input to the local economy (offset, however, with industry-based dollar inputs). This would contravene relative to the preservation of extant agriculture.

On the other hand, R. A. Byers asserts that in spite of conversion to urban uses, agriculturally-used acreage in Ventura County continues to increase, on an annual basis.

REFERENCE(S)

County of Ventura, Agricultural Crop Report 1974; R.A. Byers, Economic Development Office, interview

III. ENVIRONMENTAL IMPACT (cont.)

B. Unavoidable Adverse Effects

1. Not reducible to Insignificant Levels.

a. Seismicity, according to the Hazard Map in the Seismic Safety Element.

b. Circulation, since future excessive traffic loads will result from project traffic AND development of surrounding vacant industrial land.

c. Air Quality (mobile), since elimination must stem from independence from the internal combustion engine -- something out of the control of either developer or local government.

C. Mitigation Measures

1. Physical Features

a. Hydrology - Installation of adequate drainage facilities as a precondition of development and funded by assessment district.

c. Seismicity - None.

2. Land Use Zoning

a. Land Use (on-site) - The City should designate a "PD" with pre-zoning incident to annexation so as to manage growth.

The City must exercise strict controls through the "PD" permit process, both limiting and phasing land use conversions in accordance with circulation and service system capacities.*

4. Circulation

a. The trips projected for ultimate development are clearly beyond the capacity of the existing street system. Full improvements to arterial standards would help some, but peak-hour over-capacity could, nevertheless, likely result (see 2-a).

* See Appendix.

5. Air and Noise Quality

a. Air Quality (stationary) - Environmental support systems should be required to perform to "state-of-the-art" capabilities before issuance of certificates of occupancy.

b. Air Quality (mobile) - Since air pollutants generated as a result of the proposed development will be due largely to automobile emissions, the primary means of mitigating this impact is to reduce traffic, as discussed in the previous section. There are other variables which affect the amount of pollutants emitted when a given traffic flow is specified. These variables include speed of vehicle, age of vehicle, engine maintenance, engine size, and engine type. According to Kircher and Armstrong, "An Interim Report on Motor Vehicle Emission Estimation"*, emissions of carbon monoxide and hydrocarbons vary inversely with the speed, while emissions of nitrogen oxides increase with speed, but vary less overall than the other pollutants. It would, therefore, seem that maintenance of reasonably steady and rapid speeds on public streets is desirable for limiting air pollution. Steady speed is more easily maintained when points of access to the street are limited in number. The proposed development will provide for safe access and the minimal interruption of traffic.
Location along an existing bus service line is advantageous to the reduction of air pollutants in the surrounding area. Vehicles with smaller engines usually have less emissions because they use less gasoline than vehicles with larger engines. Although it would be impossible for the developer

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* E.P.A., 1973

to impose vehicle engine size or vehicle dimension limitations on employees, it can be expected that rising gasoline prices or the possible imposition of gasoline rationing may influence people to use smaller cars. Compact car spaces provided by the developer may encourage the employees to utilize smaller automobiles. Research by manufacturers, institutions, and government agencies offers some h ope of a reduction in auto emissions by improvement of existing controls or by conversion to electric, propane, steam, or turbine engines.

d. Noise (mobile) - Encouraging the freer flow of traffic, hence higher speeds, also raises the noise potential. The key, then, is the reduction in the number of cars by growth management as outlined above, by encouraging company-sponsored/ subsidized car pooling (cf., the bill pending that would remove P.U.C. sanctions against van-type car pools).

6. Service Systems

c. Water - Growth management as outlined above must be vigorously pursued. Nevertheless, it would appear that greater water capacity must be installed to serve already growing industrial districts further east, presumably by assessment district.

d. Sewers - For all practical purposes, the City currently is estopped from allowing any further development that would depend upon the Rice Avenue main. The oft-repeated statement on growth management is again applicable.

7. Public Facilities

b. Fire - Pre-design consultation by the developer with the Fire Prevention section of the Fire

Department could result in better on-site fire detection, suppression and, most important, prevention.

COMMENT: Many of the significant impacts herein identified could be mitigated to insignificant levels by adoption of performance standards into the Zoning Ordinance. The non-adoption by other cities in no way invalidates the concept. If anything it could make the central portions of cities again desirable since the suburban areas would provide the buffer.

D. Alternatives

1. Changes in Intensity

a. Annexation - Less than the full ownership involved could be annexed. The merit of this alternative would be doubtful at best.

b. Development - The development referred to throughout this EIR is a "Worst Case" model. Sec. III-B, Unavoidable Adverse Effects, strongly suggests that such development would be unacceptable. The mitigation measures, moreover, generally favor strict land use control by the City to reduce intensity. In the absence of specific proposals of development, however, no discrete reductions can be given.

2. Different Land Use

Any changes in land use designation would contravene the City Council-adopted General Plan. While use variance or Plan amendments may be filed, such requests pre-suppose specific intent -- a quality lacking in the instant consideration.

3. Reasonable Alternative Sites

a. Annexation - Consideration of an alternative site for proposed annexation of a specifically described parcel is equivalent to "No Project" (considered below).

b. Development - Consideration of alternative sites for industrial development is treated in Sects. III-E & G, (below).

4. No Project

a. Annexation - Disapproval (or withdrawal) of the proposed annexation would only serve to perpetuate the highly irregular easterly boundary of the City.

VACANT INDUSTRIALLY-ZONED LAND
(City of Oxnard)

PARCEL	ZONING	ACREAGE	AVAILABILITY
Russell	M-1-PD	26	Probably
McGrath*	"	22	Yes
Randall*	"	95	Yes
		143	
Airport	M-1-PD	51	Questionable[1]
Power*	"	50	Questionable[2]
		101	
Various	M-1	47[3]	Yes
		47	
Heublein	M-2	10	Yes
Edison	M-2	112	Yes
		122	
Xerox*	M-1-PD	430	No
Charmin*	"	100	No
Falcon*	"	22	No
Burlington	"	51	No
LNG	M-2-PD	197	No
Heublein	M-2	24	No
Edison	"	188	No
		1012	

* Eastern Industrial Area
1 Probable change to other "airport-related" uses
2 Area of severe inundation hazard--development unlikely
3 Available at various locations and sizes from 1 acre & up

Source: Mr. Gene Hosford, Director of Planning, Oxnard Planning Department.

The beneficial impacts of regularization were noted in Sect. III-A, 7, a & b, and would similarly affect other systems as well.

b. Development - The theoretical Worst Case model, the "proposed" development herein, was for impact projection. See the discussion under Cumulative Effects and Growth-Inducing Aspects, below.

E. Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

1. Cumulative Effects

a. Annexation - In terms of adding to the supply of vacant, available, industrially-zoned land, the project* sould confer a net benefit to the City's goals of controlled growth. The table appearing as p. 51 reveals that there are currently only 117 acres of prime, industrially-zoned land available for development in the Eastern Industrial Area (within the City). (Another 50 acres in this area lies within a flood plain subject to severe inundation; development for industry would be at great hazard and, in any case, quite expensive.)

Concurrent with annexation proceedings on the subject property, there are several other pending annexations which, in toto, would increase the availability of Eastern Industrial Area prime, available industrial land (all zoned M-1-PD) to about 350 gross acres.

According to most highly-regarded industrial development specialists, including Robert Eyer of the City's Office of Economic Development, a city's inventory of available industrial land must be

*Annexation

sufficiently large, diversified and spatially distributed to cater to the varied requirements of potential users. Within the City of Oxnard, a potential user must be able to choose among sites having deep water, railroad or highway proximity/access. Available properties in the Eastern Industrial Area have good access to Pacific Coast Highway and the Ventura Freeway; some have railway access, as well.

The number of companies seeking to develop new industrial sites in any given time frame and region is small compared to the number of cities and counties vying for them. For any city, including Oxnard, to be competitive, it must have what conservatives might regard as an "over-supply" of diversified, prime industrial land available for both immediate and future development, the latter being the "industrial reserve". The interim use of such property for agriculture can in no way argue against annexation and pre-zoning.

b. Development - The long-term effects of future development of the subject property, in the Worst Case mode, have been discussed in Sec. III-A. Cumulative impact likely from full development of the balance of Neighborhood No. C-21 follow.

If fully annexed, Neighborhood No. C-21 would contain 210 acres, all planned for limited industrial uses (M-1-PD zone). The table below summarizes the yields/demands resultant from full development.

Neighborhood No. C-21

Yield/Demand	Developed	Project	Vacant	Total
Water (cfs)	-	0.024	0.030	0.054
Sewer (cfs)	-	0.325	0.406	0.731
Air Pollution (tons)	-	3.26	4.08	7.34
Traffic (trips/day)	-	2100	2614	4714
Students	-	-	-	-
Parks	-	-	-	-
Population	-	-	-	-
Employment	277	1,584	1,980	3,564
Land Use	-	Indust.	Indust.	Indust.
(gross acres)	-	60±	75	135
Intensity*	-	0.4	0.32	0.36

* Ratio of floor area: gross acreage.

2. Extent to Which Project Narrows Range of Long-Term Beneficial Uses

Annexation and pre-zoning to limited industry would put the property "on the block", so to speak, for industrial development. As noted elsewhere, build-out would not be expected for from 30 to 40 years (unless the entire property were to be purchased for development by a single user). As (portions of) the property are converted to industrial/residential use as designated in the General Plan, prime agricultural land would be taken out of production.

3. Long-Term Risks to Health and Safety

Section III-A sets forth in great detail the demands upon the environment. Notwithstanding the fact that the project development is a Worst Case model, the demands that realistic development will create will, in toto, be significant, requiring reasoned staff recommendations and thoughtful decisions within the context of comprehensive land use control.

F. Irreversible Environmental Changes

1. Commitment of Irretrievable and Non-Renewable Resources

a. Annexation - The act of annexation will have no impact in and of itself.

b. Development - However intense, development will involve the irretrievable input of myriad construction materials, derived from largely unrenewable resources and the (beneficial) commitment of labor.

2. Permanent Modification of Natural Features

a. Annexation - The act of annexation will have no impact in and of itself.

b. Development - As (portions of) the property are converted to industrial/residential use, as designated in the General Plan, arable land would be taken out of production.

G. Growth-Inducing Effects

1. Economic

a. Public - Development of the subject property would invariably result in substantial re-assessment which would, in turn, yield significantly more property tax revenues to the City and other local taxing jurisdictions (see No. 3, below).

b. Private - Employment opportunities resultant from the development of the property would be of great benefit to the private sector, especially if a substantial portion includes semi-skilled labor.

2. Population - To the extent that increased emplyment needs cannot be met by the local labor pool in-migration might be induced, possibly impacting favorably upon the lagging construction industry, but requiring careful monitoring by local government to assure controlled growth.

Since the residential portion of the proposed project envisions low and moderate housing, both opportunities and dangers might result from in-migration demand. Thoughtful use of the R-P-D is mandatory.

3. New Infrastructure - As more completely described in Sec. III-A, considerable investment will be required in public works projects. Whether these are privately or publicly funded will bear upon the meaningfulness of the increased revenues noted above.

4. Encouragement of Similar Projects

a. Annexation - It is most unlikely that completion of annexation procedings on the subject property will induce other owners of unincorporated property to seek annexation. Rather, recommendation No. 6 on Page II-3 of the General Plan encourages the City

to "Annex that portion of the study area where city services can be provided,"

b. Development - Development of the subject property (and surrounding) properties will be primarily related to the attractive forces of the market. Should market pressures "demand", development in the area will occur with or without annexation, subject to decisions made within the political process.

H. Organizations and Persons Consulted

In the interest of needless duplication, pertinent references to organizations, persons or publications are noted at the bottom of each impact form in Sec. III-A. These same references are used elsewhere in this report.

I. Water Quality Aspects

The water to be consumed by this project would be purchased from the City of Oxnard. It is their responsibility that the water quality will meet all applicable state standards. Sewerage discharged from the project into the public sewer will be monitored and disposed of by the Department of Public Works, in accordance with the applicable State Water Quality Control Standards.

ETi Corporation

Project Staff

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