DRAFT

ENVIRONMENTAL IMPACT REPORT

E-77-9

STANDARD PACIFIC-VENTURA

Z-601
T-2854

Prepared by:

City of Oxnard
Planning Department
305 West Third Street
Oxnard, California 93030

October 5, 1977

1 access to 40 units

Drainage NE to SW ?
See P 39

Red area

police want open on 3 sides

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I. PURPOSE OF THE REPORT

This Environmental Impact Report has been prepared in accordance with the State Secretary of Resources' guidelines for implementing the California Environmental Quality Act of 1970 (CEQA), as amended through January of 1977, and in accordance with Ordinance 1470 and Resolution 6179 of the City of Oxnard.

The EIR is an informational document only and any conclusions which it draws are not intended as advocating either approval or denial of the project proposal. This EIR is focused upon areas of potential effects upon the environment, as identified by an initial study (reference Appendix A).

II. PROJECT DESCRIPTION

A. Project Applicant

Standard Pacific-Ventura
32123 Lindero Canyon Road, Suite 212
Westlake Village, California 91361

B. Project Location

The project occupies a 7.8 acre site in Neighborhood No. 4 of the Central community. It lies east of Edelwiess Street and south of the Orchard Lane condominium development. The general location is shown on Figure-1.

C. General Description

The project proposes the development of 41 single family lots on the 7.8 acres. This requires City approval of a zone change from C-R (Community Reserve) to R-1 and a subdivision map. The subdivision pattern is shown in Figure-2.

Approximately 28% of the land will be dedicated as streets while the remainder is divided into lots of approximately 6000 square feet. The structures are proposed to be wood frame stucco houses between 1300 and 1800 square feet. The developer states that the houses will be offered for between $45,000 and $60,000 (July 1977 dollars). Perspective sketches of typical units are displayed in Figure-3.

Assuming that the occupancy of dwelling units provided by the project is similar to other single family houses in Oxnard, there will be a project population of 154.

Lots 1 through 8, as shown on the proposed Tentative Tract Map, are presently owned by the City and were originally intended for park purposes. This land will be obtained by the developer in return for title to an 80 foot strip on the east side of a planned park at the rear of lots 32 through 41, and the developer's abandonment of an access easement which he now holds through the proposed park, approximately on the Erica Place alignment. This land exchange is anticipated by the project proponent and is integral to both the project and planned park configuration.

D. Project Objectives

"Standard Pacific's objective is to provide homes for middle income families in well defined attractive communities with good stable economies, and to realize a reasonable profit".[1]

The development of the project at this time is justified by the proponent on three accounts. First, there is a substantial preference on the part of the homebuying public for single-family detached housing. Secondly, a favorable money market exists at this time for financing residential projects of this type. Third, delays would tend to escalate costs and place the houses into a higher price range, thus eliminating some people from the housing market.[2]

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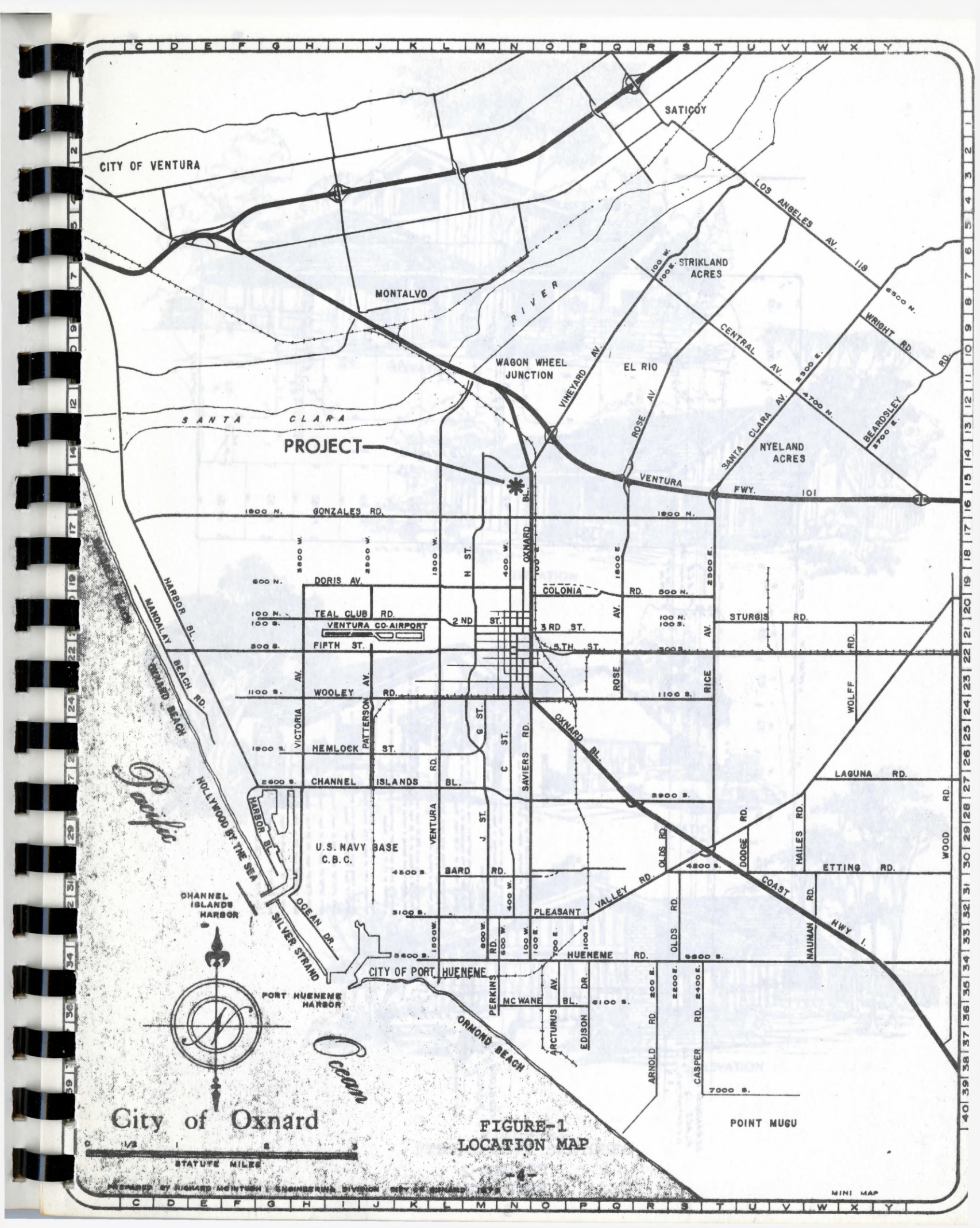
[1] Paul A. Starke, President, Standard Pacific-Ventura, letter to the City of Oxnard, dated April 21, 1977.

[2] Ibid. These justifications are expressed by the developer and do not necessarily reflect the opinions of the City.


SATICOY
CITY OF VENTURA
MONTALVO
RIVER
LOS ANGELES AV.
118
STRIKLAND ACRES
WAGON WHEEL JUNCTION
EL RIO
VINEYARD AV.
ROSE AV.
CENTRAL AV.
WRIGHT RD.
BEARDSLEY RD.
SANTA CLARA AV.
NYELAND ACRES
SANTA CLARA
PROJECT
VENTURA FWY. 101
GONZALES RD.
DORIS AV.
TEAL CLUB RD.
VENTURA CO. AIRPORT
FIFTH ST.
WOOLEY RD.
HEMLOCK ST.
CHANNEL ISLANDS BL.
U.S. NAVY BASE C.B.C.
BARD RD.
PLEASANT VALLEY RD.
HUENEME RD.
CITY OF PORT HUENEME
PORT HUENEME HARBOR
CHANNEL ISLANDS HARBOR
OCEAN DR.
SILVER STRAND
ORMOND BEACH
MANDALAY BEACH RD.
OXNARD BEACH
HOLLYWOOD BY THE SEA
HARBOR BL.
N ST.
OXNARD BL.
COLONIA RD.
2ND ST.
3RD ST.
5TH ST.
STURGIS RD.
VICTORIA AV.
PATTERSON AV.
G ST.
C ST.
SAVIERS RD.
VENTURA
J ST.
ROSE AV.
RICE
WOLFF
LAGUNA RD.
OLDS RD.
DODGE RD.
HAILES RD.
WOOD RD.
ETTING RD.
COAST HWY 1.
NAUMAN
PERKINS RD.
MC WANE BL.
ARCTURUS
EDISON DR.
ARNOLD RD.
CASPER RD.
7000 S.
POINT MUGU
Pacific Ocean
City of Oxnard
0 1/2 1 2 3
STATUTE MILES
FIGURE-1
LOCATION MAP
MINI MAP

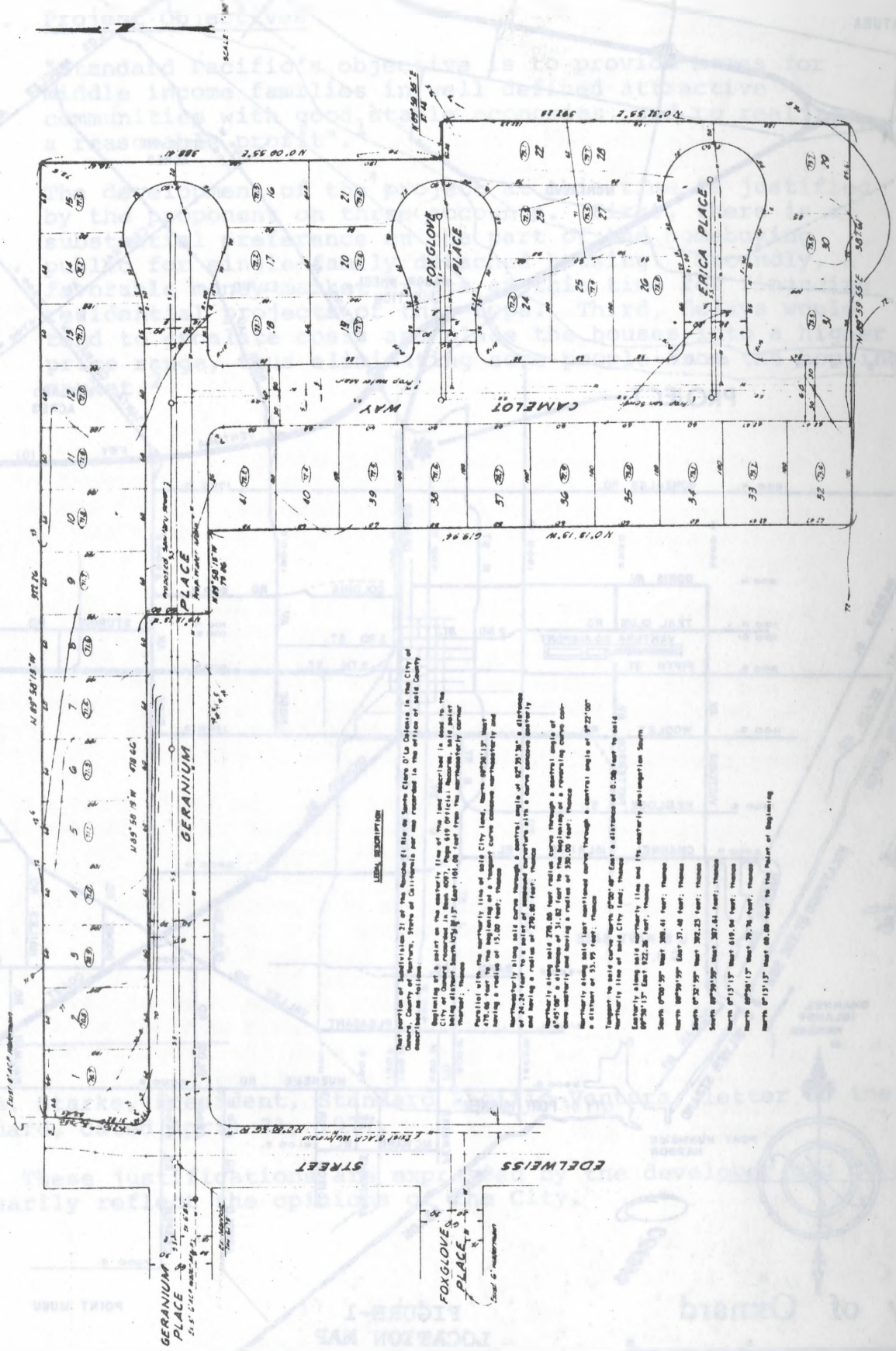
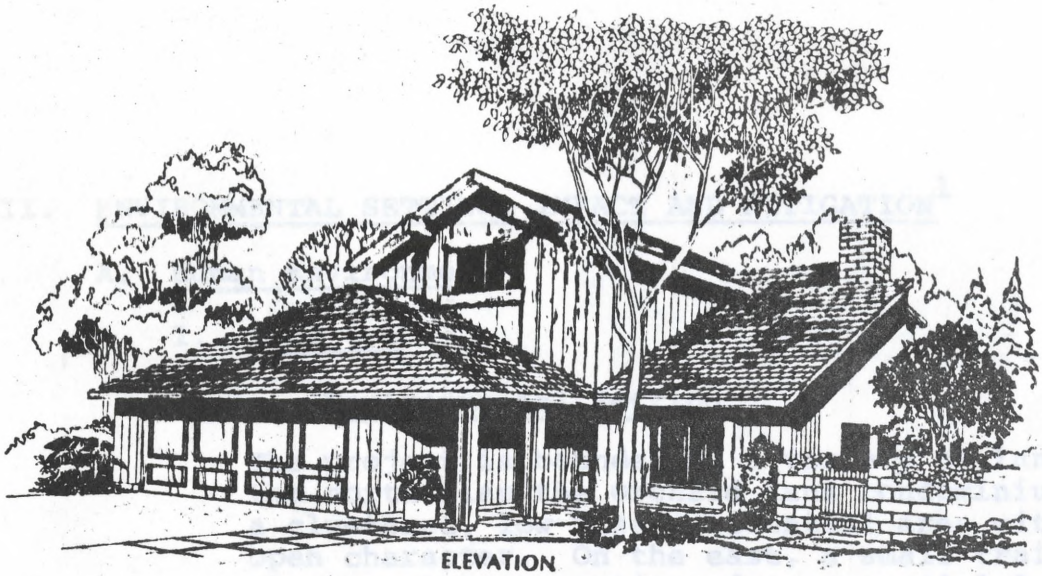
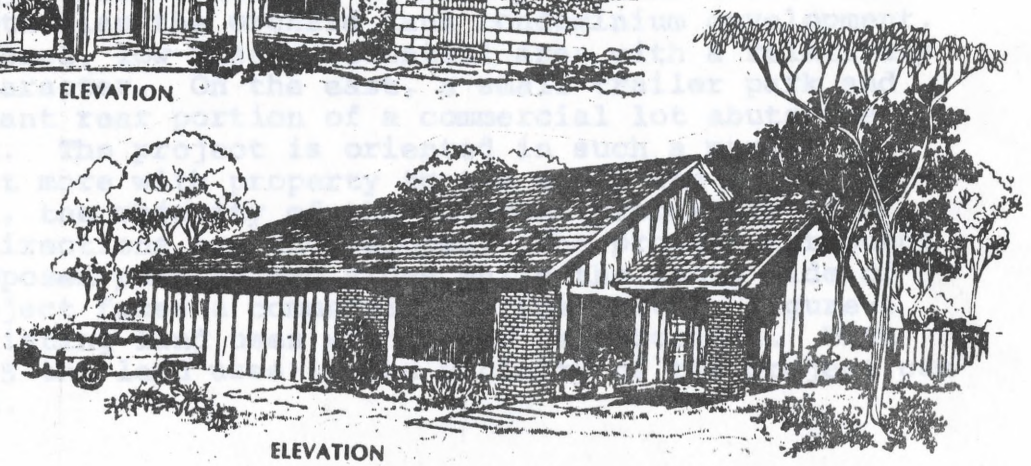
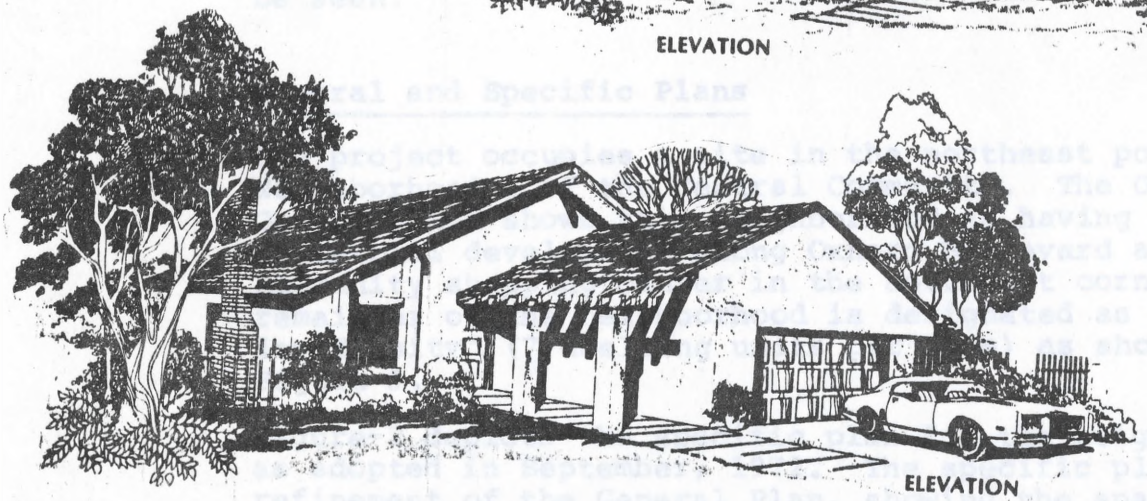


FIGURE-2
SITE PLAN







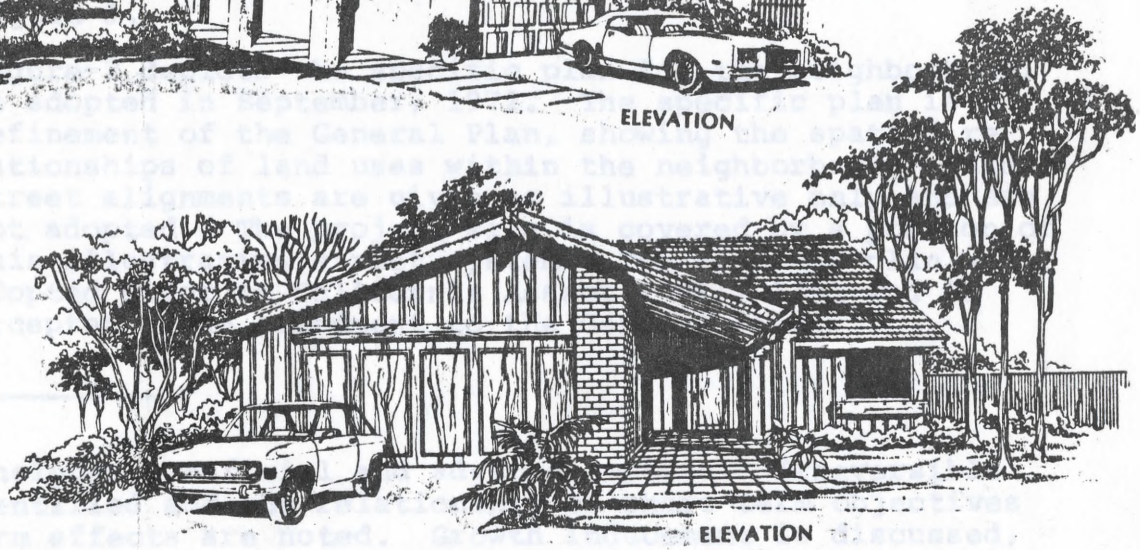


FIGURE-3
PERSPECTIVE SKETCHES

III. ENVIRONMENTAL SETTING, IMPACT AND MITIGATION[1]

A. Human Environment

1. Land Use

a. Environmental Setting

The project is bounded by a variety of land uses. On the north lies the Orchard Lane condominium development, a clustered, low-rise residential area with a relatively open character. On the east, a small trailer park and the vacant rear portion of a commercial lot abuts the project. The project is oriented in such a manner to interact more with property to the south and west. At present, the majority of the adjacent properties in these directions are undeveloped. The project surrounds the proposed park on two sides while the south side of the project faces a commercial citrus grove. Figure-4 maps existing land uses within the neighborhood. With Figure-5 the land uses in the vicinity of the project can be seen.

General and Specific Plans

The project occupies a site in the northeast portion of Neighborhood 4 of the Central Community. The Oxnard General Plan shows this neighborhood as having Highway Commercial development along Oxnard Boulevard and a community shopping center in the southeast corner. The remainder of the neighborhood is designated as "upper low density" (7 dwelling units per acre) as shown on Figure-6.

Figure-7 depicts the specific plan for the neighborhood, as adopted in September, 1972. The specific plan is a refinement of the General Plan, showing the spatial relationships of land uses within the neighborhood. Dashed street alignments are given as illustrative only and are not adopted. The project site is covered by a portion of this illustrative street system. The specific plan was adopted prior to California Assembly Bill 1301 and is accepted as an amendment to the General Plan.

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[1]This section includes beneficial and adverse impacts. Irreversible impacts are identified and the relationship of short term objectives versus long term effects are noted. Growth inducement is discussed, when significant.

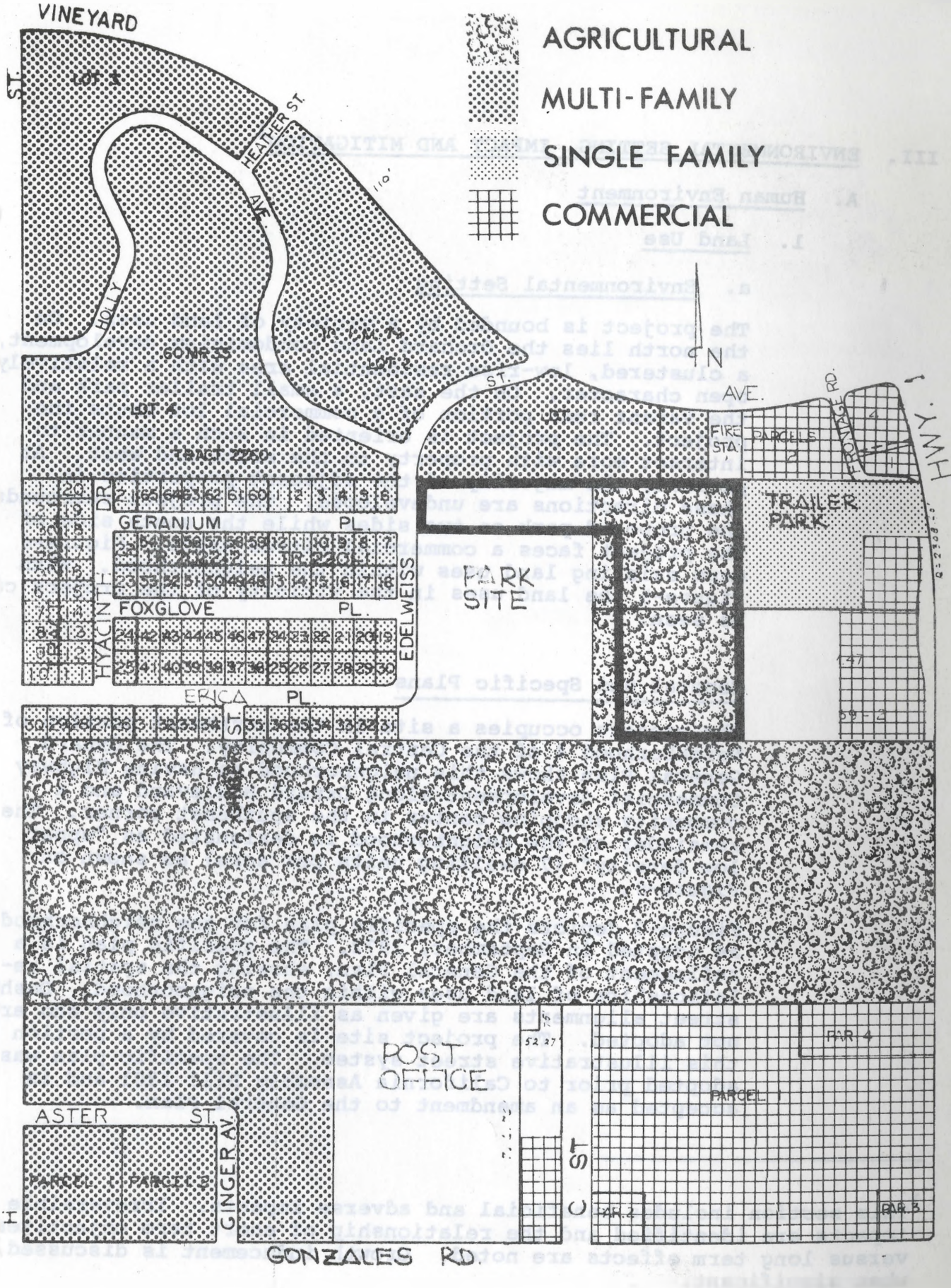


FIGURE-4
EXISTING LAND USE

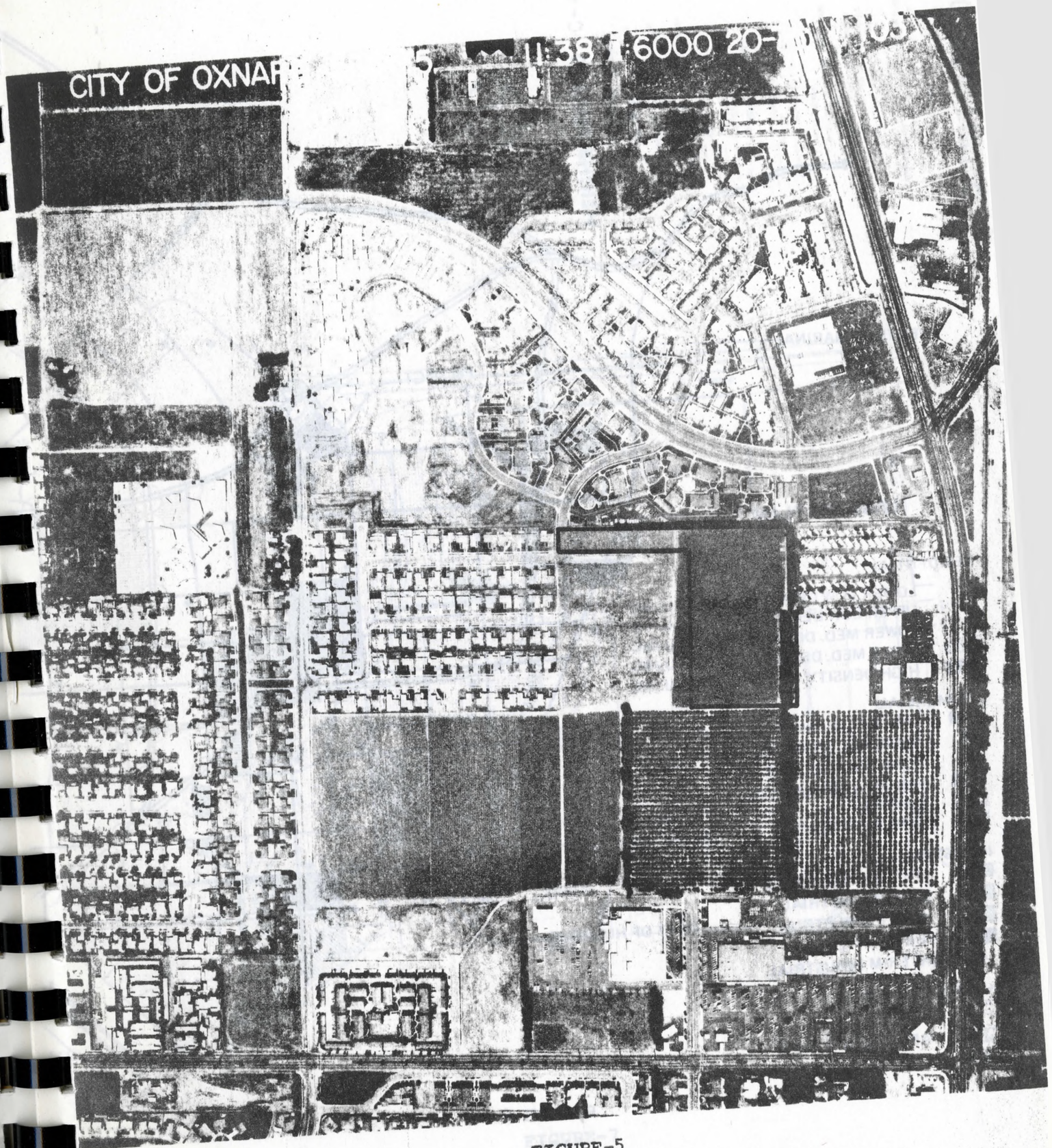


FIGURE-5
PROJECT VICINITY

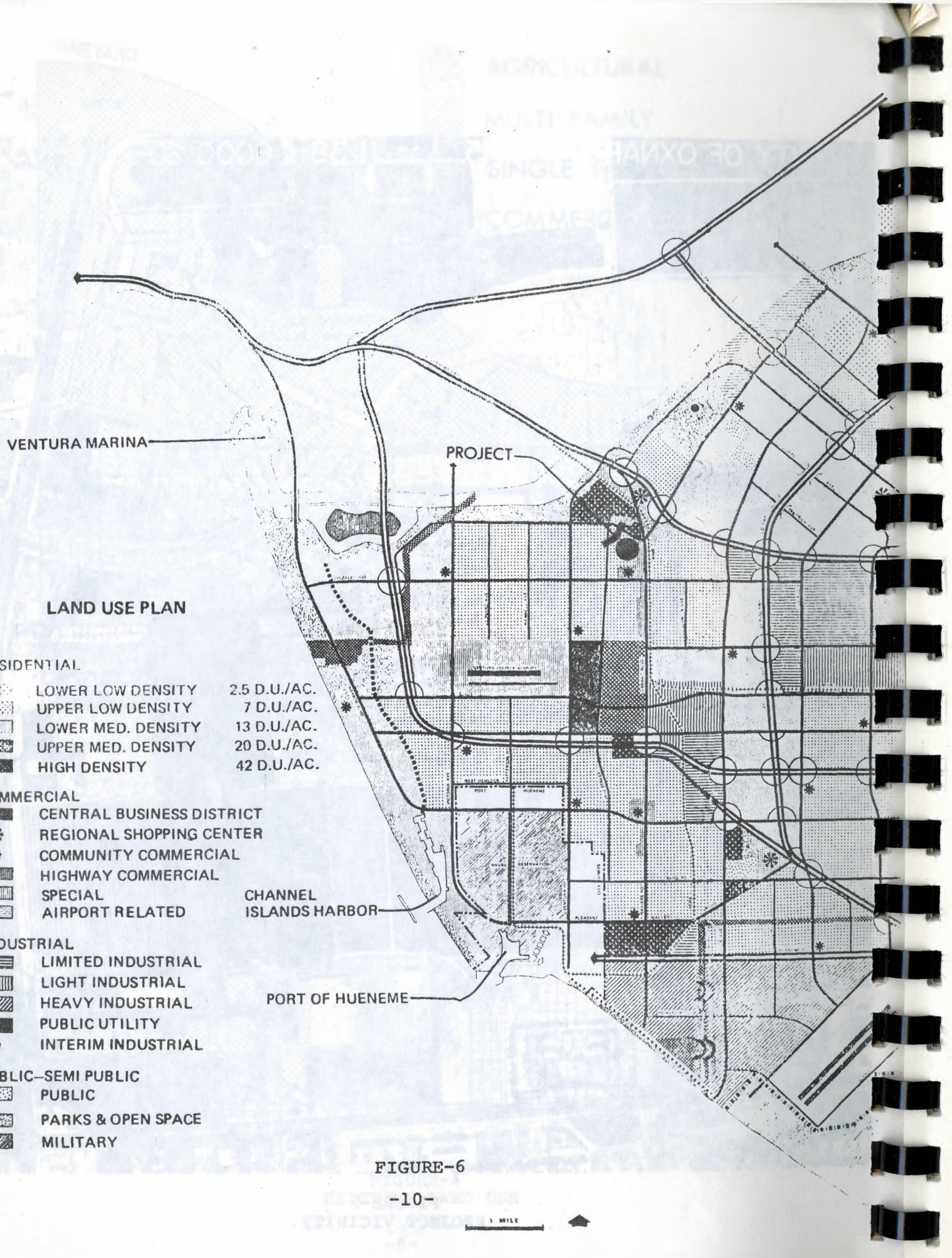
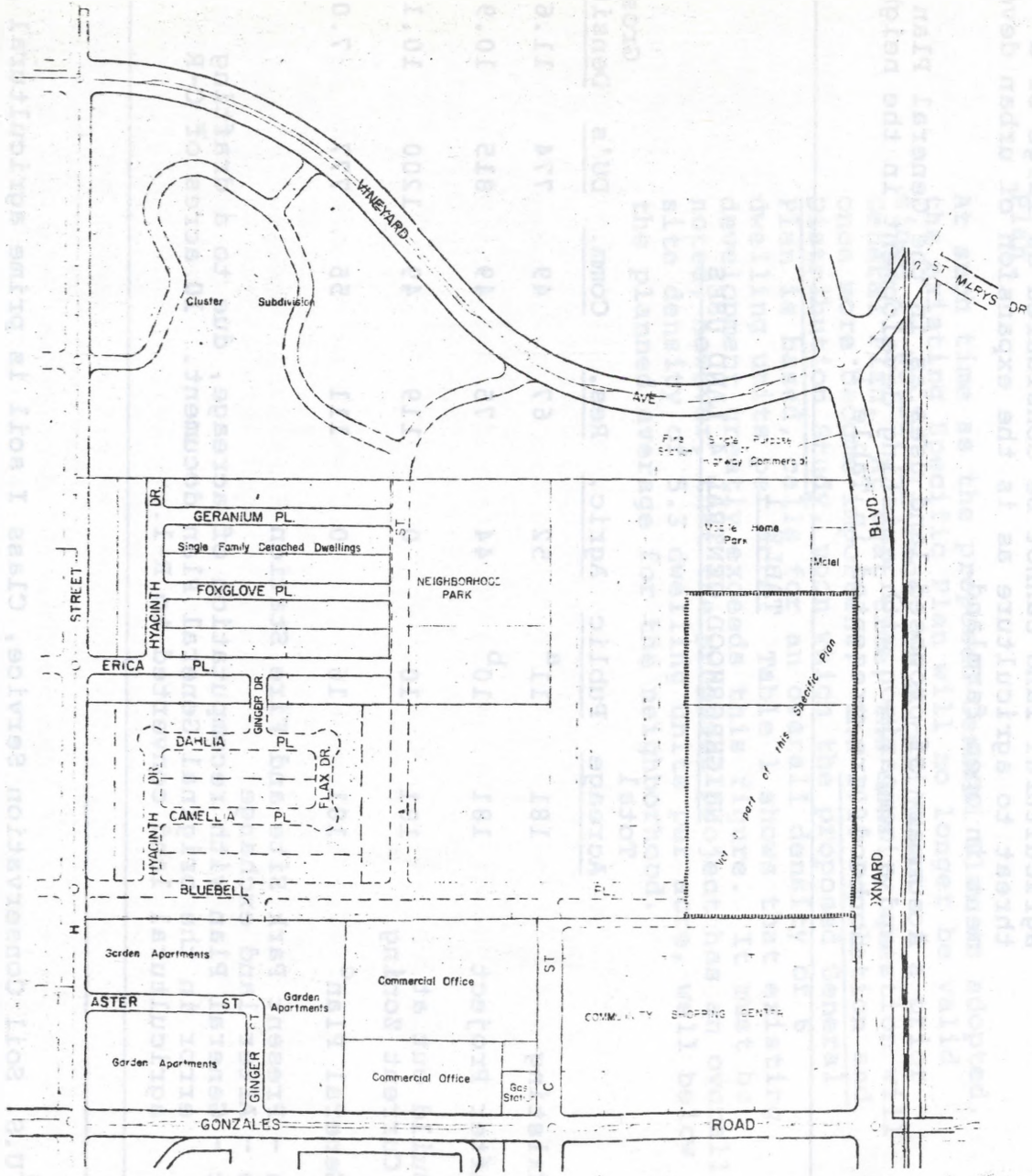

VENTURA MARINA
PROJECT
CHANNEL ISLANDS HARBOR
PORT OF HUENEME
LAND USE PLAN
RESIDENTIAL
LOWER LOW DENSITY 2.5 D.U./AC.
UPPER LOW DENSITY 7 D.U./AC.
LOWER MED. DENSITY 13 D.U./AC.
UPPER MED. DENSITY 20 D.U./AC.
HIGH DENSITY 42 D.U./AC.
COMMERCIAL
CENTRAL BUSINESS DISTRICT
REGIONAL SHOPPING CENTER
COMMUNITY COMMERCIAL
HIGHWAY COMMERCIAL
SPECIAL
AIRPORT RELATED
INDUSTRIAL
LIMITED INDUSTRIAL
LIGHT INDUSTRIAL
HEAVY INDUSTRIAL
PUBLIC UTILITY
INTERIM INDUSTRIAL
PUBLIC–SEMI PUBLIC
PUBLIC
PARKS & OPEN SPACE
MILITARY
1 MILE

FIGURE-6



NEIGHBORHOOD C-4

LEGEND

- CAPITAL LETTERS INDICATE COMPONENTS OF THE CENTRAL PLAN
- lower case letters INDICATE OTHER FEATURES OF THIS PLAN AREA AND ADJACENT

ARTERIALS – PRIMARY / SECONDARY

COLLECTOR STREETS

EXISTING MINOR STREETS

PROPOSED MINOR STREETS

O ACCESS TO NEIGHBORHOODS

Δ APPROVED DRIVEWAYS

175 TOTAL ACRES
7 DWELLING UNITS per RESIDENTIAL ACRE
2475 PROJECTED POPULATION
437 PROJECTED ELEMENTARY PUPILS
238 PROJECTED JUNIOR HIGH PUPILS
160 PROJECTED SENIOR HIGH PUPILS

APPROVED BY CITY PLANNING COMMISSION
DATE AUG 14, 1972 RES. NO. 927

APPROVED BY CITY COUNCIL
DATE SEPT 1972 RES. NO. 6705

SPECIFIC PLAN NO. 5

FIGURE-7
SPECIFIC PLAN

b. Environmental Impact

The project will irreversibly remove 7.8 acres of class I agricultural land from production. Only 4.4% of Ventura County contains class I soils.[1] The average county-wide yield of field crops was 13.81 tons per acre with an average gross crop value of $224.47 per ton.[2] The project site would have an average yield of 108 tons and a mean annual gross agricultural income of $24,180, however, the long term agricultural use of the site may not be economically viable. The loss of agricultural acreage cannot be mitigated. However, the infilling of areas with residual agricultural land cannot be considered as large of a threat to agriculture as is the expansion of urban development in open farmland.

A summary of proposed land uses as in the General Plan and a comparison with existing development in the neighborhood, are presented in Table 1.

TABLE 1

NEIGHBORHOOD CENTRAL 4 LAND USES

	Total Acreage	Public	Agric.	Res.	Comm.	DU's	Gross Density
Existing	181	11[a]	52	67	49	774	11.6
After Project	181	10[b]	44	75	49	815	10.9
Build out at Current Zoning	181	10	0	119	49	1200	10.1
General Plan[c]	181	16	0	111	55	777	7.0

a - Present Park Site and Fire Station
b - After land exchange
c - General Plan with recomputation of acreage, due to a drafting error in the original General Plan document. 10 acres of C-R agricultural land converted to R-1.

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[1] U.S. Soil Conservation Service, Class I soil is prime agricultural soil with few limitations on agricultural use.

[2] Ventura County Agricultural Crop Report 1975. The yield on Class I soil is probably somewhat higher.

The project is not in conformity with the adopted Specific Plan for neighborhood Central 4, in regard to the park site. The Specific Plan does not reflect the land exchange which is integral to the proposed project. The land use for the majority of the site is shown on the Specific Plan as low density, single family dwelling units, to which the project is consistent. Since the Specific Plan amended the General Plan, any inconsistency must be found in the Specific Plan. Therefore, the higher than planned densities, shown on Table 1 are of academic interest only, the density question is superceded by the adopted Specific Plan.

At such time as the proposed General Plan is adopted, the existing Specific Plan will no longer be valid since it would, in fact, be a refinement of a prior General Plan. At that time, the density question will once more become important. The 1990 Population and Distribution Study, upon which the proposed General Plan is based, calls for an overall density of 6 dwelling units per acre. Table 1 shows that existing development greatly exceeds this figure. It must be noted, however, that the proposed project has an overall site density of 5.3 dwelling units per acre, well below the planned average for the neighborhood.

The Neighborhood Park Issue

A local standard of 2.5 acres of neighborhood park per 1000 population has been set.[1] Using a current population of 92,000, this indicates a need for 230 acres of neighborhood parks in Oxnard.

The Oxnard General Plan and the Parks and Recreation Element allocates 6 acres of the neighborhood for park purposes; however, the City has acquired a parcel of approximately 9 acres for which an approved park design exists.

The General Plan also allocates a 10 acre school site to the neighborhood. Although it is not specifically sited on the adopted Specific Plan, draft versions show a school site south of the park. The omission may have been the result of a drafting error on the adopted plan.

The fact that a significant part of the neighborhood is marked "Not a Part" on the Specific Plan, the omission of the school site from the adopted plan, and the fact that the City has never reserved a school site on behalf of the Rio School District, makes the examination of planned uses difficult. Enough irregularities exist in the record to prevent precise conclusions in this regard.

The 8.953 acres owned by the City of Oxnard and held for park purposes (including access easement), will be reduced to 8.184 acres under the proposed land exchange. The existing park configuration which is bisected by an access easement, is considered to be less usable than the proposed configuration. The net loss 0.77 acres of City land is considered to be outweighed by the overall improvement to the usability of the park site.

With the removal of the easement across the park and with the street improvements provided on the north side, the development of the park site is facilitated. Its completion and the continued development of the interior of the neighborhood, which the project represents, increases the likelihood of the development of the remaining agricultural land. This is due to the fact that the park represents a signficant residential amenity and the project provides street alignments and infrastructural links to the south. Also, it has been reported in the past that residential development adjacent to producing agricultural land, causes increased vandalism and crop loss due to theft. The combination of these impacts has a minor growth inducing effecting, in encouraging the conversion of crop land.

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[1] Oxnard 2000: General Plan, Parks and Recreation Element, pg. II-112.

Table 2 shows the relationship of the General Plan neighborhood park standards to existing land in Oxnard. Since it shows that the City has achieved only 66% of its own standard, the loss of 0.77 acres of park land is a greater impact.

TABLE 2

PARK STANDARDS AND ACREAGES

	Neighborhood Parks (In Acres)	Other Parks[1] (In Acres)
Standard	230	690
Existing Developed or Developing[2]	110	21[3]
Existing Undeveloped[2]	41[5]	274[4]
Total Existing Parks as a Percentage of the Standard	66%	43%

c. Mitigation

The inconsistencies of adopted general and specific plans and existing development, in regard to density and a school site can be rectified by a thorough neighborhood analysis and appropriate revisions. Should this be attempted prior to the approval of this project, a further range of options will be available to the City.

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[1] Includes 2.5 acres/1000 population for Regional Parks and beaches. Also includes 5 acres/1000 population for City and Community parks as defined in the Parks and Recreation Element, pg. II-111.

[2] Ray Thurston, Oxnard Parks Department, May 20, 1977.

[3] Community Center Park.

[4] Includes 144 acre golf course, 50 acre Petit Park site and 80 acre Beach Park.

[5] Includes project related park.

2. Transportation

a. Environmental Setting

The project is located within one mile of the Vineyard Avenue interchange with U.S. 101, and approximately 300 feet west of State Highway 1. The project site, however, does not have frontage on either Vineyard Avenue or State Highway 1, but will have easy access to the Vineyard Avenue arterial by way of Edelweiss Street. This will form a primary off-site access point for project residents. The second primary access point is on "H" Street by way of Erica Place. A minor route would be the Holly Avenue - Heather Street system within the condominium project to the north. The utility of this latter route is discounted due to the excessive travel times involved relative to the primary routes.

Traffic capacities were computed for locations along the two primary access paths of Erica/"H" Street and Edelweiss/Vineyard Avenue. In general, the determination of critical capacities for secondary and arterial streets is measured at the approaches to major intersections. The limiting factor here is the presence of turning movements and the amount of greentime in the signalization of the critical intersections.

Capacities for the intersection approaches are determined for the following formula:[1]

$C = C_f \times A_{loc} \times A_g \times A_{tm} \times A_t$, where,

C = Adjusted 2-way capacity

C_f = Fundamental capacity determined graphically

A_{loc} = Locational adjustment factor

A_g = Percentage of 2-way greentime for each signal

A_{tm} = Turning movement adjustment factor

A_t = Truck and bus adjustment factor

[1] City of Los Angeles, EIR Manual, Appendix T-A, 1975

Figure-8 was used to find fundamental capacities. The adjusted two-way hourly capacity for "H" Street at the Gonzales approach is found to be 670 vehicles per hour.[1] The capacity of Vineyard Avenue at the State Highway 1 approach is found to be 1295 vehicles per hour.[2]

Measured traffic volumes were taken on Vineyard Avenue, east of Edelweiss in late February, 1976. "H" Street was monitored earlier, in December, 1975. The location of the measurements is plotted on Figure-9. The Vineyard Avenue location had an Average Daily Traffic (ADT) of 8363 over the four lane arterial. A measured peak occurred between 6 and 7 p.m. at 79 vehicles per hour. The "H" Street location yielded an ADT of 9052 for the two lane street and a measured peak between 5 and 6 p.m. of 837 vehicles per hour.

When the measured traffic volumes during peak hours are compared to capacities, as in Figure-10, it can be seen that the "H" Street approach to Gonzales is over-capacity from 3:00 p.m. to 7:00 p.m. on the average. The maximum traffic volume is 125% of the estimated capacity.

Figure-10 also shows that the Vineyard Avenue approach to State Highway 1 has ample reserve capacity at all hours. Peak two-way volumes account for only 60% of present capacity. Although no analysis was made of the eastern Vineyard approach to State Highway 1, a field survey of this area indicated that the results of the above analysis would probably not hold true for the east approach. Vineyard Avenue, on the east side, serves as the major connector for State Highway 1 - U.S. 101 for through-traffic within the City of Oxnard.

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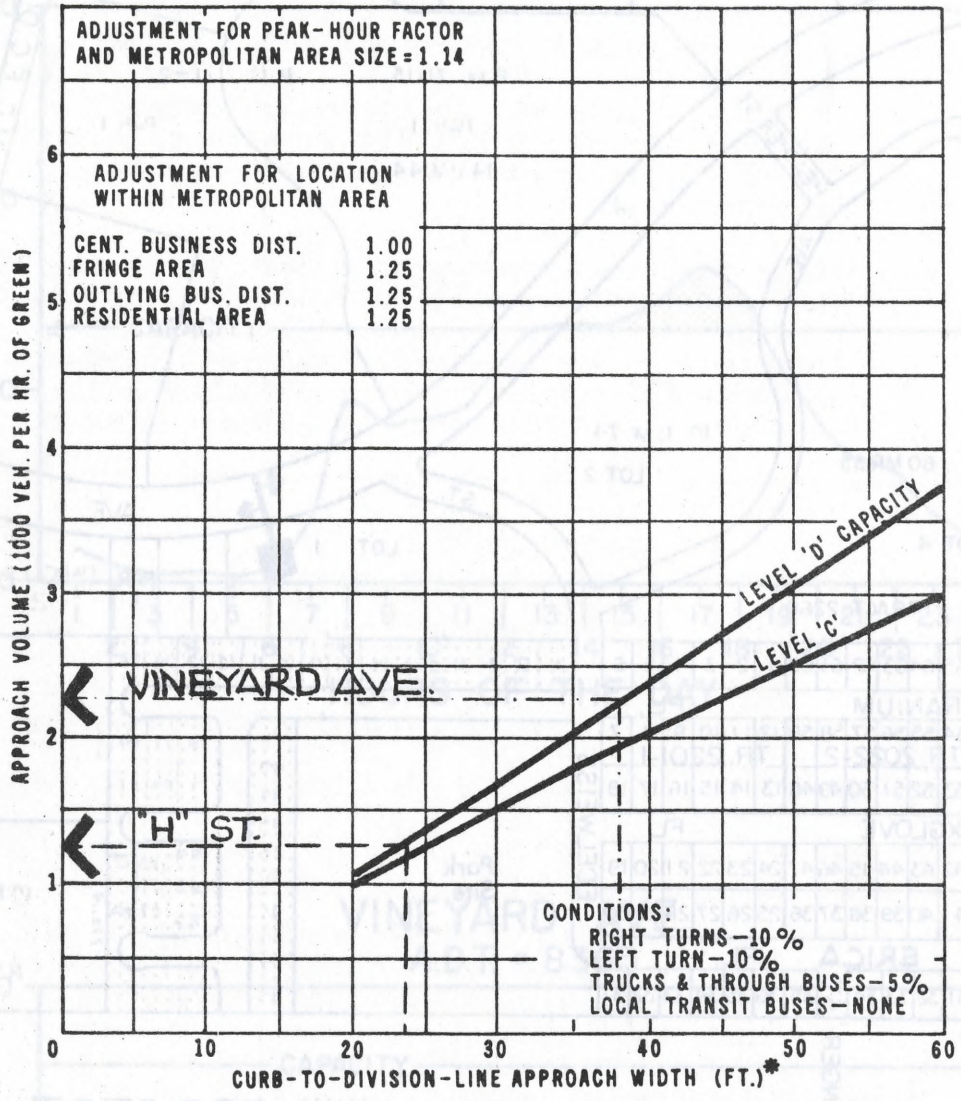
[1] The following measurements were taken: curb to division line approach width = 24 feet, greentime = 30%, residential locational adjustment = 1.25, truck level = 0 (factor 1.05), turning movements within assumed levels. All capacities are "D-Level" capacity where some congestion occurs.

[2] The following measurements were taken: curb to division line approach width = 38 feet, greentime = 50%, outlying business district locational adjustment = 1.25, truck travel within assumed levels, turning movements 30% or higher (factor 0.9).



FUNDAMENTAL CAPACITY CHART: URBAN INTERSECTION APPROACH SERVICE VOLUME, IN VEHICLES PER HOUR OF GREEN SIGNAL TIME, FOR TWO-WAY STREETS WITH PARKING.

** APPROACH WIDTH INCLUDES THE TOTAL WIDTH OF THE APPROACH PAVEMENT, INCLUDING ANY PARKING LANES PRESENT BUT EXCLUDING ANY SEPARATE LEFT-TURN, OR RIGHT-TURN LANES.*

FIGURE-8

FUNDAMENTAL CAPACITY CHART

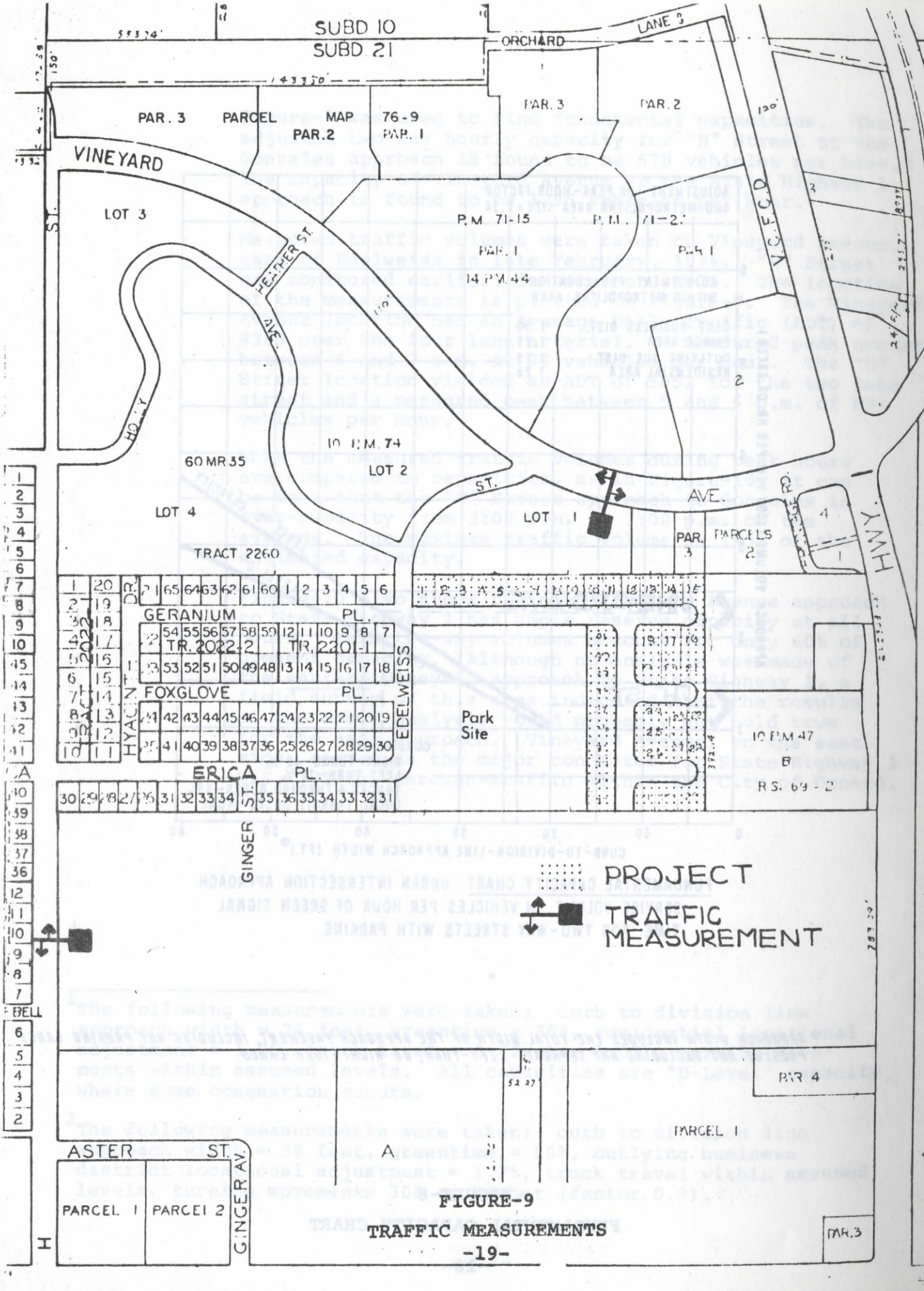
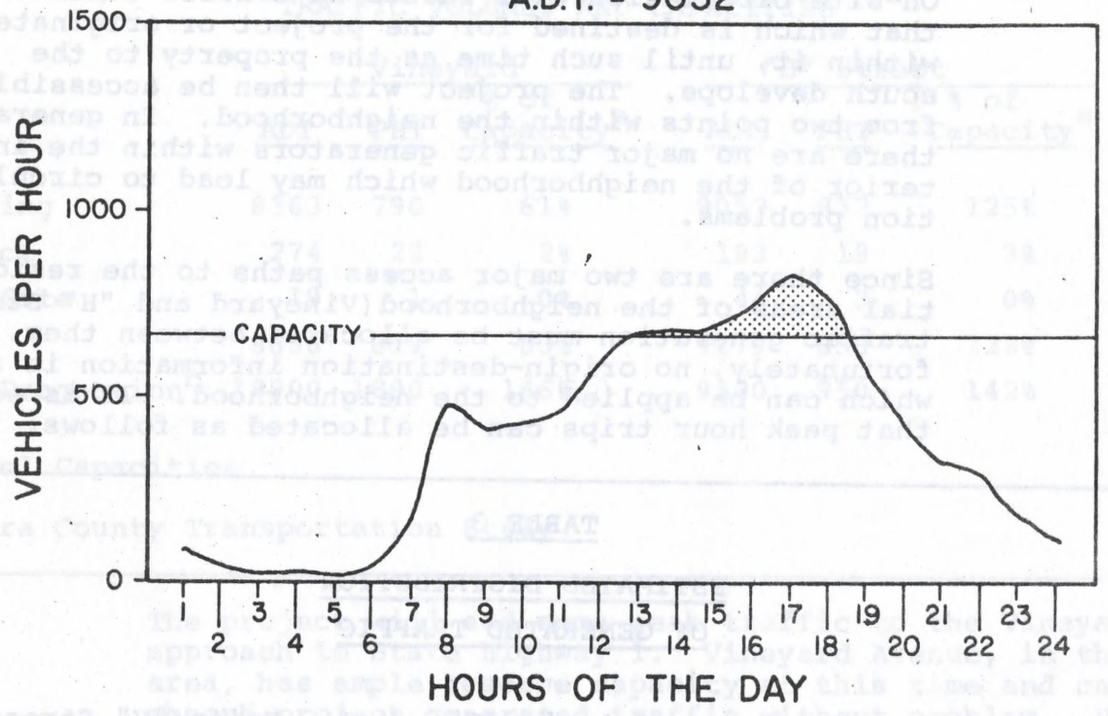


FIGURE-9

TRAFFIC MEASUREMENTS



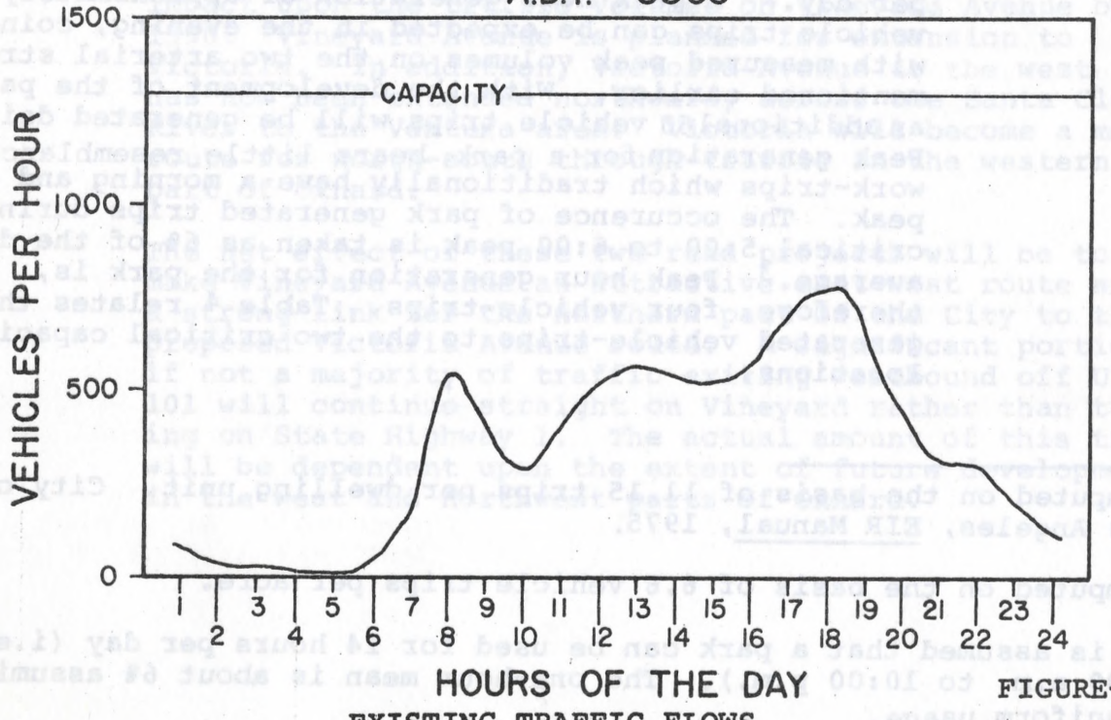


FIGURE-10
EXISTING TRAFFIC FLOWS

b. Environmental Impact

On-site circulation will induce no traffic other than that which is destined for the project or originates within it, until such time as the property to the south develops. The project will then be accessible from two points within the neighborhood. In general, there are no major traffic generators within the interior of the neighborhood which may lead to circulation problems.

Since there are two major access paths to the residential areas of the neighborhood (Vineyard and "H" Street), traffic generation must be allocated between them. Unfortunately, no origin-destination information is available which can be applied to the neighborhood. It is estimated that peak hour trips can be allocated as follows:

TABLE 3

ESTIMATED DISTRIBUTION OF GENERATED TRAFFIC

	Edelweiss/Vineyard	Erica/"H" Street
Project	60%	40%
Park Site	30%	70%

The project will generate an average of 457 vehicle trips per day.[1] A peak hour generation of approximately 46 vehicle trips can be expected in the evening, coinciding with measured peak volumes on the two arterial streets mentioned earlier. With the development of the park site, an additional 60 vehicle trips will be generated daily.[2] Peak generation for a park bears little resemblance to the work-trips which traditionally have a morning and evening peak. The occurence of park generated trips during the critical 5:00 to 6:00 peak is taken as 6% of the daily average.[3] Peak hour generation for the park is, therefore, four vehicle-trips. Table 4 relates the generated vehicle-trips to the two critical capacity locations.

[1] Computed on the basis of 11.15 trips per dwelling unit. City of Los Angeles, EIR Manual, 1975.

[2] Computed on the basis of 6.6 vehicle trips per acre.

[3] It is assumed that a park can be used for 14 hours per day (i.e., 8:00 a.m. to 10:00 p.m.). The one-hour mean is about 6% assuming a uniform usage.

TABLE 4

TRAFFIC VOLUMES AND CAPACITIES

	Vineyard			"H" Street		
	ADT	PHT	% of Capacity[a]	ADT	PHT	% of Capacity[a]
Existing	8363	790	61%	9052	837	125%
Project	274	28	2%	183	18	3%
Park Site	19	1	0%	44	3	0%
Total	8656	819	63%	9279	858	128%
1990 Projection[b]	18900	1890	146%	9500	950	142%

[a]D-Level Capacities

[b]Ventura County Transportation Study

The project will add some peak traffic to the Vineyard approach to State Highway 1. Vineyard Avenue, in this area, has ample reserve capacity at this time and can absorb project generated traffic without problem. Peak hour congestion on "H" Street at the Gonzales approach will be incrementally worsened by the project. The effect of this will be a probability of increased retention time at the intersection and possible stacking outside of the left-turn bay.

Two major road projects are planned which will have an impact upon the traffic volumes on Vineyard Avenue by 1990. Vineyard Avenue is planned for extension to Victoria. In addition, Victoria Avenue to the west has now been extended northward, across the Santa Clara River to the Ventura area. Victoria will become a major route for north-south through-traffic in the western part of Oxnard.

The net effect of these two road projects will be to make Vineyard Avenue an attractive east-west route and a strong link for the northern part of the City to the proposed Victoria Avenue route. A significant portion, if not a majority of traffic exiting westbound off U.S. 101 will continue straight on Vineyard rather than turning on State Highway 1. The actual amount of this traffic will be dependent upon the extent of future development in the west and northwest parts of Oxnard.

c. Mitigation

1. On-street parking on "H" Street may be further restricted in the vicinity of Gonzales Road during peak hours.

2. Signalization at the "H" Street - Gonzales Road intersection may be improved to reflect changing volumes.

3. Public transit may be provided within 0.5 miles of the project since none exists at present.

It can be surmised that these mitigation measures will not solve the projected off-site traffic problems, and the project will, in fact, contribute toward their occurrence.

3. Police Services

a. Environmental Setting and Impact

The City of Oxnard has a Police Department of 104 full time officers. This gives a manpower ratio of 1.16 officers per 1000 population. That ratio is approximately half of the national average of 2.5.

Public parks can provide special policing problems. They can serve as a setting for juvenile crime, gang related problems, and drug traffic. They have been a frequent setting for night time assults in some urban areas. In some locations, these activities preclude intended recreational use of the park.

The Oxnard Police Department states that adequate service can be provided to the project and that no direct impact is felt by the Department. However, the cumulative effect of this project and other residential projects will necessitate an increase in the number of officers in order to provide adequate service to the entire jurisdiction.[1]

The park is not a cause of criminal behavior though it may be a location for such behavior. There is no evidence to suggest that such activities will occur at the project associated park site; however, the design of the facility may be such that it impedes detection and enforcement efforts by the local police. No site plan for development of the park can be applied to the present proposal[2], but the project makes the east side inaccessible to police. The Police Department recommends that the park be so designed as to have three observable and approachable sides rather than two. The project precludes this objective over the short-term, although an open southerly side could be achieved when that portion of the neighborhood is developed.[3]

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[1] A memorandum of the Department, dated May 9, 1977, appears in Appendix IV.

[2] The existing plan does not consider the existing easement or the proposed land exchange.

[3] A modified project which can meet this objective appears in Section IV. A residential development proposed south of the park has been recently filed with the City.

b. Mitigation

1. Alternative designs which will meet policing objectives relating to the park are identified in Section IV.

2. A comprehensive manpower planning program on the part of the Oxnard Police Department could be instituted, which would determine manpower needs now and in advance of the cumulative effect of new development, and deploy resources in the most effective manner.

4. Fire Services

a. Environmental Setting and Impact

The City maintains a fire station on Vineyard Avenue north of the project. The station normally has two pumper-type vehicles and can respond to the project site within 3 minutes.

A Class III fire insurance rating has been given to the entire City. Fire flow measurements have been taken in the general area of the project at three locations. These are plotted on Figure-8 as are the location of the primary responding fire station and the Oxnard police station. Fire flows were 4500, 8100, and 4800 gallons per minute at the three locations.[1] The proximity of the Vineyard Avenue fire station means that response times will be rapid. A minimum fire flow of 1500 gallons per minute is recommended for residential areas by I.S.O. and this should be easily attainable based upon the measurements taken in the general area.

b. Mitigation

None indicated.

[1] Insurance Services Organization Report, April 12, 1976.

5. School Systems

a. Environmental Setting

The project is in the Rio School District and the Oxnard Union High School District. The Oxnard Union High School District reports that all five of its schools are over-capacity during the 1976-77 school year. Project residents will attend Rio Mesa High School, the smallest facility within the district. It is located off of Central Avenue in the El Rio area, approximately 4 miles from the project. Bus transportation will be provided at no cost to project residents since they are over 2-1/2 miles from the school.

Rio Mesa High School has a designed capacity of 1400 pupils while enrollment during the 1976-77 school year was 1640. Some time ago, the district instituted staggered sessions to stretch available facilities, but overcrowding persists as an area-wide problem. Expansion of classroom space at the 50 acre Rio Mesa High School has been proposed by the district, but no funding has been found. Most school districts in the State of California have experienced problems in funding capital projects and in operational funding in the past few years, even in cases where the need for new facilities is critical.

The Rio School District has not been troubled by chronic demand for additional space. Children of project residents will attend El Rio School on Vineyard Avenue for kindergarten through 6th grades. This facility has a capacity of 570 and a current enrollment of 372. It is approximately 1 mile from the project as shown on Figure-11. The Rio Del Valle School will serve project students in grades 7 and 8. This facility has a capacity of 550 and a present enrollment of 450. Its location can be seen as the intermediate school on Figure-11.

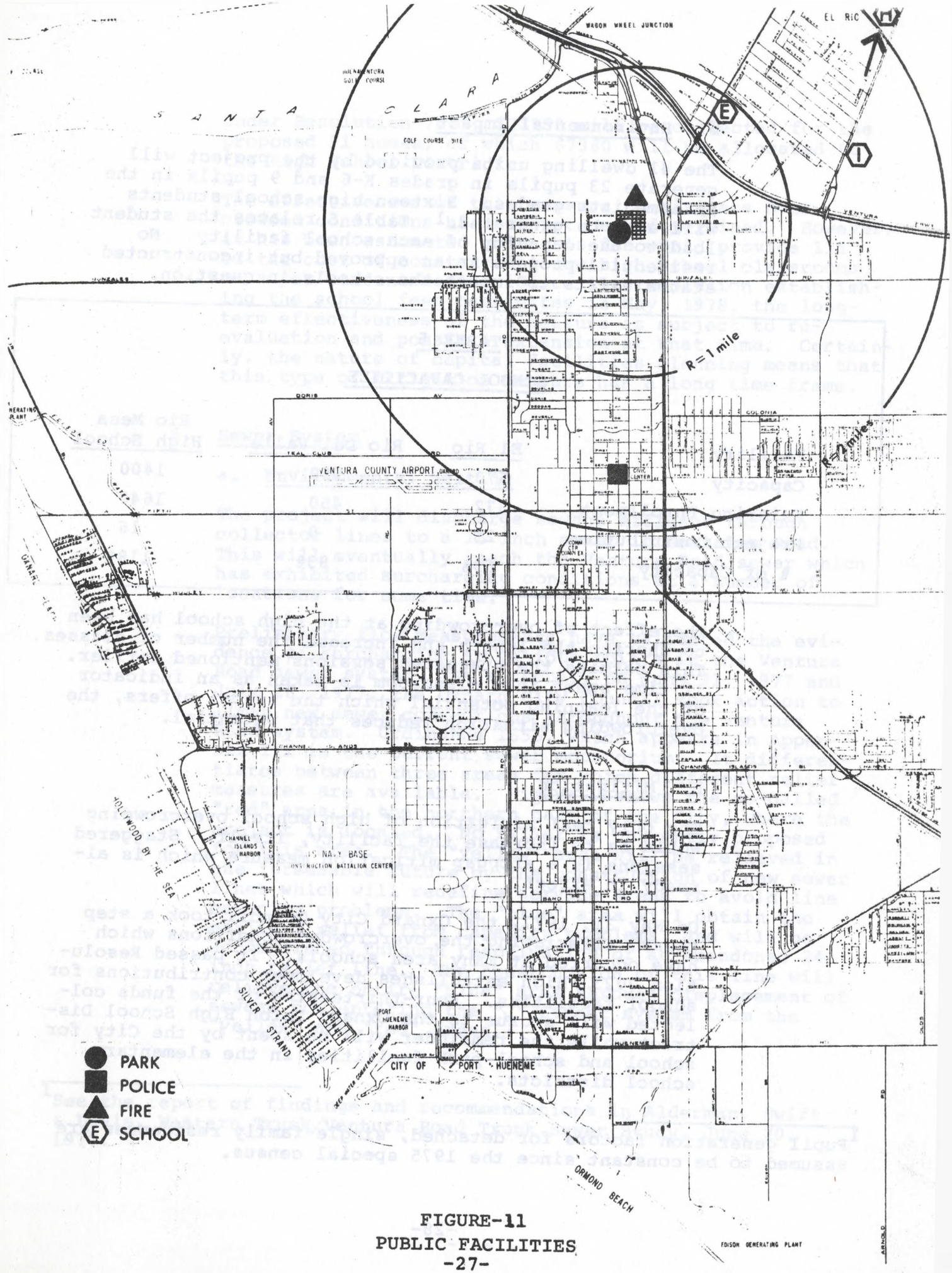

FIGURE-11
PUBLIC FACILITIES

b. Environmental Impact

The 41 dwelling units provided by the project will generate 23 pupils in grades K-6 and 9 pupils in the intermediate grades. Sixteen high school students will also be generated.[1] Table 5 relates the student load to the capacity of each school facility. No residential project in an approved but inconstructed status exists to impact the schools in question.

TABLE 5

SCHOOL CAPACITIES

Facility	El Rio	Rio Del Valle	Rio Mesa High School
Capacity	570	550	1400
Existing Enrollment	372	450	1640
Project Contribution	23	9	16
% of Capacity	69%	83%	118%

The effect of overcrowding at the high school has been to shorten the length and increase the number of classes. This permits the staggered sessions mentioned earlier. If time spent in a classroom is taken as an indicator of the learning potential which the school offers, the overcrowding situation reduces that potential.

c. Mitigation

The only real mitigation of high school overcrowding would be to increase the facility, itself. Staggered sessions is a stopgap mitigation measure which is already in effect.

On May 31, 1977, the Oxnard City Council took a step toward alleviating the overcrowded conditions which have occurred at many area schools. It passed Resolution 7023 which establishes developer contributions for school facilities. Four-thirteenths of the funds collected will accrue to the Oxnard Union High School District while the remainder will be spent by the City for school and school-park facilities in the elementary school districts.

[1] Pupil generation factors for detached, single-family residences are assumed to be constant since the 1975 special census.

Under Resolution 7027, $23985 will be collected for the proposed 91 homes, of which $7380 will be allocated to the High School District.

The effectiveness of this measure to mitigate overcrowded conditions has not yet been determined. However, it has been estimated that this fee would provide 11% of the cost of constructing new high school classrooms on a per student basis. Since the resolution establishing the school fees terminates in May, 1978, the long-term effectiveness of the measure is subject to re-evaluation and possible extension at that time. Certainly, the nature of capital facilities planning means that this type of mitigation measure has a long time frame.

6. Sewer System

a. Environmental Setting

The project will discharge sewage effluent through collector lines to a 15 inch sewer in Gonzales Road. This will eventually reach the Ventura Road sewer which has exhibited surcharging conditions at a number of locations for some time.

Preliminary flow measurements have validated the evidence of surcharging at various points in the Ventura Road sewer system. As a result, on June 21, 1977 and July 26, 1977, the Oxnard City Council took action to limit new sewer connections throughout the Ventura Road system. Ordinance 1655, which appears in Appensix III is the current sewer moratorium. It differentiates between three areas for which different relief measures are available. Figure-12 shows the so-called "red" area in the northern part of the City, where the project is located. No relief is currently proposed for this area. The "yellow" area will be relieved in the forseeable future by the construction of new sewer lines which will redefine service areas to avoid line capacity problems. The "blue" area will obtain the earliest relief from capacity problems, and will be accomplished through reactivation of an abandoned 24 inch relief line. The construction of this line will relieve the entire "blue" area through displacement of sewage now entering the "J" Street system from the "yellow" and "red" areas.[1]

[1] See the report of findings and recommendations in Alderman, Swift & Lewis, Western Truck/Ventura Road Trunk Sewer Study, June 20, 1977.

Effluent from the project will be ultimately conveyed to the Oxnard Wastewater Treatment Plant. This facility provides primary treatment which consists of settling tanks and skimming devices which remove most settleable solids, grease and oil. Effluent is pumped through a 30-inch and 48-inch outfall approximately 6000 feet offshore of the Ormond Beach area where it is diffused and mixed with ocean water. Total processing time is approximately 4 hours.

On occasion, the treatment plant has some difficulty meeting the discharge requirements of its National Pollution Discharge Elimination Systems (NPDES) permit (pursuant to the Water Pollution Control Act of 1972) due to influent characteristics and design difficulties. In order to meet current Federal and State standards, the treatment plant is being upgraded to a secondary sewage treatment facility. A contract to complete these facilities was awarded in May, 1977, and the upgraded treatment plant will be operational by late 1979.

The primary design treatment capacity of the Oxnard Wastewater Treatment Plant is 25 million gallons per day (MGD).

Once the plant is converted to secondary treatment, design capacity will be reduced to 22.6 MGD. Best available information for current average flow rates at the plant are approximately 13.0 MGD.[2]

Within a year, the City of Port Hueneme, the Pacific Missile Test Center - Point Mugu, and the Naval Construction Battalion Center - Port Hueneme (CBC) will be connected to the treatment plant. A total of 5.7 MGD out of the plant's 22.6 MGD peak flow secondary treatment capacity has been allocated to these three agencies. This amounts to approximately 25 percent of the plant's total capacity.

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[2]Ventura County Regional Sanitation District, 208 Interim Report on Problem Areas, April, 1977.

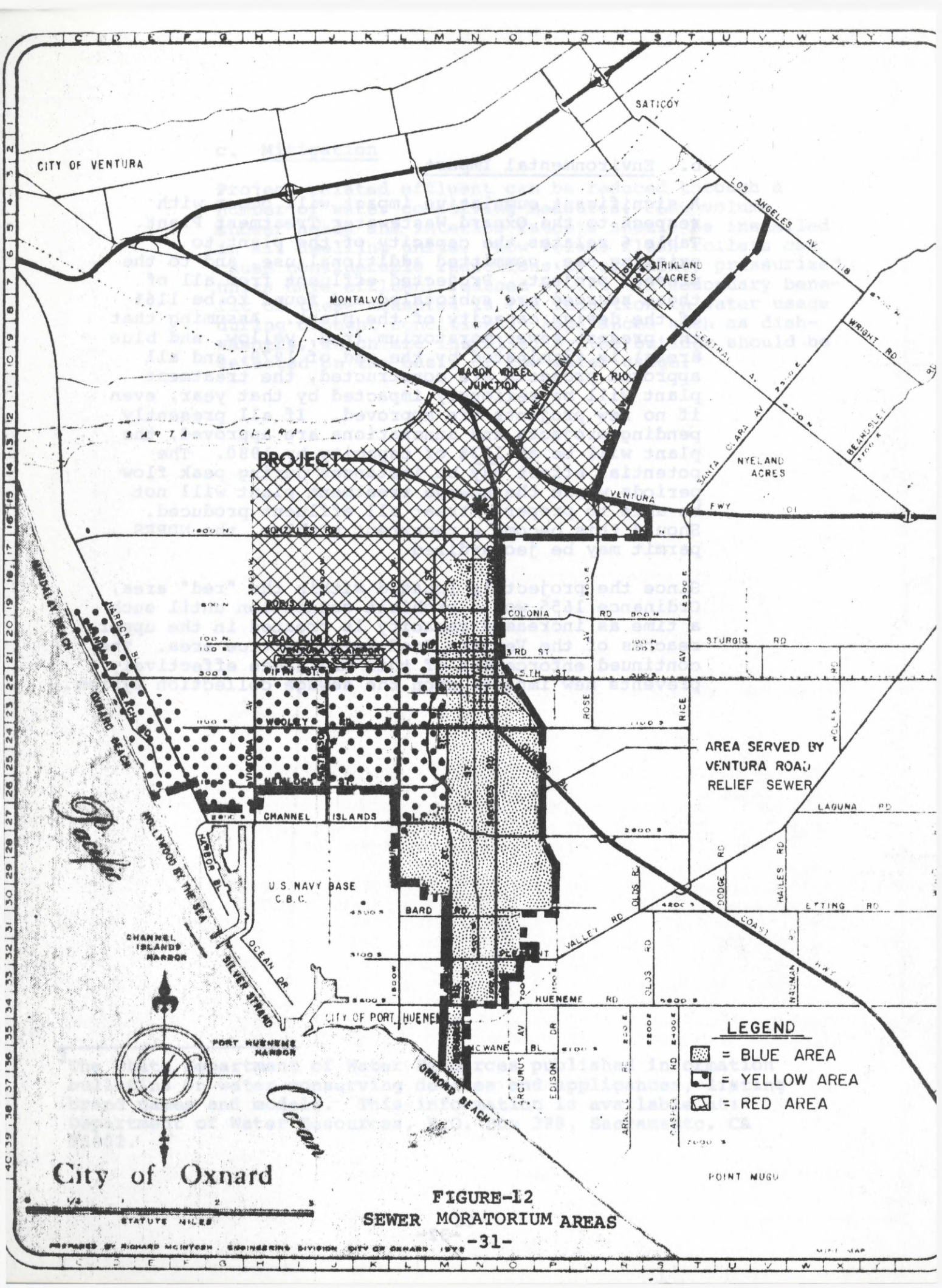

FIGURE-12
SEWER MORATORIUM AREAS

b. Environmental Impact

A significant cumulative impact will occur with respect to the Oxnard Wastewater Treatment Plant. Table 6 relates the capacity of the plant to existing use, committed additional use, and to the present project. Projected effluent from all of these sources are subtotaled and found to be 116% of the design capacity of the plant. Assuming that the present sewer moratorium (red, yellow, and blue areas) is terminated by the end of 1979, and all approved projects are constructed, the treatment plant will be seriously impacted by that year, even if no new projects are approved. If all presently pending projects and annexations are approved, the plant will be at 123% of capacity by 1980. The potential effect may be instances during peak flow periods where the sewage treatment plant will not be able to properly treat all effluent produced. Should this become a recurrent problem, the NDPES permit may be jeopardized.

Since the project is located within the "red" area, Ordinance 1655 would prohibit connection until such a time as increased capacity is created in the upper reaches of the Ventura Road sewer service area. The continued enforcement of this ordinance effectively prevents new impacts upon the sewage collection system.

c. Mitigation

Project related effluent can be reduced through a number of water conserving measures. Low volume shower heads and interior faucets should be installed in all dwelling units. Low volume flush toilets can cause considerable reductions of effluent; pressurized units have effluent reduced by 90%. A secondary benefit of these measures is the reduction in water usage during drought conditions. Appliances such as dishwashers, which are installed by the builder should be selected on the basis of low water usage.[3]

[3]The State Department of Water Resources published information bulletins on water conserving devices and applicances, listing brand names and models. This information is available at: Department of Water Resources, P.O. Box 388, Sacramento, CA 95802.

TABLE 6

INPUTS INTO THE

OXNARD WASTEWATER TREATMENT SYSTEM BY 1980

(Projected 22.6 MGD Peak Secondary Treatment Capacity)[a]

	Average Daily Flowrate (MGD)	Peak Dry Weather Flowrate	% of Peak Capacity
Existing Use[b]	13.00	16.00	70.80
Projects Under Construction			
Residential	0.24	0.35	1.55
Non-Residential	0.11	0.16	0.71
Proposed Project	0.015	0.022	0.10
Projects Approved Outside Moratorium Area			
Residential	0.29	0.42	1.86
Non-Residential	1.51[a]	2.17	9.60
Projects Approved in Moratorium Area			
Residential	0.80	1.15	5.09
Non-Residential	0.15	0.22	0.97
Extra-Jurisdictional Allocations	N/A	5.70	25.22
Subtotal	N/A	26.15	116.3
Pending Projects			
Residential	0.58	0.84	3.72
Non-Residential	0.10	0.14	0.62
Pending Annexations[c]			
Residential	0.12	.17	0.75
Non-Residential	0.27	.39	1.73
Total	N/A	27.69	122.8%

a - Includes 1.50 MGD Burlington Mills

b - VCRJD, 208 Report

c - Annexations 75-11, 75-16, 75-20. These are expected to be developed by the end of 1979.

7. Water Quality

a. Environmental Setting

Domestic water for the project is provided by the City of Oxnard whose water resources can be considered as primarily an imported water system. The Oxnard Plain basin is a large reservoir of water which is generally of a high dissolved salt content due to saltwater intrusion and other factors. Horizontal stratification of semi-impermiable clay caps retards the intermixing of water bearing strata. The result is the observable difference in dissolved salts in the upper strata when compared to the lower ones. Generally, the lower aquifers, such as the Fox Canyon system, have less dissolved solids than higher ones.

Because of the generally high levels of total dissolved solids (T.D.S., measured in parts per million) which accompanies local groundwater, the City has blended low cost, but poor quality local supplies with imported water purchased from the Metropolitan Water District. In the past, this blending operation has resulted in domestic water which achieves the state standard of 500 ppm T.D.S. Recently, however, the California drought conditions have limited the availability of imported water and the City has approved blending to achieve 900 ppm T.D.S. Drought conditions have not threatened the Oxnard area with a limitation of the quantity of available water but have resulted in a decrease in the quality of water supply.

b. Environmental Impact

The projected maximum daily water demand for Oxnard during 1977 is 25.36 million gallons per day (MGD).[1] The project will generate a maximum daily demand of 0.67 MGD.[2]

The cumulative effect of this project and all other approved projects is an increase of roughly 7.3 MGD average daily flow.[3] During drought conditions, it is assumed that this will necessitate continued increases in withdrawal of water from the Oxnard Plain basin. This could further impact the quality of groundwater by increasing the likelihood of saltwater intrusion into the underground supply. Although intrustion may only occur in the upper water bearing strata, it could still effect irrigation activities.

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[1] Joe Yurko, Oxnard Public Works Department, Memorandum dated 2/2/77.

[2] Based upon 174 gallons per capita per day, and a peaking factor of 2.5.

[3] From Table 6. It is estimated that water usage equals average daily effluent plus 33%.

There is a remote possibility that increased withdrawal of groundwater will cause occurrences of ground subsidence or differential settlement. This threatens the structural integrity of buildings and infrastructure.[4]

c. Mitigation

1. Mitigation measures proposed to reduce project sewage effluent will also have the effect of reducing water demand. These include low-flow fixtures and appliances.

2. Street trees and any landscaping required as part of the project should be selected on the basis of drought resistancy.

3. The applicant may be required to include landscaping, or to offer it as an option to the homebuyer. Drought resistant plants and drip irrigation systems which conserve water should be required.

4. The City of Oxnard has adopted a water pricing structure which will encourage conservation of supplies. This rate structure is projected to become effective during the last half of 1977.

[4]See Section III B-4, Soils.

B. Natural Environment

1. Noise

a. Environmental Setting

The major source of recurring noise is vehicular movements on nearby arterials. Vineyard Avenue to the north, Oxnard Boulevard (State Highway 1) to the east and Gonzales Road and "C" Street to the south are potentially the significant contributors to the noise.[1] In each case, the noise impacting the site is dependent upon a number of variables which are taken into account in the noise assessment methodology.[2]

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[1] Noise at the project site varies directly with the volume of traffic present and varies inversely with the distance to the road surface. Peak hourly volumes, primarily occurring during the hours of 5:00 and 7:00 p.m. are used. The HUD method does not, however, deal with the lower noise levels occurring at night which may be accomplished by lower noise tolerances. The acceptability of noise levels will be reflective of the worse case situation occurring in that time span. Adjustments are made for speed levels and for the presence of stop-and-go traffic.

Automobile and truck traffic are treated separately, since each type of vehicle reacts differently in the generation of noise. Trucks, for example, generate more noise when accelerating from a stop than autos. The analysis of both components appear in Appendix III.

[2] U.S. Department of Housing and Urban Development "Noise Assessment Guidelines", August, 1971, are used in this analysis.

b. Environmental Impact

Using HUD acceptability criteria, auto generated noise is within "clearly acceptable" limits at the site. Noise from truck traffic was found to be "normally unacceptable". The chief source of truck generated noise is State Highway 1 with a minor source being Vineyard Avenue. Projections for 1990 traffic volumes[1] show that auto generated noise will still be within "clearly acceptable" limits by that year. No projections for truck traffic are available at the present time.

The effects of noise upon residential environments are primarily of a psycho-social nature and are very difficult to quantify. These can be grouped into interference with listening situations such as conversation, media communication and music; as well as non-listening activities. The latter include such situations as sleep, relaxation and concentration during mental activities. A federal study[2] has found that, "the combination of various interference effects results in an overall degradation of total well-being".

The "normally unacceptable" noise levels generated by truck traffic on State Highway 1 may be sufficient to cause some of the above effects in outdoor locations. No significant effects should be perceived in indoor locations, however, because of sound attenuation measures which result from existing building codes.

c. Mitigation

1. In order to attenuate noise from truck traffic on State Highway 1, an acoustic barrier such as a wall or berm/wall combination should be provided on the east side of the project as required and certified by an acoustic engineer. This noise barrier should be extensively landscaped.

2. No two-story houses should be permitted on the east side of the tract (Lot Nos. 15, 16, 21, 22, 23 and 29). This eliminatesnoise intrusion into upper stories of these homes.

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[1]Ventura County Traffic Study 1975.

[2]U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety", March, 1974, P.D.-1.

2. Flood Control/Drainage

a. Environmental Setting

The drainage pattern for the neighborhood is generally from northeast to southwest. Like most areas in Oxnard, the project area has flat topography and poor natural drainage.

Development which has occurred to the north of the project site has increased runoff beyond the capacity of downstream flood control facilities. Storm waters are presently routed to "H" Street and carried to storm drain culverts in Gonzales Road. The Gonzales Road storm drain is felt to be of limited capacity and cannot accommodate increased runoff during major storms.[1] With restrictive facilities downstream, portions of "H" Street are also subject to imundation. Figure-13 shows the areas of "H" Street which is considered to be a flood control problem.[2] Storm waters have been observed to cross the crown of the road in this area. This has caused inconvenience in the road but has not damaged structures.

At present, no off-site water sheet flows to the project site.[3] The Oxnard Parks Department states that the proposed park will be graded toward Edelweiss Street as shown on Figure-14.[4] This indicates that all runoff from the project will be the result of storm water falling on the site.

b. Environmental Impact

Figure 14 shows the general drainage for the project. Runoff for area A is 4.0 cubic feet per second (c.f.s.) for a 10-year storm. The cumulative flow through area B is 5.4 c.f.s. and the total cumulative flow through area C is 8.3 c.f.s. The latter figure is the 10-year storm runoff from the proposed project.[5]

Since the "H" Street - Gonzales Road flood control facilities cannot accommodate additional runoff, the addition of project generated runoff forms a significant impact upon the street system.

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[1] Oxnard Public Works Department, May, 1977.

[2] Ben Wong, Oxnard Public Works Department, May 26, 1977.

[3] George Blumfield, Oxnard Public Works Department, May 12, 1977.

[4] Ibid.

[5] Ibid.

c. Mitigation

Project generated storm runoff as well as potential increases from future development to the south can be routed so as to mitigate the impacts upon overloaded facilities. Alternative measures as follows, should be subject to the review and approval of the Oxnard Public Works Department.

1. Subject to engineering feasibility, the applicant should acquire a drainage easement through property to the north and construct improvements so as to carry runoff to Vineyard Avenue; or

2. The applicant should be required to pay a prorata share of the total cost of providing drainage for the proposed project and the projected runoff of the southerly property. Considered costs should include all engineering, easement acquisition and improvements. It should provide flood control measures to channel water to the northern terminus of "C" Street and thereupon into an adequate storm drain.[1]

[1]This alternative is dependent upon the near term development of the land to the south of the project and the coordination of the engineering of both projects.

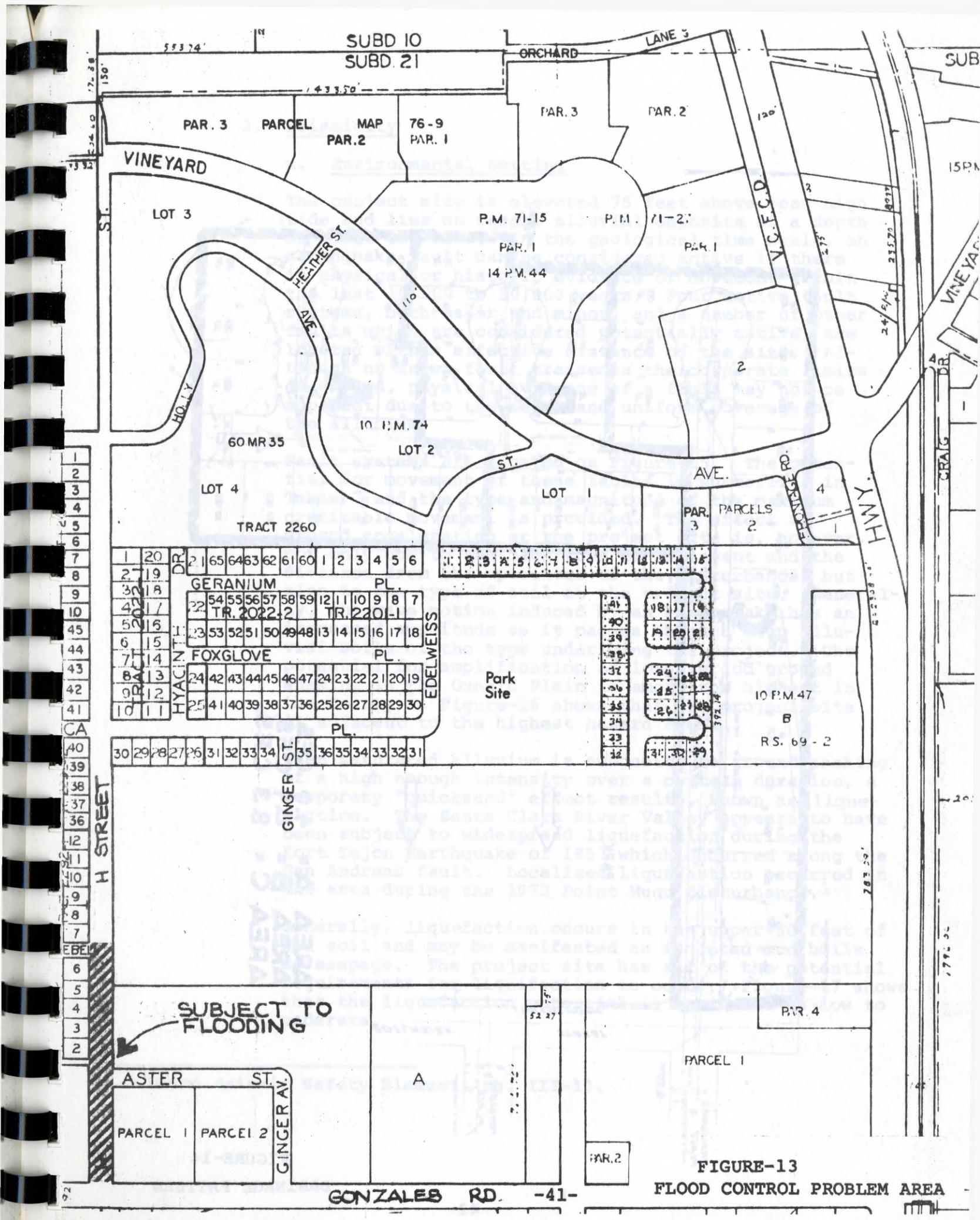

FIGURE-13
FLOOD CONTROL PROBLEM AREA

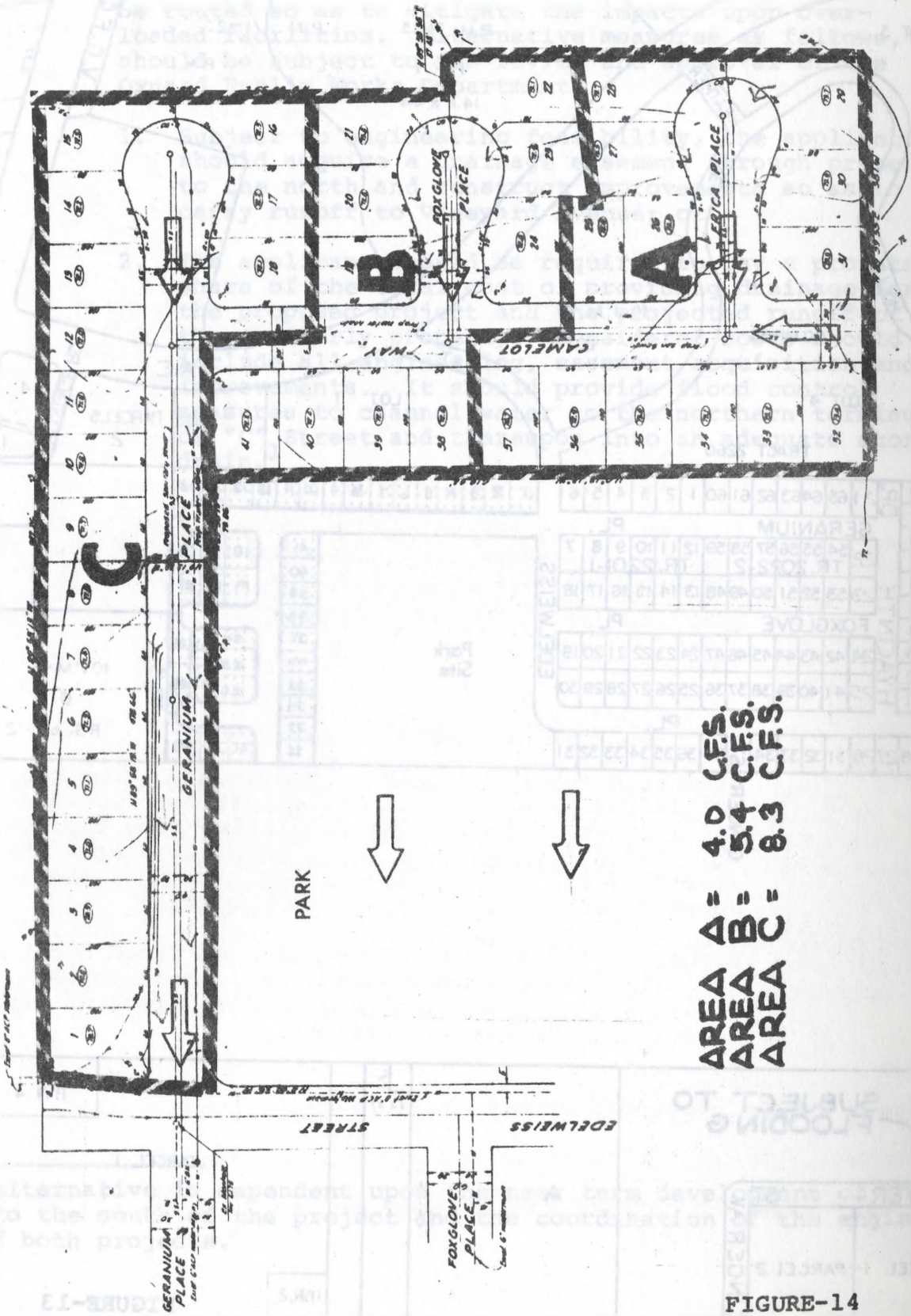

FIGURE-14

DRAINAGE PATTERN

3. Seismicity

a. Environmental Setting

The project site is elevated 75 feet above mean high tide and lies on recent alluvial deposits of a depth of about 280 feet. In the geological time scale, an earthquake fault can be considered active if there is physical or historic evidence of movement within the last 10,000 to 30,000 years. Four active fault systems, both major and minor, and a number of other faults which are considered potentially active, are located within effective distance of the site. Although no known fault transects the corporate limits of Oxnard, physical evidence of a fault may not be apparent due to the depth and uniform coverage of the alluvium.

Fault systems are located on Figure-15. The potential for movement of these faults is summarized in Table 7 and the type and magnitude of the maximum creditable movement is provided. The effect of ground acceleration at the project site is, however, not only due to the magnitude of the event and the distance from the epicenter of the disturbance, but also to the type of soil at the project site. Generally, the wave motion induced by an earthquake has an increased amplitude as it passes through deep alluvial soils of the type underlying the project. The potential for amplification of long period ground shaking in the Oxnard Plain is among the highest in the County.[1] Figure-16 shows that the project site is adjacent to the highest hazard area.

When saturated alluvium is subjected to ground shaking of a high enough intensity over a certain duration, a temporary "quicksand" effect results, known as liquefaction. The Santa Clara River Valley appears to have been subject to widespread liquefaction during the Fort Tejon Earthquake of 1857 which occurred along the San Andreas fault. Localized liquefaction occurred in the area during the 1973 Point Mugu disturbance.[1]

Generally, liquefaction occurs in the upper 50 feet of the soil and may be manifested as isolated mud boils or seepage. The project site has all of the potential requirements for liquifaction to occur. Figure-17 shows that the liquefaction potential is estimated as low to moderate.

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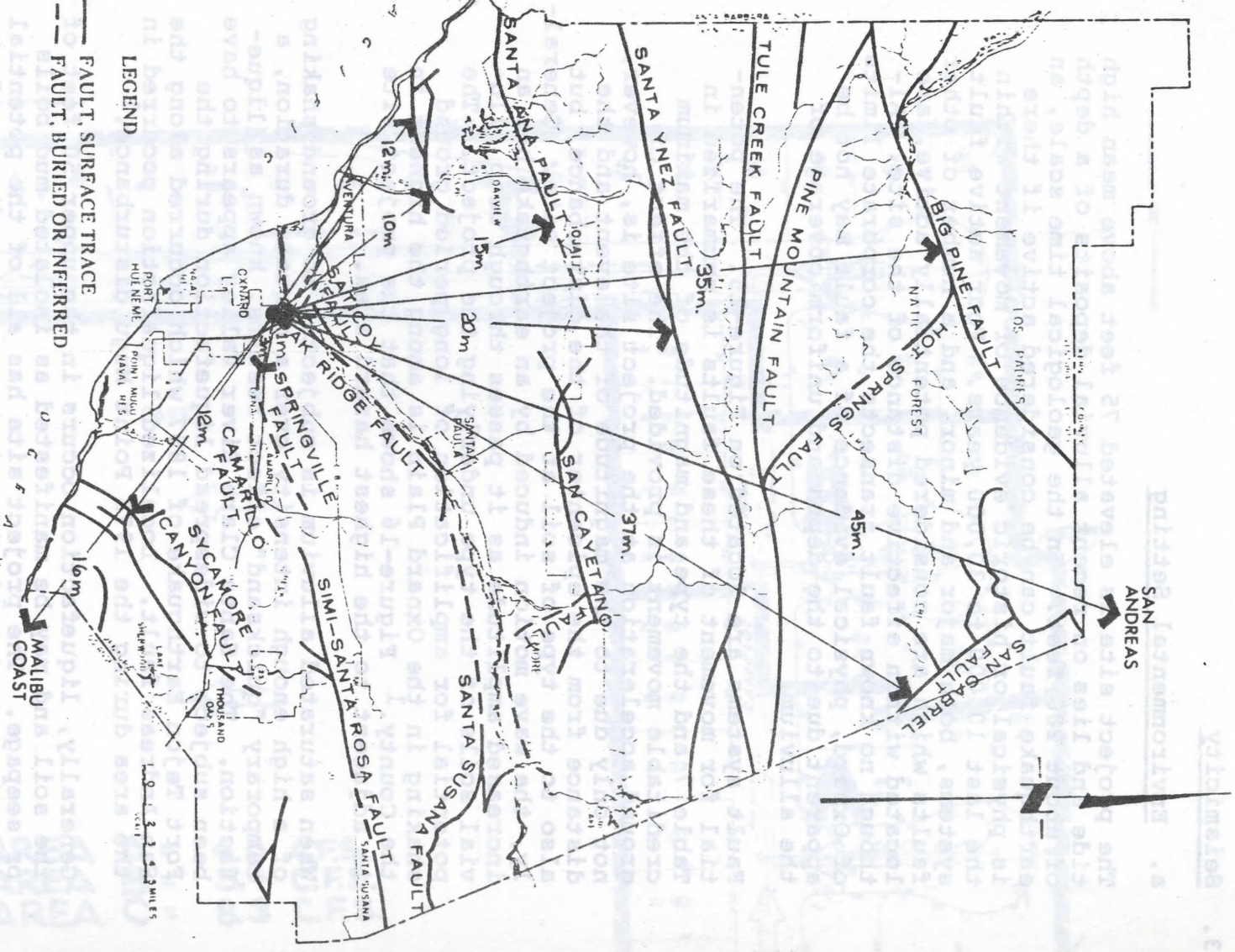
[1] Oxnard Seismic Safety Element, pg. III-10.

ELEMENTS OF GEOLOGIC STRUCTURE



Source: James M. Montgomery, Consulting Engineers
V.R.C.S.D. Interim Master Plan of Water Reclamation
and Re-Use, November, 1974

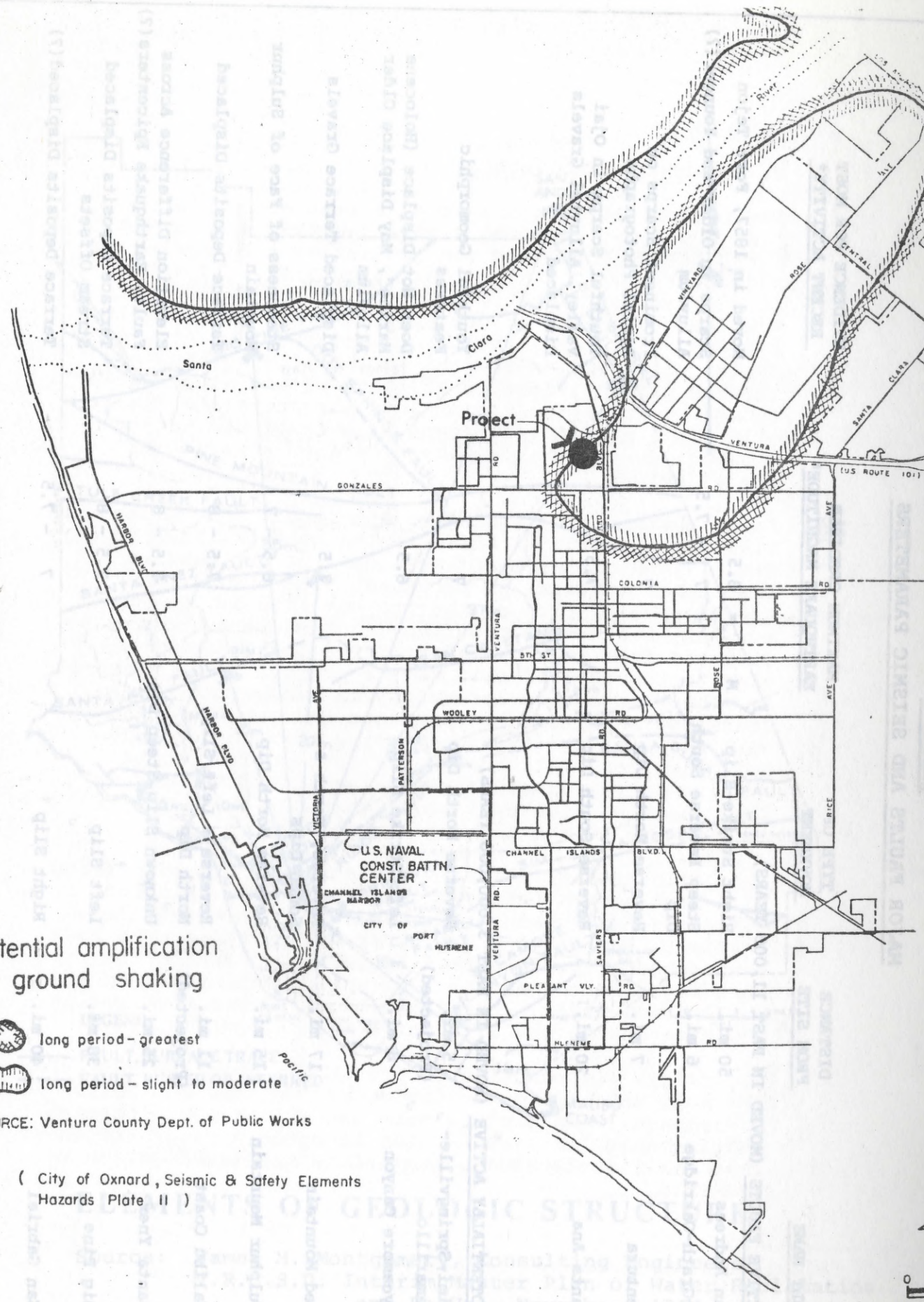
FIGURE-15

TABLE 7

MAJOR FAULTS AND SEISMIC PARAMETERS

FAULT NAME	DISTANCE FROM SITE	TYPE OF MOVEMENT	MAXIMUM CREDIBLE EARTHQUAKE MAGNITUDE*	EVIDENCE FOR MOST RECENT ACTIVITY*
ACTIVE FAULTS (MOVED IN PAST 11,000 YEARS)				
San Andreas	50 mi.	Right Strike-Slip	M = 8.5	Moved in 1857, Fort Tejon
McGrath-Oakridge	6 mi.	Steep Reverse South Dip	7 - 7.5	Scarps in Older and Younger(?) Alluvium
Ventura	7 mi.	Reverse North Dip	7	Prominent Scarps on Aerial Photographs
Santa Ana	20 mi.	Reverse South Dip	7.5	Youthful Scarps in Ojai Valley, Alluvial Gravels Displaced
POTENTIALLY ACTIVE (MOVED IN PAST 3,000,000 YEARS)				
Simi-Springville-Camarillo	5 mi. (Projected)	Reverse North Dip	7	Youthful Geomorphic Features
Sycamore Canyon	8 mi.	Left Strike Slip	6.5	Does Not Displace (Holocene Marine", May Displace Older Alluvium
Red Mountain	17 mi.	Reverse, North & South Dips	7.5	Displaced Terrace Gravels
Sulphur Mountain	15 mi.	Reverse North Dip	6.5 - 7	Steepness of Face of Sulphur Mountain
Malibu Coast	11 mi. (Projected)	Reverse + Left Slip, North Dip	7.5 - 8	Terrace Deposits Displaced
Santa Ynex	25 mi.	Unknown Slip Steep Dip	7.5 - 8	Elevation Difference Across Fault, Earthquake Epicenters(?)
Big Pine	38 mi.	Left Slip	7.5 - 8	Terrace Deposits Displaced Stream Offsets
San Gabriel	40 mi.	Right Slip	7 - 7.5	Terrace Deposits Displaced(?)

*Information from CDMG, 1975; City of Oxnard, 1974

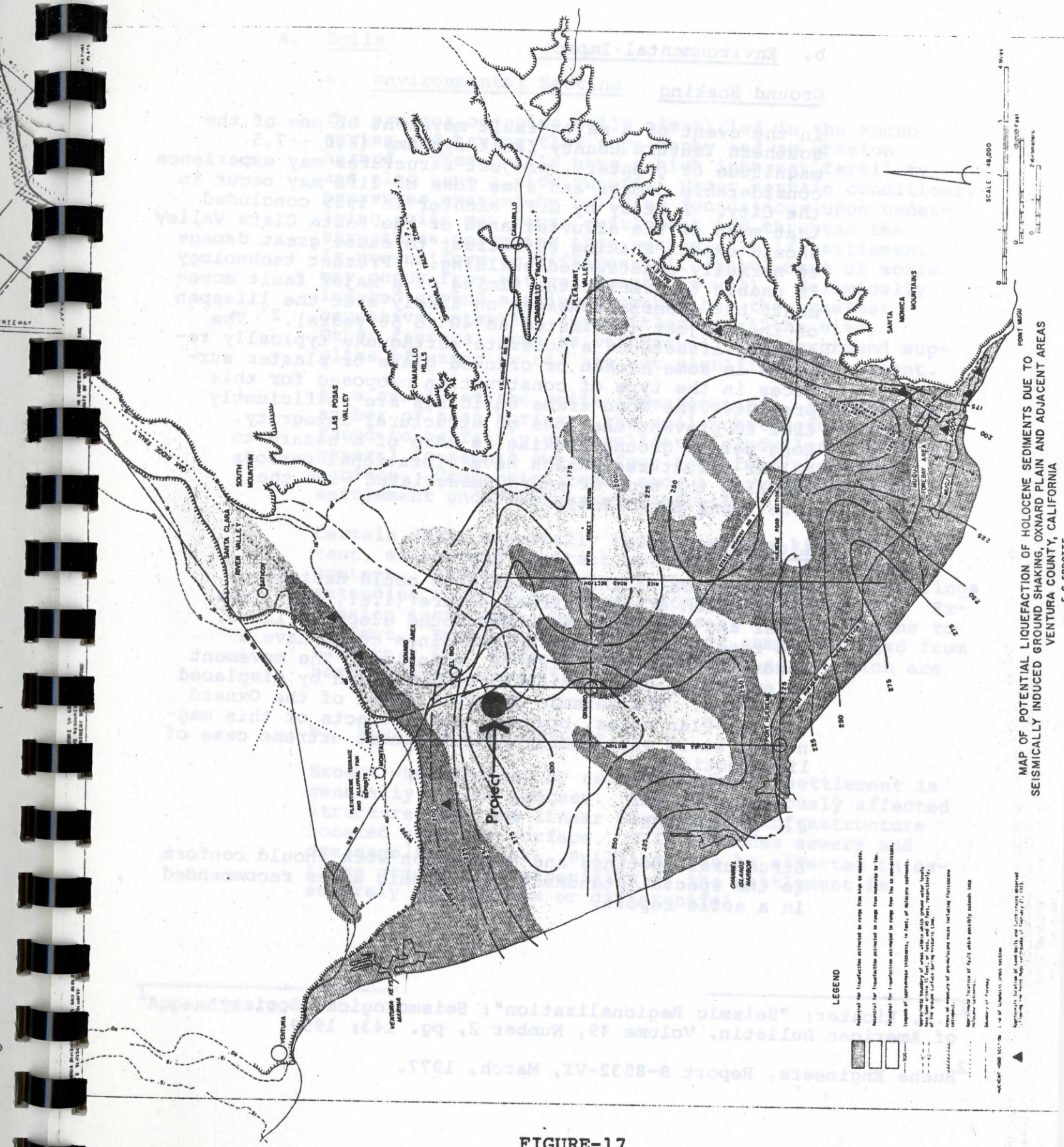


SOURCE: Ventura County Dept. of Public Works

(City of Oxnard, Seismic & Safety Elements Hazards Plate II)

Potential Amplification of Ground Shaking in the Oxnard Area

FIGURE-16



MAP OF POTENTIAL LIQUEFACTION OF HOLOCENE SEDIMENTS DUE TO SEISMICALLY INDUCED GROUND SHAKING, OXNARD PLAIN AND ADJACENT AREAS VENTURA COUNTY, CALIFORNIA
E.C. SPROTTE

FIGURE-17
LIQUEFACTION

b. Environmental Impact

Ground Shaking

In the event of a major fault movement of one of the southern Ventura County fault systems (6.0 - 7.5 magnitude or greater), project structures may experience considerable damage and some loss of life may occur in the City. A study by C.F. Richter in 1959 concluded that much of the alluvial area of the Santa Clara Valley should expect shaking sufficient to cause great damage to normally constructed building.[1] Present technology is unable to predict the timing of a major fault movement, but experts consider on likely over the lifespan of the project (estimated as 40 to 50 years).[2] The shaking effects of a moderate earthquake typically results in some broken or cracked glass or plaster surfaces in the type of construction proposed for this project. The wood frame buildings are sufficiently tied to prevent the loss of structural integrity. Long period ground shaking is more of a hazard to taller structures, which have vibrational periods matching the type of energy associated with the site (long periodicity).

Liquefaction

Liquefaction at the project site could destroy or damage much of the infrastructure (i.e., gas lines, water and sewer pipes, underground electric lines, and road beds). Ruptured gas lines could have a secondary effect of fire or explosion. The movement of emergency vehicles could be inhibited by displaced road beds. The Seismic Safety Element of the Oxnard General Plan notes, however, that effects of this magnitude would only occur under the most extreme case of liquefaction.

c. Mitigation

Structural footings and foundation work should conform to the special standards for seismic areas recommended in a soils report.

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[1] C.F. Richter; "Seismic Regionalization"; Seismological Society of American Bulletin, Volume 49, Number 2, pg. 143; 1959.

[2] Buena Engineers, Report B-8532-VI, March, 1977.

4. Soils

a. Environmental Setting

The project occupies soils classified in the Mocho series and having flat topography and no erosion hazard. These soils have a high inherent fertility and also have a slow runoff. Under certain conditions, pressures exerted by building foundations upon underlying soils may cause settlement and threaten the structures occupying them, especially if settlement is non-uniform or differential. Settlement of soils may occur from natural events as well. Seismically induced ground shaking probably has the greatest causative potential for settlement at the site. Other factors, such as withdrawal of underground supplies of water or oil are not significantly present.

As a result of the soils investigation[1], including a number of test borings, the soil substructure was found to be fairly unconsolidated sandy loams with a general looseness two to four feet from the ground surface. Compaction tests show a certain amount of settlement under saturated conditions.

Certain soils especially those having a high clay content, expand and contract with variation in moisture content. Moisture levels at the site taken from borings extending to 10 feet, show a content of 6% to 40%. Expansion tests were run on samples at various depths to 10 feet. Expansiveness of the soil samples ranged from 0.3% to 2.5%. These figures indicate soils which are basically non-expansive.

b. Environmental Effects

Except when induced by seismic shaking, settlement is generally a slow process. The most seriously affected structures are the linear elements of infrastructure located near the surface. This includes sewers and drainage facilities. Buildings can be affected in extreme conditions, especially if the settlement is severely non-uniform or differential.

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[1] Appendix II.

Section III-B has shown that the project site is subject to a variety of seismic effects. These have a secondary effect upon soil stability in the nature of total or differential settlement of soils. The combination of ground shaking and settlement increases the likelihood of damage to infrastructure.

c. Mitigation

1. A careful search should be made for subsurface debris and abandoned water wells, septic tanks, etc. during construction operations. If any such subsurface cavities are encountered, they should be removed down to the firm underlying soil and properly backfilled and compacted as directed by a qualified Soils Engineer.

2. Due to the potential for settlement, all bearing soils should be recompacted in accordance with the recommendations of the Soils Investigation (Appendix II).

3. All driveways, sidewalks, patios and other paved areas should be recompacted in accordance with the specific recommendations of the Soils Investigation (Appendix II).

4. Due to the seismicity of the project site, all bearing values for footings should be increased by 1/3 in accordance with the recommendation of the Soils Investigation (Appendix II).

IV. ALTERNATIVES TO THE PROJECT

1. No Project

Under this alternative the project is not constructed and the site remains in agricultural production. The production of crops averaging 108 tons annually on this 7.8 acres of prime agricultural soil, would continue. The geoseismic hazard associated with life and property of the 154 residents, would not be present. The impacts upon public facilities and services (i.e., schools, sewer facilities, etc.) which are currently strained, will not be made.

No project implies that 41 single family houses will not be added to the housing market. This could have a minute cumulative effect of limiting the supply of that type of housing and contributing to what is already an inflationary housing market.

It is assumed that this alternative also implies that the park land exchange will not take place and that the neighborhood will not be completed. City owned park land, presently far below acreage standards, will not be further decreased by 0.77 acres. However, the present park site will have access only on one side should it be developed in the near term. Also, the easement across the park will not be abandoned, restricting the design and development of the park. Although the City may not block acess across the easement, it has the option of exercising its power of emminent domain to condemn and acquire it in the public interest.

2. Modified Project (No Land Exchange)

Should the project be developed without the land exchange with the City, access would have to be taken either from the south (once land to south is developed) or over the easement. If the easement access configuration is considered, the project could be developed at once, granted the necessary permits. As with the first alternative, the City could condemn and acquire the easement or it could refuse to grant the necessary permits and approvals until such time as public access is made available to the southerly end of the site. This would mean that the "Modified Project" alternative could not take place until such time as the property to the south is developed.

The "Modified Project" alternative, with or without access from the park easement, will have essentially the same environmental impacts as does the primary project. There are two exceptions to this, the major one being in the area of land use, especially as it relates to park land as described above, where street improvements surrounding the park would not be constructed. Circulation impacts would also be affected; however, this would be dependent upon the actual design of the project and the large land area to the south. This alternative may have drainage impacts due to the lack of street gutters to carry runoff from the site.

3. Other Urban Land Uses

a. Higher/Lower Density Residential

In most respects the project site would be amenable to higher density residential use then is proposed. This would, however, mean that the neighborhood General Plan density problem described in Section III-A would be compounded. It would also mean that the population dependent impacts such as traffic, schools, and sewage would be more significant.

A lower density use would imply large, estate-type lots not presently found in the City. Population dependent impacts would be reduced to a minor extent.

b. Public Use

Certain public uses of the site can be considered viable alternatives to the project, and would remove nearly all negative impacts identified. The adjoining park site could be enlarged to 17 acres by acquisition of the project site. This would allow the development of major sports and recreational facilities to be used by residents of the north end of the City. That area now lacks such facilities except where they occur in schools.[1]

A second conceivable public use of the site would be as a school. The General Plan calls for a school in the neighborhood and no land has yet been reserved. The combined General Plan park and school requirement is 16 acres and the project site and existing park site total 17 acres. By acquiring the project site and reallocating acreage, the public facility component of the General Plan of the neighborhood could be achieved. It is generally desirable to have school and park adjacent,to make better use of both facilities.

[1] See Table 5

FIGURE-18

PROPOSED ALTERNATIVE IMPACTS MATRIX

	Project	No Project	Modified Project	Higher Density	Commercial-Industrial	Park Use	School Use
Loss of Agricultural Land	+	*	+	+	+	+	+
General Plan Non-Conformity	+	++	*	++	++	*	*
Circulation Problems	+	*	+	++	++	+	+
Sewage-Treatment Capacity	++	*	++	++	++	*	+
Sewage Collection Capacity	++	*	++	++	++	*	+
Police Service	+	*	+	+	+	+	*
Fire Service	*	*	*	*	+	*	*
Elementary School Capacity	*	*	*	*	*	*	*
High School Capacity	++	*	++	++	*	*	*
Geo-Seismic Hazards	+	*	+	+	+	*	+
Water Supply	+	+	+	+	+	+	+
Noise Suseptibility	+	*	+	+	+	++	+
Noise Generation	*	*	*	*	*	*	*
Flood Control/Drainage	++	*	++	++	++	+	+

++ Major Impact
+ Minor Impact
* No Impact

V. PERSONS, ORGANIZATIONS, AND REFERENCES CONSULTED

A. Persons Consulted:

Ray Thurston, Oxnard Parks Department
Tim Crompton, Oxnard Public Works Department
Bob Reitz, Oxnard Public Works Department
Joe Yurko, Oxnard Public Works Department
Ben Wong, Oxnard Public Works Department
George Blumfield, Oxnard Public Works Department
Officer Darrell Ulmer, Oxnard Police Department
Assistant Chief Roy Furr, Oxnard Fire Department
Louis John, Oxnard Union High School District
Charles K. Turk, Rio School District

B. Organizations Consulted

Buena Engineers, Inc.
1781 Callens Road
Ventura, CA 93003

C. References

Gruen & Associates, Oxnard 2000 General Plan, January, 1970

City of Los Angeles, Planning Department, EIR Manual for Private Projects, August, 1975

International Conference of Building Officials, Uniform Building Code, 1973 Edition, Chapter 29

City of Oxnard Planning Department, Seismic Safety Element, December, 1975

City of Oxnard, Parks & Recreation Element, 1969

City of Oxnard Planning Department, Basis for Planning, December, 1975

City of Oxnard Planning Department, E-74-13, 1975

City of Oxnard Planning Department, EIR E-76-8, October, 1976

City of Oxnard Planning Department, Official Zoning Map and Ordinance

U.S. Department of Agriculture, Soil Conservation Service, Ventura County Soil Survey, April, 1970

U.S. Department of Commerce, Bureau of the Census, 1970 Census of Population

U.S. Environmental Protection Agency, Information Levels of Environmental Noise, March 1974

U.S. Department of Housing and Urban Development, Noise Assessment Guidelines, August, 1971

Ventura County Department of Agriculture, Ventura County Agricultural Crop Report, 1975

Ventura County Transportation Study, 1990 Projected Traffic Volumes (working documents)

ASL Engineers, Wastewater Relief Line and Pump Station, EIR, 1976

California Department of Water Resources, The California Drought, 1977, February 15, 1977

C. F. Richter, Seismic Regionalization, Seismological Society of America Bulletin, Volume 49, 1959

APPENDIX I

INITIAL STUDY

City of Oxnard
Planning Department
Initial Study

I. BACKGROUND

A. Project: Z-601, T-2-854

B. Name of Proponent Standard Pacific-Warner

C. Address and Phone Number of Proponent: 32123 Lindero Canyon Road #212, Westlake Village, Ca.

D. Remarks _____

II. POTENTIAL SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROJECT

A. SOCIAL

	Yes	Maybe	No
1. Demographics			
a. Will the project alter the distribution, or density of the human population of an area?	___	___	✓
b. Will the project have a significant impact on the social fabric or community structure of the area?	___	___	✓
2. Housing			
a. Will the project result in the displacement of community residents?	___	___	✓
b. Will the project affect existing housing, or create demand for additional housing?	___	___	✓

	Yes	Maybe	No
B. LAND USE			
1. Is the project inconsistent with the General Plan?	✓		
2. Is the project not in conformance with existing zoning?	✓		
3. Will the project be incompatible with surrounding existing and/or planned land uses?			✓
C. AGRICULTURE			
Will the project reduce any agricultural land in acreage or productivity?		✓	
D. AESTHETICS			
Will the project result in the obstruction of any scenic vista or view open to the public?		✓	
Will the project result in the creation of an aesthetically incompatible or offensive site open to public view, or result in annoying light and glare?			✓
E. TRANSPORTATION			
Will the project result in:			
1. Generation of additional off-site vehicular movement?		✓	

	Yes	Maybe	No
2. Effects on existing and/or future parking facilities, or demand for new parking?		✓	
3. Impact upon existing and/or future transportation systems?			✓
4. On-site circulation problems?		✓	
5. Alterations to waterborne, rail or air traffic?			✓
6. Increase in hazards to or from motor vehicles, bicyclists, pedestrians, marinecraft, aircraft, or railcars?		✓	

F. SERVICES SYSTEMS AND FACILITIES

Will the project have a significant impact on any of the following existing or planned community facilities:

	Yes	Maybe	No
1. Public or private schools?	✓		
2. Parks, recreation and/or open space?		✓	
3. Health care and other social services?			✓
4. Police services?		✓	
5. Fire protection?		✓	
6. Water supply systems?			✓
7. Sewer systems and/or treatment plant?	✓		
8. Storm drain systems?		✓	
9. Solid waste disposal?			✓
10. Power or natural gas?			✓
11. Communications systems?			✓
12. Public facility maintenance (e.g. roadways)?			✓

	Yes	Maybe	No
G. PUBLIC HEALTH			
Will the project involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	___	___	___
Will the proposal result in the creation of any other health hazard or potential health hazard?	___	___	___
H. ENERGY			
a. Will the project involve the use of substantial amounts of fuel or energy?	___	___	___
b. Will the project have a demand upon existing sources of energy, or require the development of new sources of energy?	___	___	___
c. Will the project fail to adequately conserve energy?	___	___	___
I. ECONOMICS			
a. Will the project result in a net fiscal cost to the public?	___	___	___
b. Will the project have a net adverse economic impact?	___	___	___

	Yes	Maybe	No
J. ARCHEOLOGY/PALEONTOLOGY/HISTORICAL			
Will the proposal result in an alteration of a significant archeological, paleontology or historical site, structure, object or building?	___	___	✓
K. EARTH RESOURCES			
Will the project result in or be affected by:			
1. Unstable earth conditions or in changes in geologic substructures?	___	✓	___
2. Disruptions, displacements, compaction or overcovering of the soil?	___	___	✓
3. Change in topography or ground surface relief features?	___	___	✓
4. The destruction, covering or modification of any unique geologic or physical features?	___	___	✓
5. Any increase in wind or water erosion of soils, either on or off the site?	___	___	✓
6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	✓
L. HYDROLOGY			
Will the project result in:			
1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	___	___	✓
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	___	✓	___

	Yes	Maybe	No
N. NOISE			
1. Will the project increase existing noise levels?		✓	
2. Will the project be affected by adverse noise levels?		✓	
O. BIOLOGY (Terrestrial and Marine)			
1. FLORA			
Will the project result in:			
a. Change in the diversity of species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?			✓
b. Reduction of the numbers of any unique, rare or endangered species of plants?			✓
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?			✓
2. FAUNA			
Will the project result in:			
a. Changes in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shell-fish, benthic organisms, insects or microfauna)?			✓
b. Reduction of the numbers of any unique, rare or endangered species of animals?			✓
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			✓

	Yes	Maybe	No
3. Alterations to the course or flow of flood waters?	___	___	✓
4. Change in the amount of surface water in any water body?	___	___	✓
5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	___	___	✓
6. Alteration of the direction or rate of flow of ground waters?	___	___	✓
7. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	___	✓
8. Reduction in the amount of water otherwise available for public water supplies?	___	___	✓

M. AIR QUALITY

Will the project result in:

1. Air emissions or deterioration of ambient air quality?	___	___	✓
2. The creation of objectionable odors or dust?	___	___	✓
3. Alteration of air movement, moisture or temperature, or an change in climate, either locally or regionally?	___	___	✓

	Yes	Maybe	No
d. Disturbance of an area which serves as a habitat, food source, nesting place, source of water for wildlife or fish?	____	____	____

P. OTHER IMPACTS

III. DOCUMENTATION AND MITIGATION

E-76-13 (public facility impacts)
E-76-8 (general environmental impacts)

	Yes	Maybe	No
IV. MANDATORY FINDINGS OF SIGNIFICANCE			
A. Does the project have the potential to degrade the quality of the environment, or curtail the diversity in the environment?	✓		
B. 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.)	✓		
C. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.	✓		
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓		

V. CITY OF OXNARD AND/OR RESPONSIBLE AGENCIES COMMENTS ON FINDINGS.

Focus EIR

✓ 1. Geotechnical

✓ 2. Noise

3. Water quality / drainage

4. Landuse / Parks / agric

✓ 5. traffic

6. School, Police, fire

7. Hazard waste

VI. DETERMINATION

On the basis of this initial study:

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

____ 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 measures described on an attached sheet have been added to the project.

____ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

____ Determination is not possible at this time, further environmental review is required.

Date 4/12/77

Signature

For _____
Gene L. Hosford, AIP

CITY OF OXNARD

ENVIRONMENTAL IMPACT REPORT QUESTIONNAIRE
INSTRUCTION SHEET

As a result of preliminary staff evaluation it has been determined that your project may require an environmental impact report. The attached questionnaire is designed to help the Planning Staff evaluate your proposal and determine if such a report is required.

1. Please complete all sections of the questionnaire that apply to your project.

2. If a section does not apply or you do not know the answer please indicate by using not applicable (N/A) or unknown, as appropriate.

3. Return the questionnaire to the Oxnard Planning Department as soon as possible. You will be notified of the results of the staff evaluation.

4. If you do not understand a section or have any questions, feel free to contact the Environmental Concerns Section, Oxnard Planning Department, at 486-2601, extension 292.

Your cooperation in completing this questionnaire promptly will help the staff process your application as quickly as possible.

Should an E.I.R. be required, the Staff will advise you as to what additional information will be required.

CITY OF OXNARD

ENVIRONMENTAL IMPACT REPORT QUESTIONNAIRE

PROJECT NO. _____

I. **Applicant (name, address, phone):** STANDARD PACIFIC - VENTURA

32123 Lindero Canyon Road, Suite 212, Westlake Village, California 91361

Phone (213) 889-3765

II. **Project name and location (include 8-1/2" X 11" location map).**

See attached map.

III. **Existing conditions:**

A. **Parcel size:** 7.8 Acres

B. **Existing use:** Agriculture

C. **Existing Zoning:** C-R (Community Reserve)

D. **Existing uses adjacent:** Trailer Park, Monday Buick Agency, agriculture, townhouse development and Fire station.

E. **Location and size of existing utilities:** 8" Sanitary sewer and water in Geranium Place, Electricity and Gas in Geranium Place.

F. **Existing Access:** Geranium Place

G. **Is property subdivided?** No

H. **Is property annexed to the City?** Yes **If not, is annexation being considered at this time?** _____

IV. Proposal:

A. Proposed use: Single Family detached subdivision

B. Number of structures or units: Forty

C. Types of structures or units: Frame-stucco houses

D. Square footage of each structure: Approximately 1,300 to 1,800 square foot tentatively proposed, not including garage.

E. Height of structures: Approximately 15' from top roof ridge line to finish grade.

F. Percentage of land coverage, by type, for total site:

Approximately 28% to 37%

G. Estimated water usage

Peak demand; 96 GPM domestic plus fire flow 1,000 GPM

H. **Estimated amounts of sewage and/or waste water:**

.065 cubic feet per second (Peak flow)

I. **Estimated amount of storm water:**

10 cubic feet per second,

V. **For commercial and industrial proposals:**

A. **Hours of operation:** N/A

B. **Estimated number of employees:** N/A

C. **Estimated truck traffic (pick up and/or delivery):**

N/A

D. **Hazardous materials used, produced, stored or transported:**

N/A

E. **Type of outside lighting:** N/A

F. **Type of machinery to be used:** N/A

G. **Smoke, dust, fumes or odors produced:** N/A

H. **Estimated noise levels (on site and at property line):**
N/A

VI. **Maps (Please include the following on 8-1/2" X 11"):**

A. **Location map,**

B. **Phasing map (if applicable),**

C. **Market area map (for commercial proposals).**

VII. **Environmental impacts:**

A. **Beneficial - please note those areas where this proposal will have a beneficial impact on the environment:**

The proposed project will provide shelter for people, will provide a buffer area between the existing commercial uses to the east and the proposed park, and will create a more compatible adjacent development

relationship of housing/park vs. park/agriculture.

B. Adverse - please note those areas where this proposal will have an adverse impact on the environment, and note your proposals to minimize the adverse impacts.

There will be the loss of 7.8 acres of agricultural production and an increased demand on City and school services. City and school services will be offset by the increased assessed valuation and added revenues created by the housing development.

The applicant identified in Section I hereby certifies that the information supplied on this questionnaire is true and accurate to the best of his knowledge.

January 27, 1977
Date

T. William Hale
Signature

for STANDARD PACIFIC - VENTURA
Title

APPENDIX II

PRELIMINARY SOIL INVESTIGATION

PRELIMINARY SOIL INVESTIGATION
OF
TRACT 2854
NEAR
OXNARD BLVD. AND VINEYARD AVE.
IN
OXNARD, CALIFORNIA

for
Standard Pacific-Ventura
32123 Lindero Canyon Road, Suite 212
Westlake Village, California 91361

May 1977
B-8428-T01

Prepared by
Buena Engineers, Inc.
1781 Callens Road
Ventura, California 93003
805-642-6727

Buena Engineers, Inc.

ENGINEERING

TESTING • INSPECTION

1781 CALLENS ROAD • VENTURA, CALIFORNIA 93003 • PHONE (805) 642-6727 – (805) 497-2401

May 26, 1977

77-5-184
Job No. B-8428-V01

PROJECT: Tract 2854
Southwest of Vineyard Ave. and Oxnard Blvd.
Oxnard, California

SUBJECT: Update of Preliminary Soils Investigation
dated May 16, 1977

During a telephone conversation with the City of Oxnard, the following was brought to our attention: In the above referenced Preliminary Soil Investigation, it was stated, "Investigation was performed to evaluate a fifteen (15) lot subdivision." It has now changed to forty-one (41) lots. Due to the uniform nature of site soils and the tract's location, even if total acreate were to expand with forty-one (41) lots, requirements and data from the above referenced report would still obtain for the new area.

At the top of page 8, two sentences read, "Any or all submissions of this report shall be in its entirety. Under no circumstances shall this report be summarized or synthesized to be quoted out of context for any purpose." This paragraph is inserted in all of our reports, primarily to prevent any misconstruing of overall meaning of our report or parts thereof. Insofar as an EIR is concerned, providing professional people are writing this EIR, summarization will be permitted as this would have no effect on bidding or other physical treatment of the site or site soils. In all other respects, the above referenced report will obtain as is written.

Respectfully submitted,

BUENA ENGINEERS, INC.

F. D. Didier, Jr.

Reviewed and Approved

Norman G. Hallin
C. E. 7370

FDD/NGH/cec

Copies: 3 - City of Oxnard, Planning Dept.; attn: Richard Floch
3 - Standard Pacific; 1 - file

INTRODUCTION

Purpose:

This investigation was performed to evaluate a 15-lot subdivision. It is proposed to construct a residential single-family subdivision.

Scope:

Field work was initiated on May 2, 1977, in which five (5) borings were drilled to a depth of fifteen (15) feet. Cores were taken at selected intervals in each boring with a split-ring sampling tube. Core samples were logged in the field, returned to the laboratory, evaluated and tested. Results of this field exploration and laboratory tests which form the basis of our recommendations are presented in the attached appendix.

Site Location and Conditions:

The subdivision is located south of Vineyard Avenue and west of Oxnard Boulevard, Oxnard, California. Topographically, this area is essentially flat and appears to drain to the west.

At present time, the proposed construction area is planted in row type crops. All of this will require cleaning and removal prior to any construction. There is a slight depression on the northern part of the west boundary of the property. Cyprus trees border the property on the east and north.

SOIL MECHANICS

Bearing soils within the proposed construction site are considered to be in the non-expansive and low expansive ranges showing Expansion Indices of 3 and 28 when tested by the ASCE "Expansion Index Test Method." Therefore, all footings and slabs shall be designed for soils in the weighted expansion category of 0-20 and 21-50 as described in the U.B.C. Table 29-A in the appendix of this report. This table is quite explicit in giving footing width, footing depth, reinforcement for foundations for 1, 2 and 3-story structures. Additionally, this table gives slab thickness, reinforcement, total thickness of sand with vapor barrier, premoistening control prior to pouring concrete in both foundations and slabs.

In-place densities indicate a general looseness from two (2) to four (4) feet below existing ground surface and consolidation tests performed on undisturbed samples at a depth of three (3) feet confirm this looseness. The consolidation tests show a slight settlement under constant load when water is added. Therefore, it is recommended that bearing soils be recompacted in order to limit the potential settlement to a reasonable amount. All areas to receive fill should be undercut by three (3) feet and the resulting surface shall be scarified and recompacted to a minimum of ninety percent (90%) of maximum density. Cut areas shall be undercut two (2) feet below finished grade and the exposed surface scarified and

compacted to a minimum of ninety percent (90%) of maximum denisty. The previously removed materials or an acceptable import may then be placed and compacted to a minimum of ninety percent (90%) of maximum density.

Driveways, sidewalks and other areas to be improved outside the recompacted areas of the buildings shall be scarified to a depth of twelve (12) inches and recompacted to a minimum of ninety percent (90%) of maximum denisty.

It is estimated that during recompaction of original soils and compaction of fill materials there will be between 0.4 and 0.5 feet consolidation and approximately twenty percent (20%) shrinkage.

For conditions set forth under this method of treatment, a safe bearing value of 1700 psf may be used for continuous footings bottomed a minimum of twelve (12) inches below finished adjacent grade. An additional 160 psf may be used for each additional six (6) inches in depth for the foundation bottom. These values are for dead plus live loads and a one-third (1/3) increase may be assumed when considering seismic and wind loads in addition to dead plus live loads.

A friction coefficient when used for dead loads only of 0.49 may be used in designing for lateral resistance where concrete is placed on good firm natural soils or compacted fill. For design purposes,

passive pressure may be taken as the equivalent of a fluid weighing 295 pounds per cubic foot. Lateral pressure shall be equal to 34 pounds per cubic foot plus the surcharge load.

Considering data presented above with respect to bearing values, coefficient of friction, passive and active pressures, etc., these values are good only for soils that have an in-place density of ninety percent (90%) or higher. This density may be either natural in-place densities found in the native soils or it may be a recompacted density of previously loose site soils. In any event, these values will not hold if the in-place densities are below ninety per cent (90%) of maximum density.

GENERAL REQUIREMENTS

A soils engineer shall supervise grading operations to insure compliance with recommendations and local ordinances. Any areas to receive fill shall be prepared by scarifying to a minimum depth of twelve (12) inches, moistening or drying to near optimum moisture and compacting. Fill materials may then be placed in compacted layers, compacted to a minimum of ninety percent (90%) of maximum density. No debris, trash or organic material of any nature shall be included in areas to receive fill or fill material. Any soft spots due to excessive moisture should be removed, dired or replaced with suitable material. Densities shall be determined in accordance with ASTM D 1557, Method A, and all compaction shall be a minimum of ninety percent (90%) of maximum density unless otherwise specified. Unless otherwise noted, all grading will be in compliance with Chapter 70 of U.B.C.

It will be the responsibility of the owner of record for notifying the foundation engineer whenever the job is to start or continue after a shut-down of grading operations. This report will be reviewed by all controlling authorities for the project and as a result, additional requirements may be deemed necessary.

Borings were located in a configuration to obtain a maximum amount of subsurface information. Requirements of this report are based upon the assumption that soil conditions do not deviate from those disclosed to depths penetrated in these borings. Recommendations of this report are based upon presently proposed construction. If there are any variations from this, the soils engineer should be notified so that supplemental recommendations can be given if found to be necessary.

Findings of this report are valid as of this date; however, changes in conditions of a property can occur with passage of time whether they be due to natural processes or works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards occur whether they result from legislation or broadening of knowledge. Accordingly, findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of one (1) year.

This report was prepared as an independent soils engineering evaluation. All comments, observations, calculations, conclusions and recommendations are based on all data available to this laboratory at this time. The writer has no economic interest or ownership in subject property nor does he anticipate or expect to receive an interest therein as payment for services rendered in preparation of

this report. Any or all submissions of this report shall be in its entirety. Under no circumstances shall this report be summarized and synthesized to be quoted out of context for any purpose.

Respectfully submitted,

BUENA ENGINEERS, INC.

REB

Raymond E. Brannen

Reviewed and Approved

Norman G. Hallin
C. E. 7370

REB/NGH/cec

Copies: 6 - Standard Pacific
1 - City of Oxnard, Planning Dept.
attn: Don Hineser
1 - file

APPENDIX

INVESTIGATION AND ANALYSIS

On May 2, 1977, five (5) test borings six (6) inches in diameter were drilled to a depth of fifteen (15) feet using a truck-mounted power auger. Undisturbed samples were taken by means of a split-ring sampling tube at various depths in each boring. Soils exposed by drilling were found to be stratified and comprised of silty ifne sands underlain by clayey silts. No free water was found to depths penetrated.

After a visual field classification, samples were returned to the laboratory, classified and tested. Three (3) samples were taken as being representative of soil types encountered and were subjected to the following tests: maximum density-optimum moisture (ASTM D 1557-70, Method A), direct shear, consolidometer, hydrometer analysis and expansion per the ASCE "Expansion Index Test Method."

Locations of borings with respect to property can be found on Plate A. Boring logs with soil classification, depths encountered and test results are shown on Plate B.

Consolidation tests were performed on undisturbed samples to determine soil compressibility. To illustrate effective moisture of soil compressibility, water was added to the sample at a surcharge of 500 psf. Results of these tests are shown on Plate C.

Direct shears were performed on remolded samples to determine soil strength for ideal conditions. These samples were subjected to saturated moisture limits and tested at different surcharge limits. Results of shear tests are shown on Plate D.

Plate E gives a graphic representation of maximum density-optimum moisture curves for the ASTM D 1557-70, Method A.

May 16, 1977

77-5-127
Job No. B-8428-T01

TEST RESULTS

Soil	A1	A2	B1
Maximum Density pcf	124.8	121.8	116.4
Optimum Moisture %	9.3	11.6	13.1
Angle of Internal Friction	29.3		20.7
Cohesion psf	143		341
Expansion Index	3		28
Grain Size - Gravel	0.9	0.5	0.0
Sand	57.8	62.5	24.8
Silt	30.2	27.8	55.1
Clay	11.1	9.2	20.1

A1 Sand: Dark brown silty fine grained sand

A2 Sand: Light brown silty fine to medium grained sand

B1 Silt: Light brown fine sandy clayey silt

May 16, 1977

77-5-127
Job No. B-8428-T01

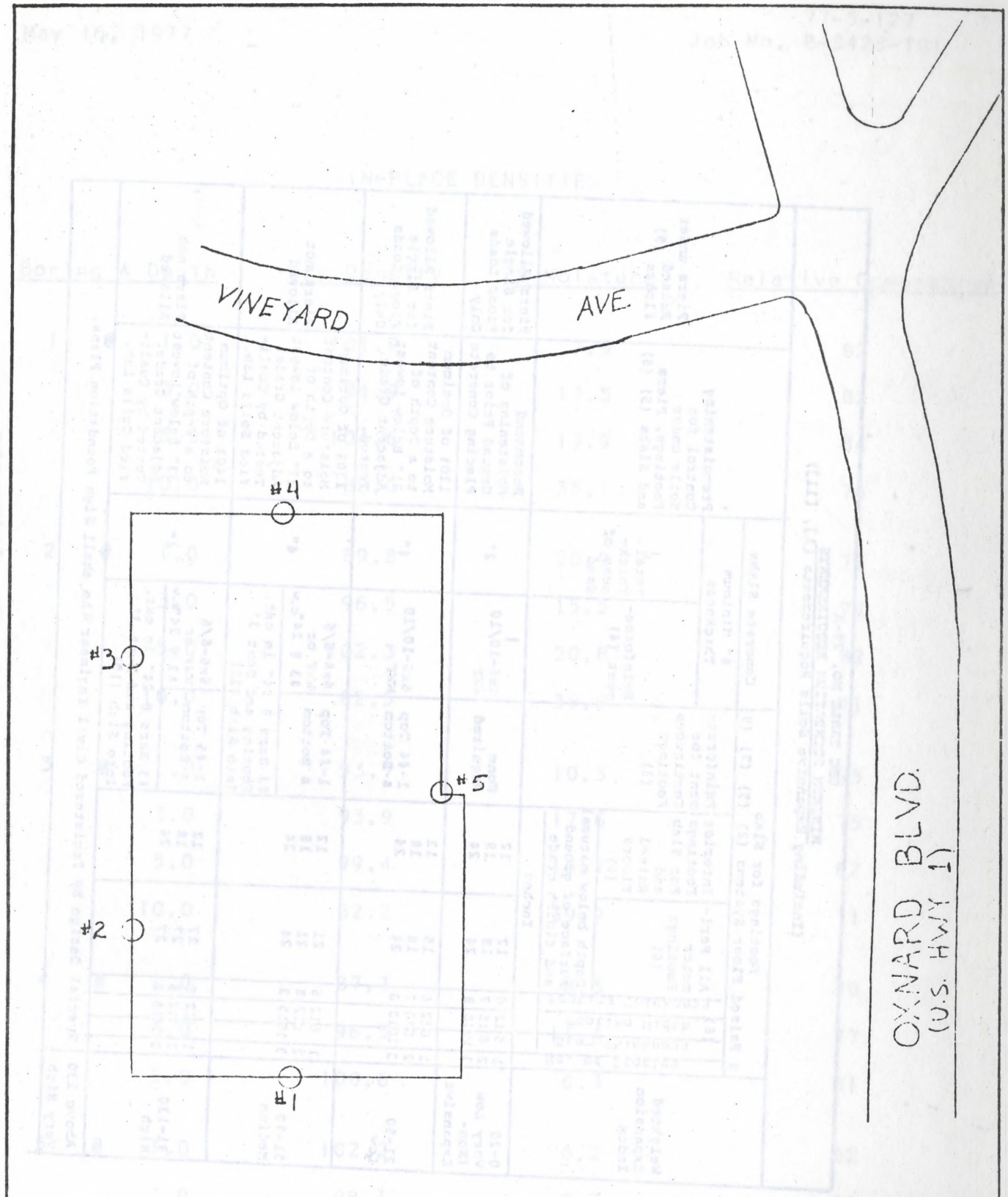
IN-PLACE DENSITIES

Boring & Depth	Dry Density	% Moisture	Relative Compaction
1 @ 1.0	101.9	7.9	82
3.0	94.9	17.5	82
5.0	104.6	17.9	84
10.0	88.0	35.1	76
2 @ 1.0	89.8	20.9	72
3.0	96.5	15.5	77
5.0	102.3	20.8	82
10.0	82.5	38.6	71
3 @ 1.0	93.7	10.3	75
3.0	93.9	17.6	75
5.0	99.4	16.7	82
10.0	82.2	39.9	71
4 @ 1.0	87.3	8.3	70
3.0	96.5	11.4	77
5.0	100.6	6.3	81
5 @ 1.0	102.2	6.2	82
3.0	98.1	8.3	84
5.0	99.5	22.0	85
10.0	87.2	29.9	75

UBC TABLE NO. 29-A
MINIMUM FOUNDATION REQUIREMENTS
(Including Expansive Soils Requirements [1], [11])

Weighted Expansion Index	Footings for Slab & Raised Floor Systems (2) (5) (7) (9)						Concrete Slabs		Premoistening Control for Soils under Footings, Piers and Slabs (5) (6)	Piers under Raised Floors (9)
	No. of Stories	Stem Thickness	Footing Width (8)	Footing Thickness	All Perimeter Footings (6)	Interior Footings For Slab and Raised Floors (6)	Reinforcement for Continuous Footings (3)	4" Minimum Thickness: Reinforcement (4)	4" Minimum Thickness: Total Thickness of Sand		
					Depth below natural surface of ground and finish grade						
					Inches						
0-20 Very Low (Non-Expansive	1	6	12	6	12	12	None Required	6x6-10/10 WWF	2"	Recommend Moistening of Ground Prior to Placing Concrete	Piers Allowed for Single Floor Loads Only
	2	8	15	7	18	18					
	3	10	18	8	24	24					
21-50 Low	1	6	12	6	15	12	1-#4 Top & Bottom	6x6-10/10 WWF	4"	120% of Optimum Moisture Content to a Depth of 21" Below Lowest Adjacent Grade. Tested.	Piers Allowed for Single Floor Loads Only
	2	8	15	7	18	18					
	3	10	18	8	24	24					
51-90 Medium	1	6	12	6	21	12	1-#4 Top & Bottom	6x6-6/6 WWF or #3 @ 24"e.w	4"	130% of Optimum Moisture Content to a Depth of 27" Below Lowest Adjacent Grade. Tested by Qualified Soils Lab.	Piers not Allowed
	2	8	12	8	21	18					
	3	10	15	8	24	24	#3 Bars @ 24" in ext. Footing and Bent 3' Into Slab (10)				
91-130 High	1	6	12	8	27	12	1-#5 Top & Bottom	6x6-6/6 WWF or #3 @ 24"e.w	4"	140% of Optimum Moisture Content to a Depth of 33" Below Lowest Adjacent Grade. Tested by Qualified Soils Lab.	Piers not Allowed
	2	8	12	8	27	18					
	3	10	15	8	27	24	#3 Bars @ 24" in ext. Footing and Bent 3' Into Slab (10)				
Above 130 Very High	Special Design by Registered Civil Engineer Who shall Sign Foundation Plans.										

Refer to next page for footnotes.



BORING LOCATIONS
TRACT 2854

BUENA ENGINEERS, INC.

DATE: 5-18-77 | FILE NO.

TR 2854

DATE 5/2/77 BORING NO. 1 LOCATION: Per Plan

DEPTH, FEET	SYMBOL	CORE	BLOWS/FT	DESCRIPTION		UNIT DRY WT. LB/CU. FT.	MOISTURE PERCENT	SOIL TYPE	RELATIVE COMPACTION PERCENT	REMARKS AND ANALYSIS
0			12	Dark brown silty fine grained sand	1-	101.9	7.9	A_1	82	
			15		3-	94.9	17.5	B_1	B_2	
				Silt Lense						
5			17	Dark brown silty fine grained Sand	5-	104.6	17.9	A_1	84	
10			21	Medium brown fine sandy clayey silt	10-	88.0	35.1	B_1	76	
				Sand Lense						
				Silt				B_1		No Free Water
15										Bottom at 15'

TR 2854

DATE 5/2/77 BORING NO. 2 LOCATION: Per plan

DEPTH, FEET	SYMBOL	CORE	BLOWS/FT	DESCRIPTION	UNIT DRY WT. LB/CU. FT.	MOISTURE PERCENT	SOIL TYPE	RELATIVE COMPACTION PERCENT	REMARKS AND ANALYSIS
0			9	Dark brown silty fine grained sand	1 - 89.8	20.9	A_1	72	
			10		3 - 96.5	15.5		77	
				Silt lense					
5			20	Dark brown silty fine grained sand	5 - 102.3	20.8	A_1	82	
				Light brown silty fine to medium grained sand			A_2		
10			15	Light brown fine sandy clayey silt	10 - 82.5	33.6	B_1	71	
15									No Free water Bottom at 15'

TR 2854

DATE 5/2/77 BORING NO. 3 LOCATION: Per plan

DEPTH, FEET	SYMBOL	CORE	BLOWS / FT	DESCRIPTION	UNIT DRY WT. LB/CU. FT.	MOISTURE PERCENT	SOIL TYPE	RELATIVE COMPACTION PERCENT	REMARKS AND ANALYSIS
0			12	Dark brown silty fine grained Sand 1-	93.7	10.3	A_1	75	
			16	3-	93.9	17.6		75	
5			18	5- Light brown silty fine to medium grained Sand	99.4	16.7	A_2	82	
10			13	10- Light brown fine sandy clayey silt	82.2	39.9	B_1	71	
15									No free water Bottom at 15'

TR 2851

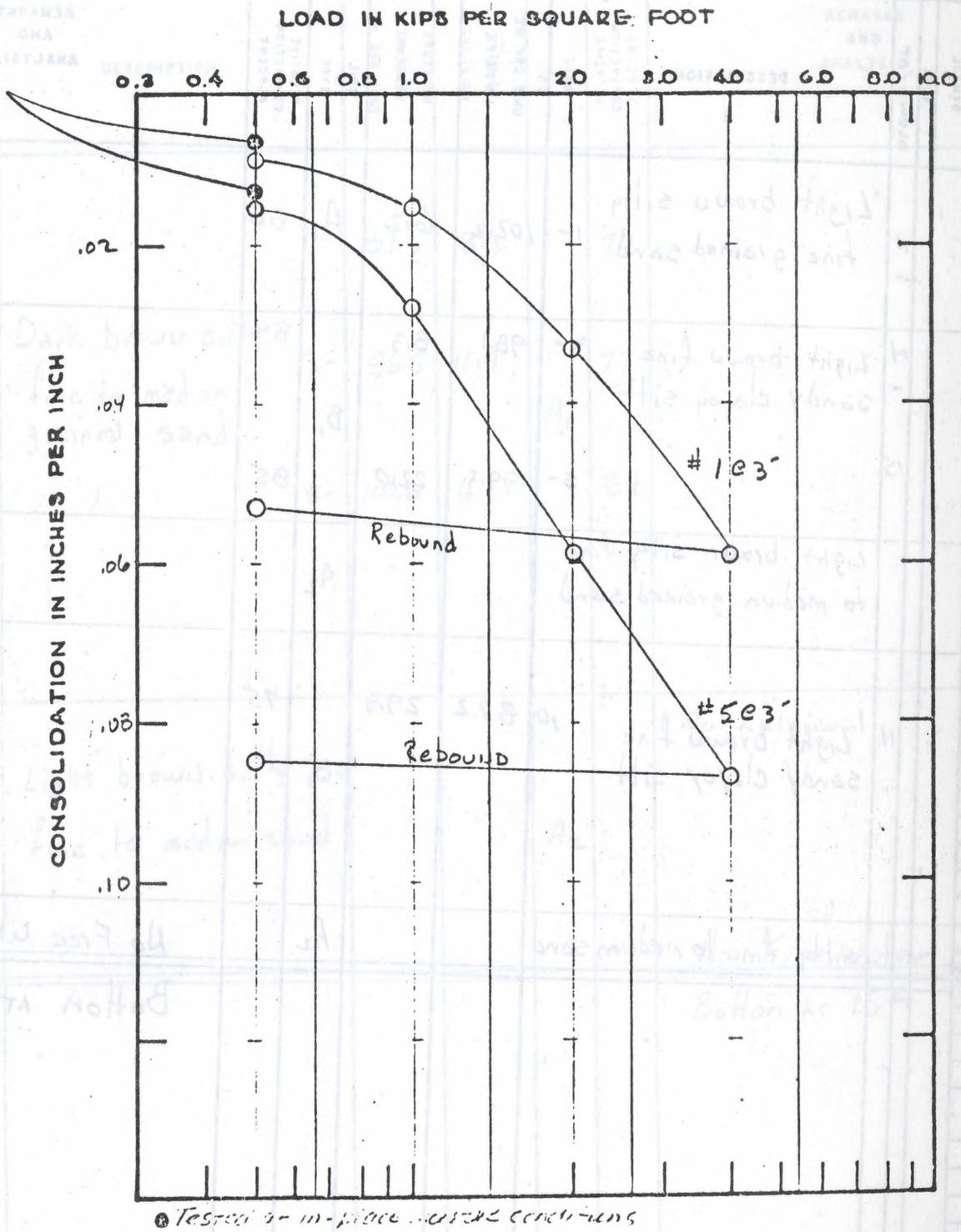
DATE 5-2-77 BORING NO. 4 LOCATION: Per plan

DEPTH, FEET	ELEVATION	CORE	BLOWS/FT	DESCRIPTION		UNIT DRY WT. LB/CU. FT.	MOISTURE PERCENT	SOIL TYPE	RELATIVE COMPACTION PERCENT	REMARKS AND ANALYSIS
0										
			13		1-	87.3	8.3		70	
			33	Dark brown silty fine to medium grained sand						
			-		3-	96.5	11.4		77	
5								A_1		
			55		5-	100.6	6.3		81	
10			50							No Retrieval
				Light brown silty fine to medium sand				A_2		
										No Free Water
15										Bottom at 15'

TR 2854

DATE 5/2/77 BORING NO. 5 LOCATION: p.r plan

DEPTH, FEET	SYMBOL	CORE	BLOWS/FT	DESCRIPTION	UNIT DRY WT. LBS/CU. FT.	MOISTURE PERCENT	SOIL TYPE	RELATIVE COMPACTION PERCENT	REMARKS AND ANALYSIS
0			11	Light brown silty fine grained sand 1-	102.2	6.2	A_1	82	1
5			14 - 15	Light brown fine sandy clayey silt 3-	98.1	8.3	B_1	84	
				5-	99.5	22.0		85	
				Light brown silty fine to medium grained sand			A_2		
10			11	Light brown fine sandy clayey silt 10-	87.2	29.9	B_1	75	
15				silty fine to medium sand			A_2		No Free Water
									Bottom at 15'

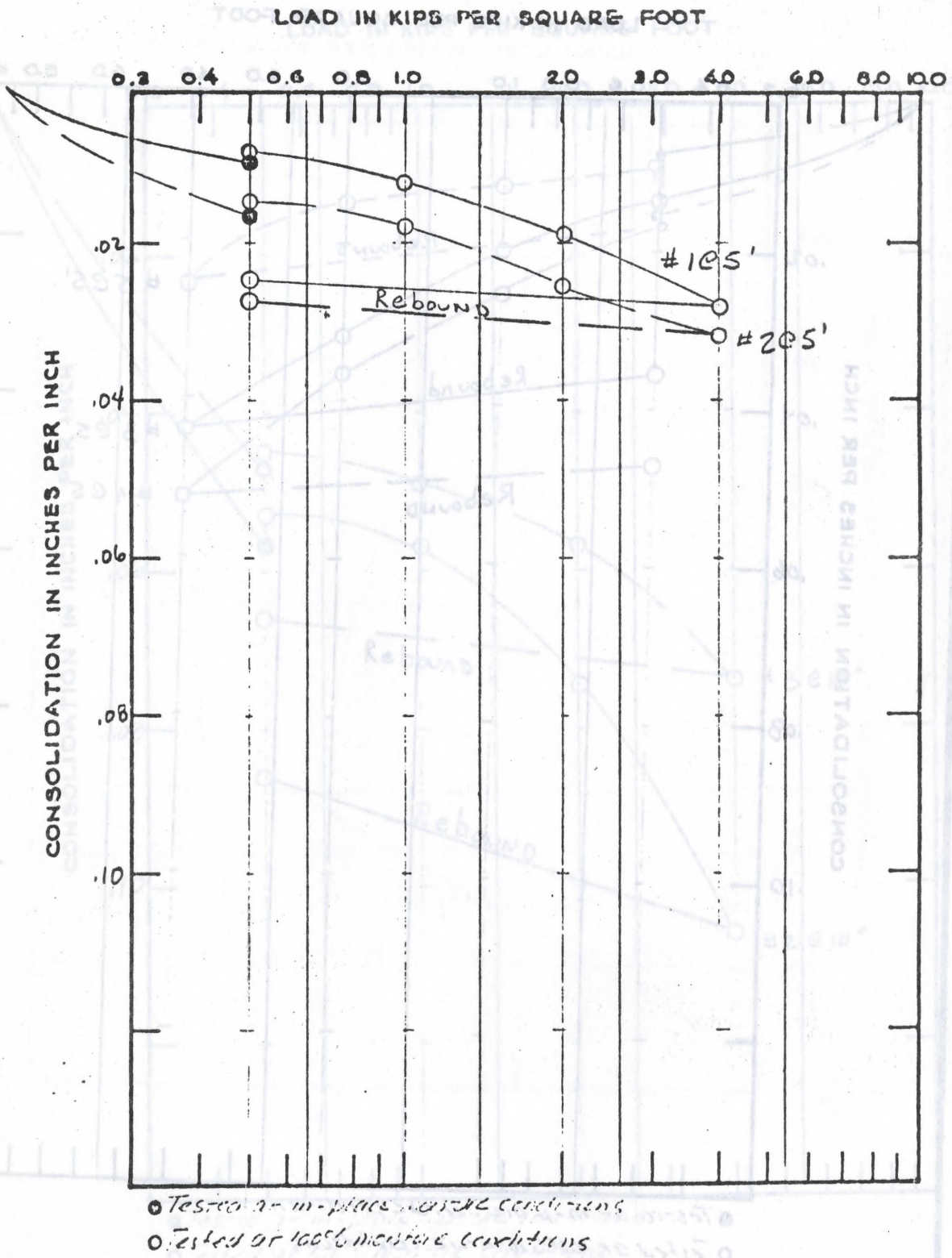


● Tested at in-place moisture conditions

○ Tested at 100% moisture conditions

CONSOLIDATION DATA

Job No: B8428-V01
BUENA ENGINEERS INC



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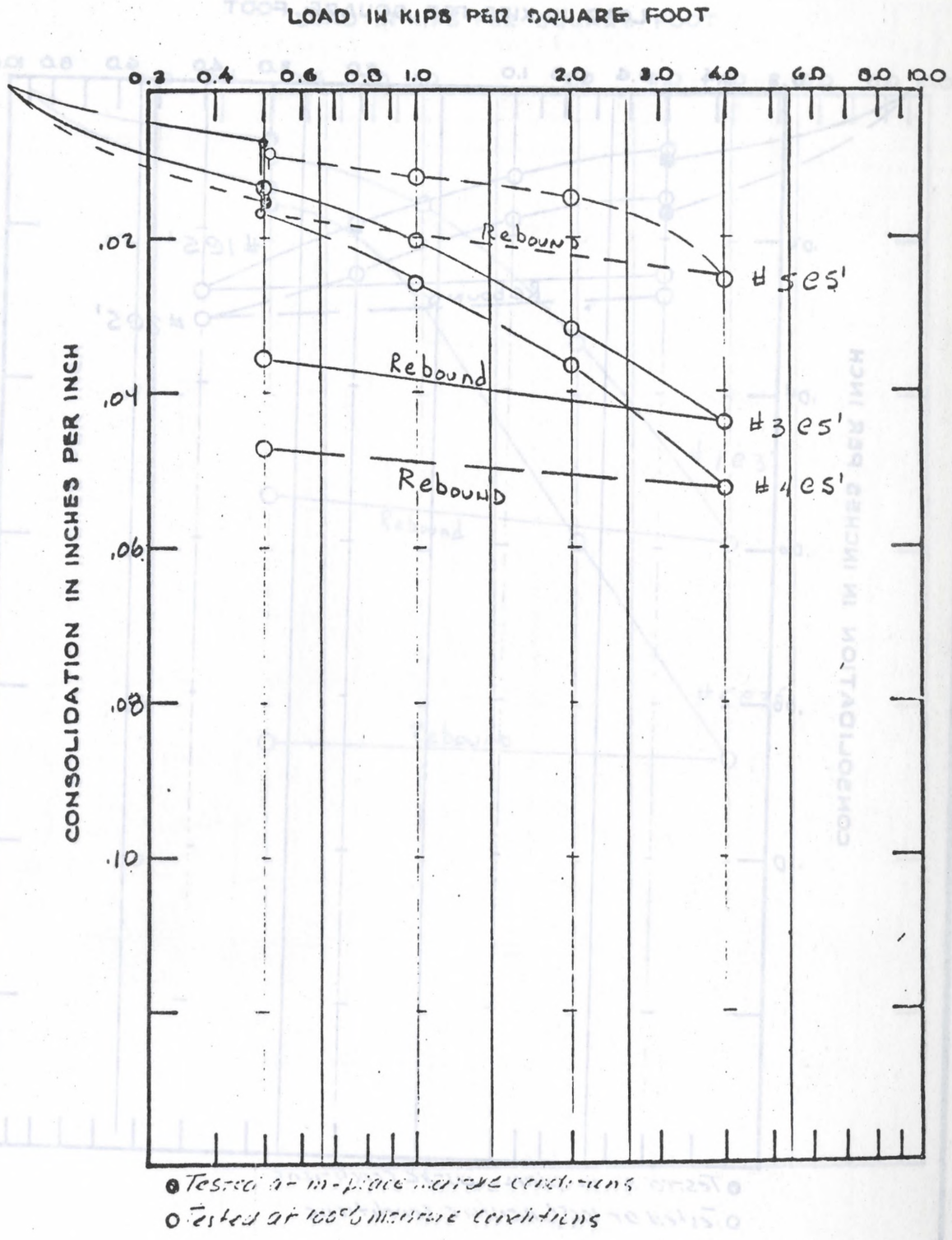
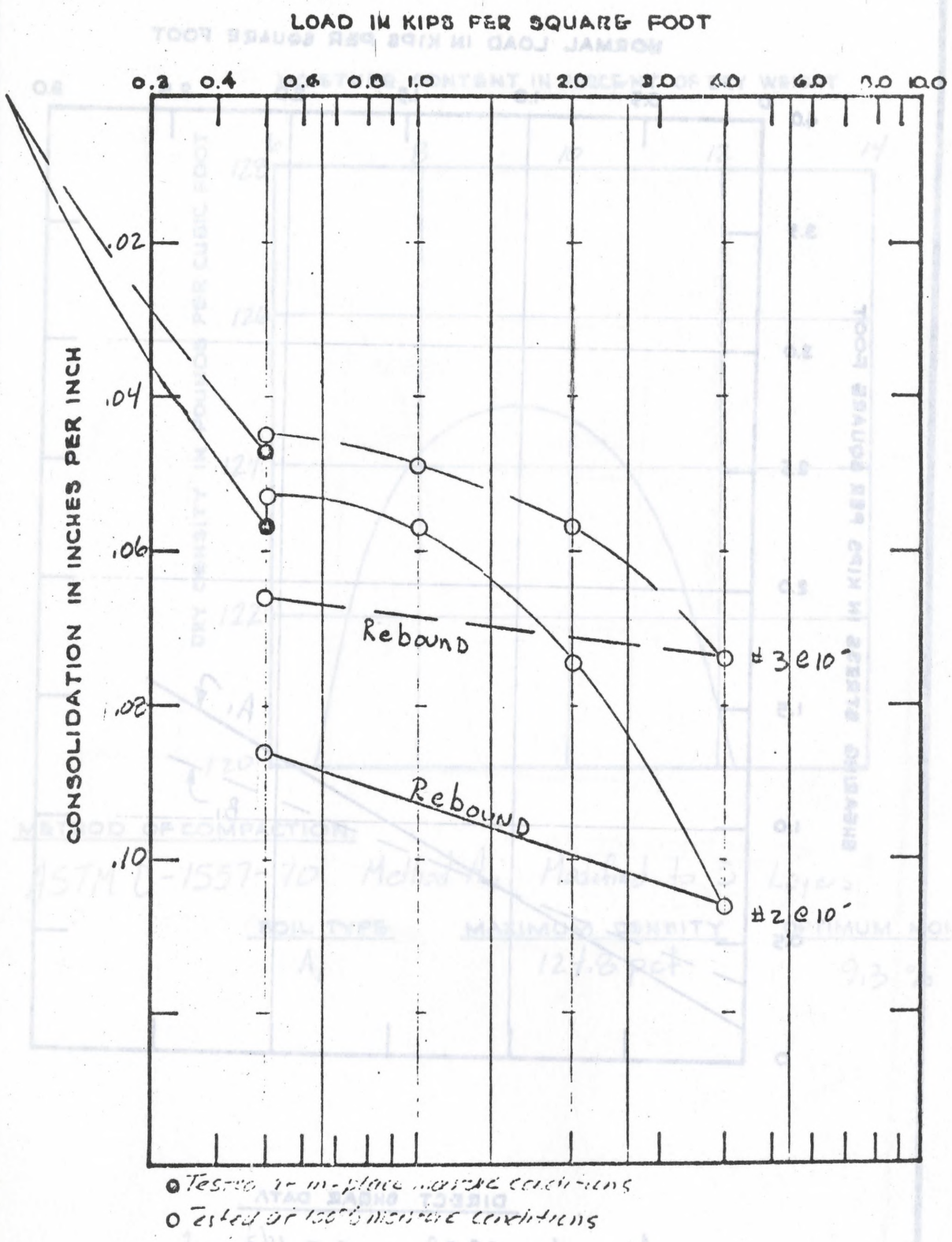


CONSOLIDATION DATA

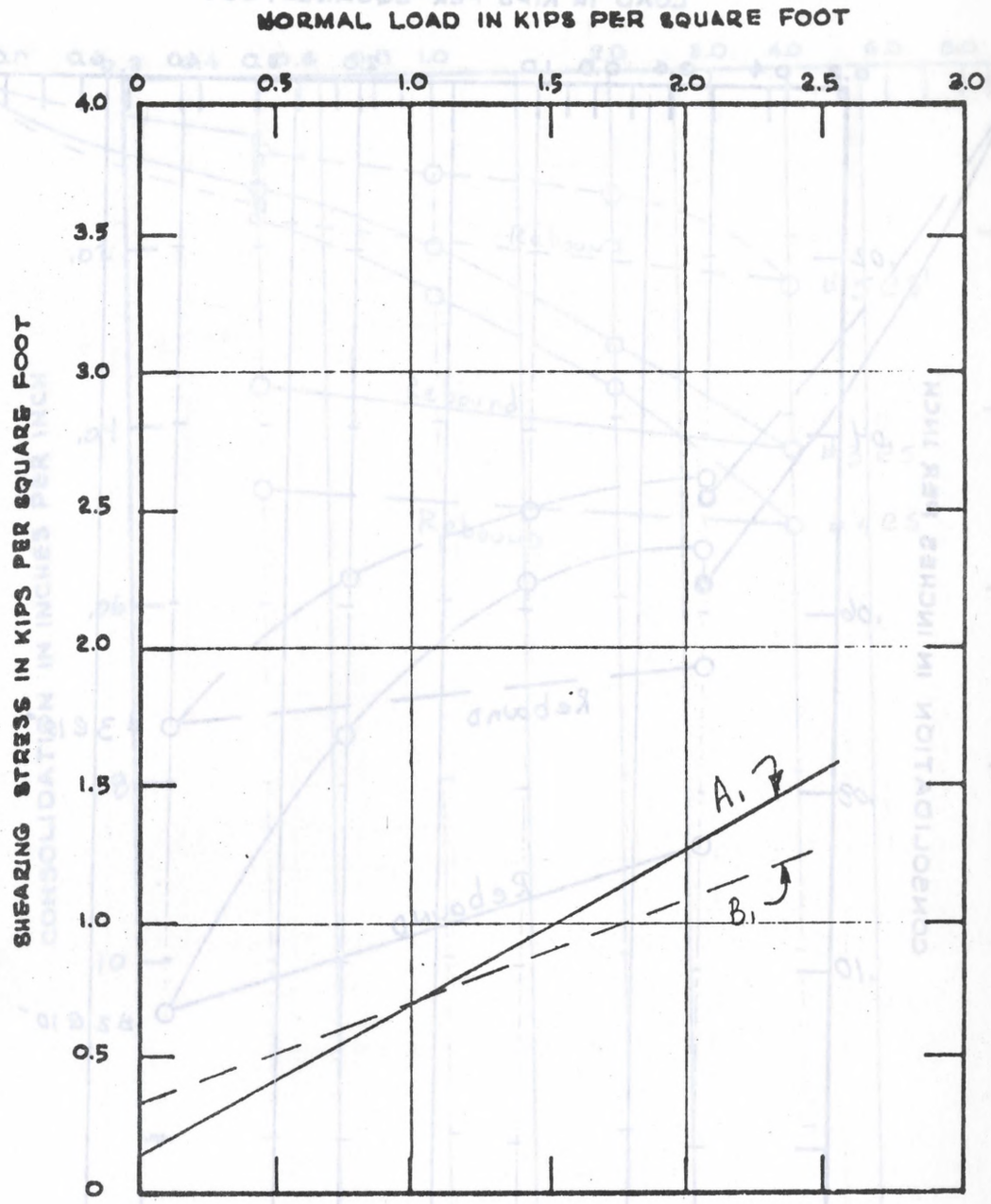
Job No: B8428 V01
BUENA ENGINEERS INC.



CONSOLIDATION DATA

B 8428 V01

BUENA ENGINEERS INC

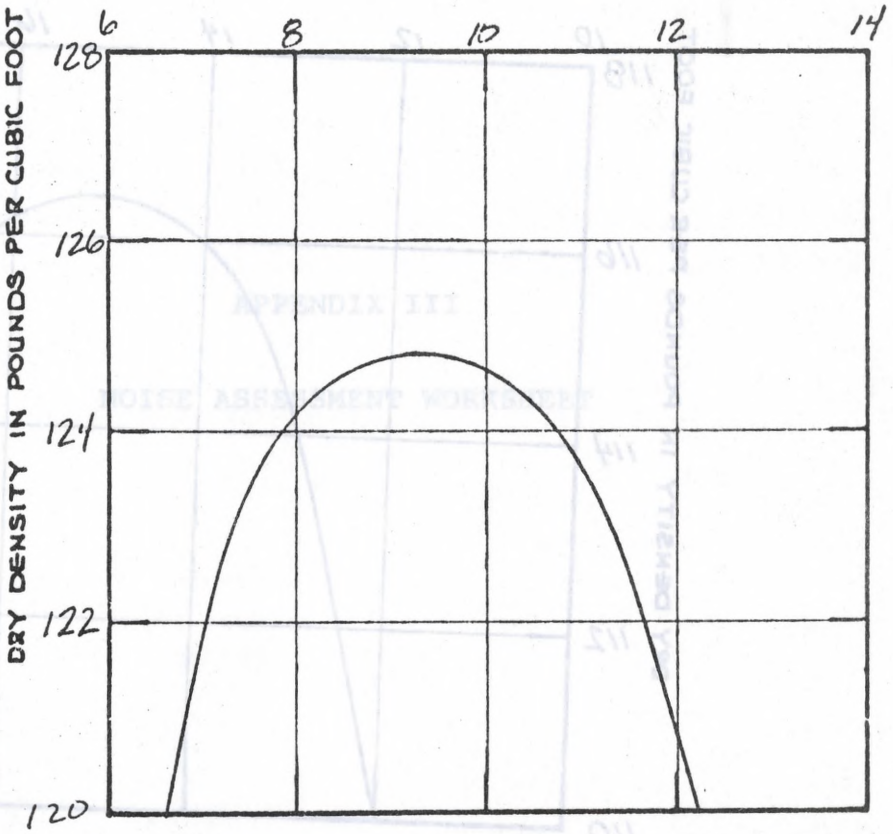


DIRECT SHEAR DATA

A_1 $\phi = 29.3°$ $c = 143$ psf

B_1 $\phi = 20.7°$ $c = 341$ psf

MOISTURE CONTENT IN PERCENT OF DRY WEIGHT

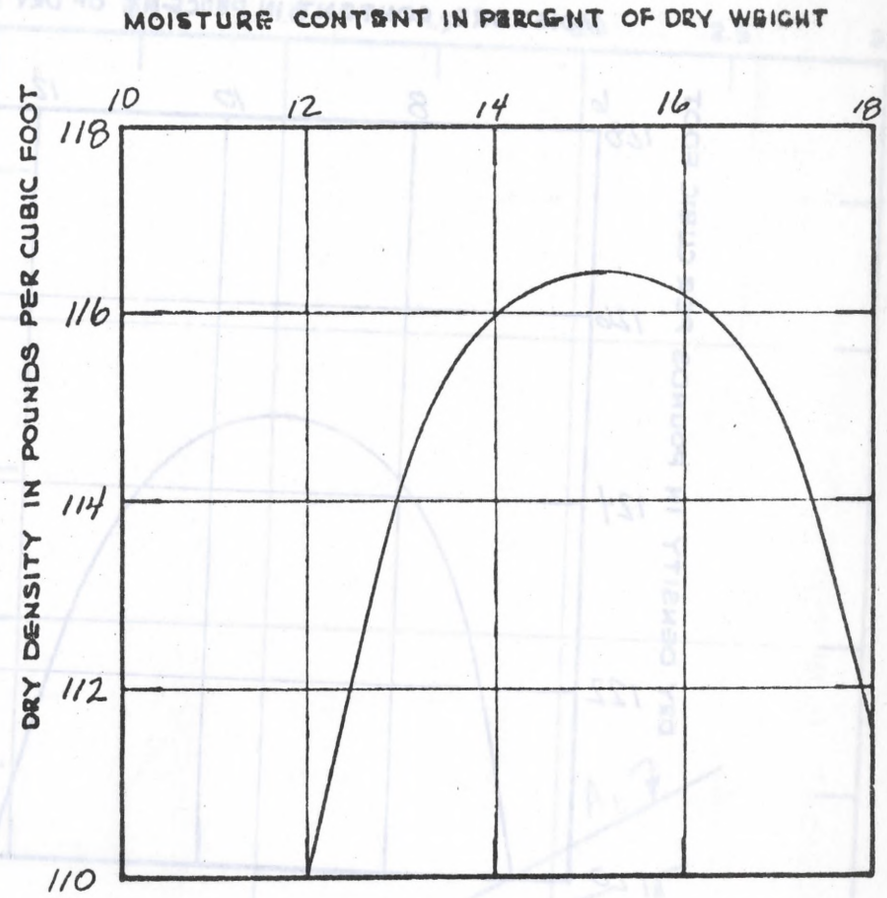


METHOD OF COMPACTION.

ASTM D-1557-70 Method A, Modified to 3 Layers

SOIL TYPE	MAXIMUM DENSITY	OPTIMUM MOISTURE
A,	124.8 pcf	9.3 %

MAXIMUM DENSITY - OPTIMUM MOISTURE CURVES



METHOD OF COMPACTION.

ASTM D-1557-70 Modified to 3 Layers

SOIL TYPE	MAXIMUM DENSITY	OPTIMUM MOISTURE
B_1	116.4 pcf	13.1%

MAXIMUM DENSITY - OPTIMUM MOISTURE CURVES

APPENDIX III

NOISE ASSESSMENT WORKSHEET

METHOD OF COMPACTION

ASTM D-1557-70 Modified to 5 Layers

Worksheet C – Roadway Noise

List all major roads within 1000 ft of the site:

	Acceptability Category: Automobiles	Trucks
1. VINEYARD AVENUE	CLEARLY ACCEPTABLE	MARGINAL
2. "C" STREET [END]	CLEARLY ACCEPTABLE	N/A
3. STATE HIGHWAY 1	CLEARLY ACCEPTABLE	NORMALLY UNACCEPTABLE
4. GONZALES ROAD	CLEARLY ACCEPTABLE	N/A

Necessary Information:

	Road #1	Road #2	Road #3	Road #4
1. The distance in feet from the site to the centerline of				
a. nearest lane:	230	870	630	710
b. farthest lane:	310	/	710	770
2. The total number of automobiles per hour in both directions:	1890	678	3150	1331
3. The number of trucks per hour				
a. uphill direction:				
b. downhill direction:		/		/
c. both directions:	20(est.)		211	
4. Effective distance from site to road:	267	870	665	740
Adjustments for Automobile Traffic				
5. Stop-and-go:	189	68	315	133
6. Mean speed: 1976 / 1990	75.6 / 74	8.2 / N/A	12.6 / 149	73 / 87
Adjustments for Truck Traffic				
7. Road gradient:	/	/	/	/
8. Stop-and-go:	100	/	1055	/
9. Mean speed:	/	/	/	/
Barrier Adjustment				
10. Distance from site to barrier:			0	
11. Distance from center of road to barrier:			640	
12. Effective elevation of road:			82.0'	
13. Effective elevation of site: 75.0'			1 STORY (80) (90) 2 STORY	
14. Effective elevation of barrier:			(-2) (8)	
15. Difference in elevation between site and road:				

(Over)

Worksheet C – (Continued)

	Road #1	Road #2	Road #3	Road #4
16. Difference in elevation between barrier and road:				
17. Adjusted distance:				

Date: 5/6/77

Signature: R. Flock

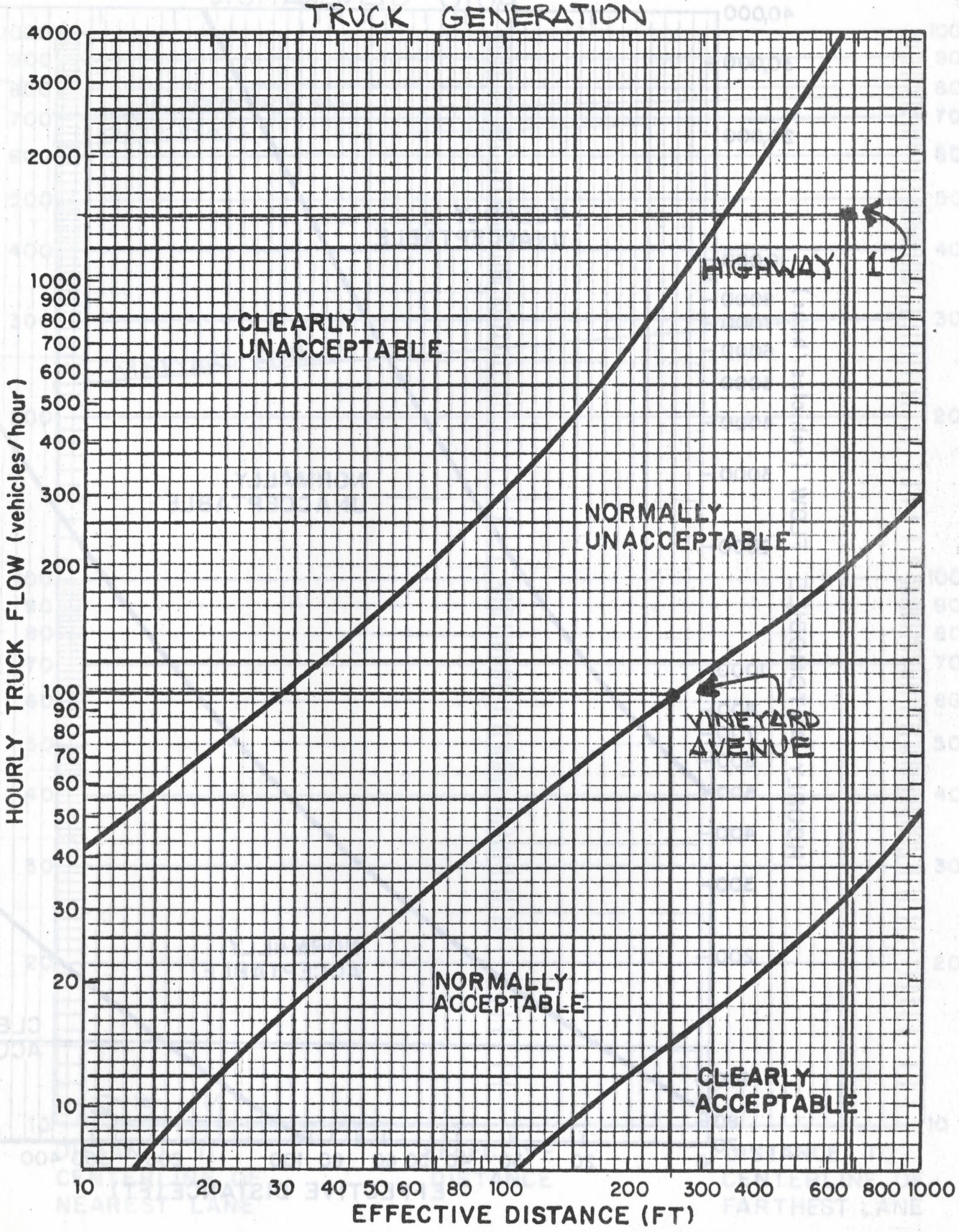


Figure 3.

U.S. GOVERNMENT PRINTING OFFICE : 1971 O - 430-445

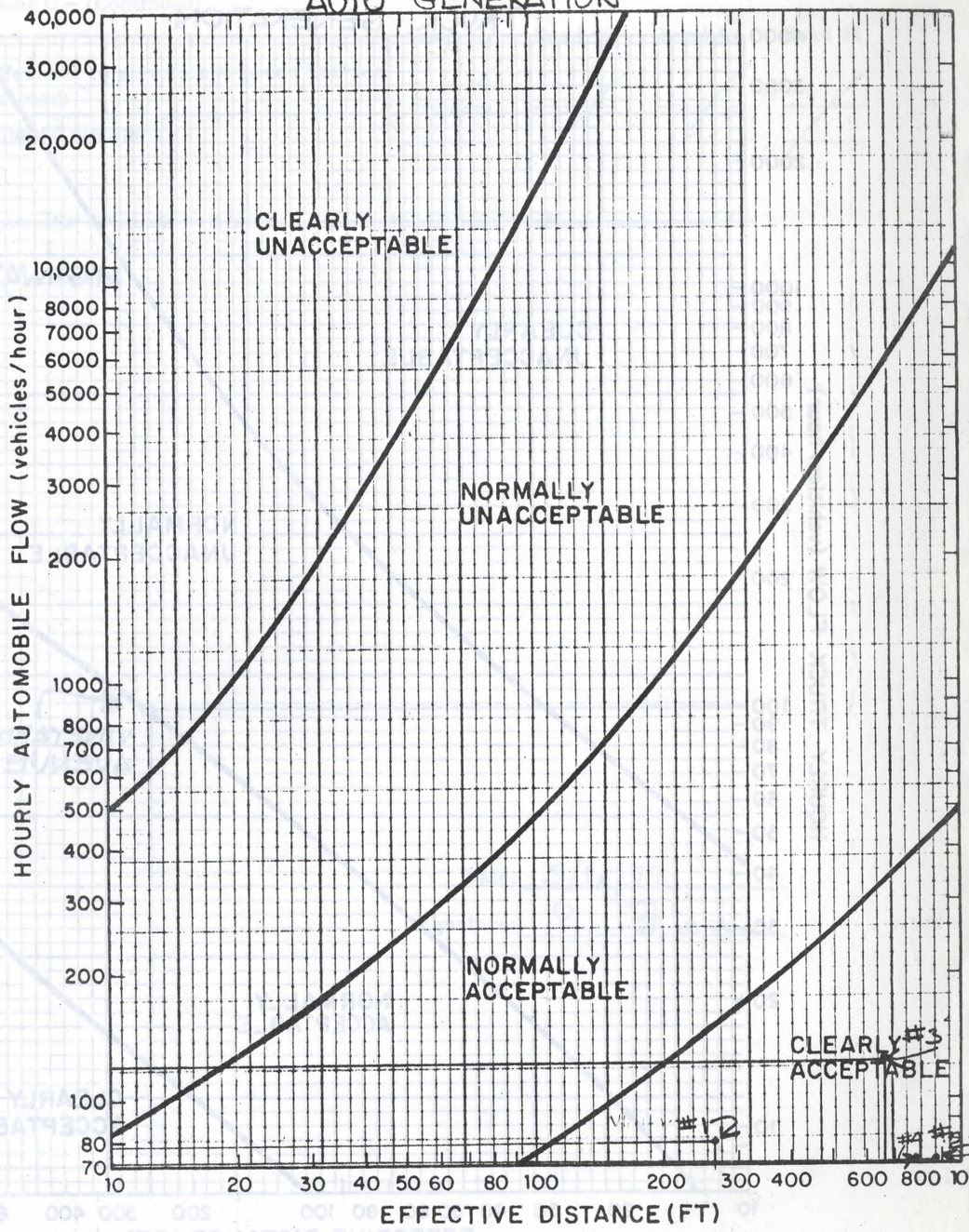


Figure 2.

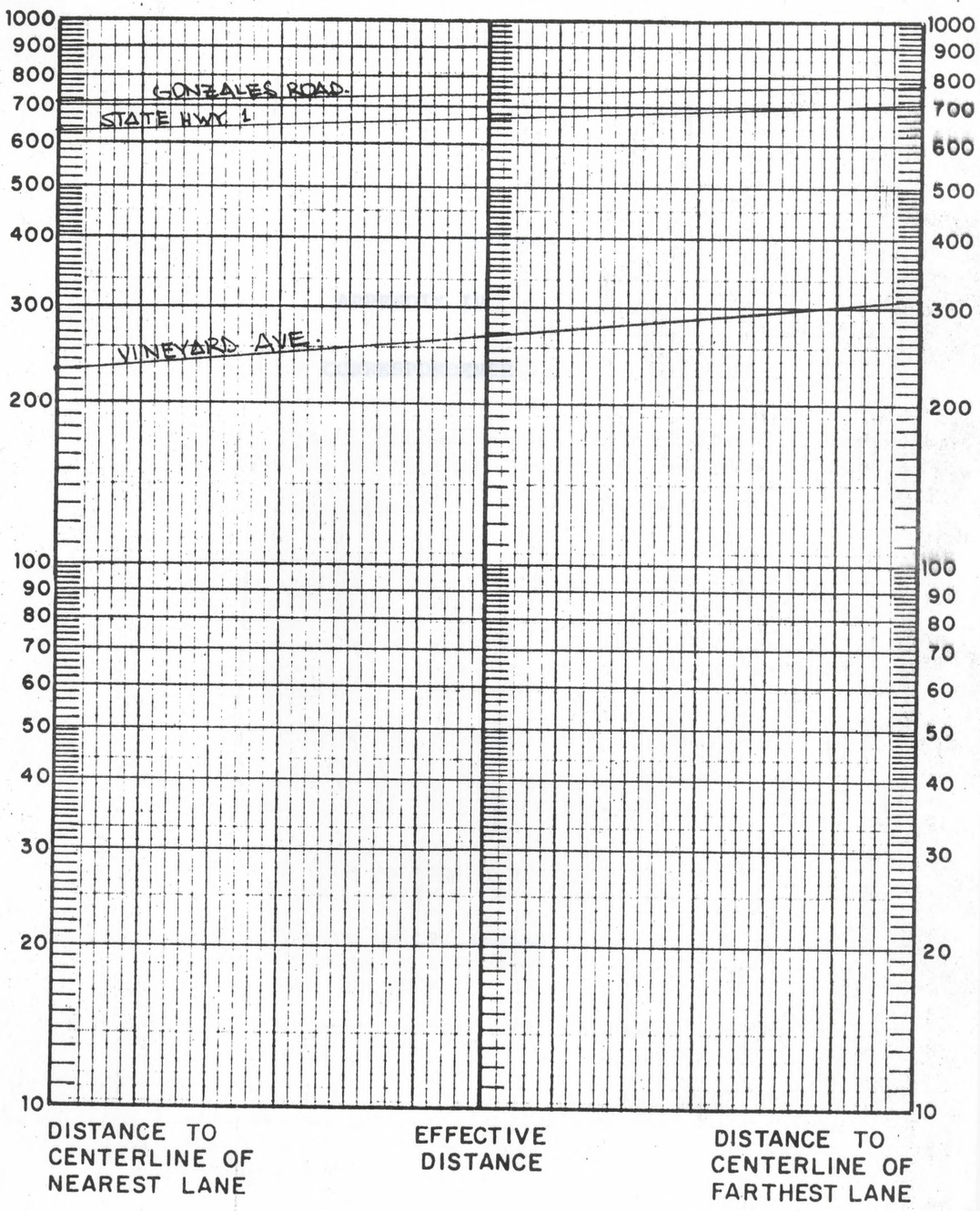


Figure 1.

APPENDIX IV

CORRESPONDENCE

CITY OF OXNARD

MEMORANDUM

MAY 9, 1977

To: RICHARD FLOCH, PLANNING DEPARTMENT

From: OFFICER DARRELL ULMER, POLICE DEPARTMENT

SUBJECT: EIR FOR TENTATIVE TRACT 2854 (STANDARD PACIFIC)

The City of Oxnard currently employs 104 sworn full time police officers, 81 of whom respond to calls for service from the citizens of the community while the remainder serve in administrative and other capacities.

The current ratio of police officers to population is 1.16 per 1000 population. The proposed project will not pose any adverse impact in terms of providing police service. However this project in conjunction with other residential projects in the city of Oxnard will necessitate an increase in the number of officers to provide adequate service to the city as a whole.

One recommendation that the police department would like to make (see attached sketch) is the relocation of the streets in such a manner that they would bulb slightly into the park. It is felt that this has many advantages.

1. It allows patroling officers to approach and observe the park from three sides instead of two.

2. It allows better access to the park for emergency vehicles in the event there was an injured subject in the park.

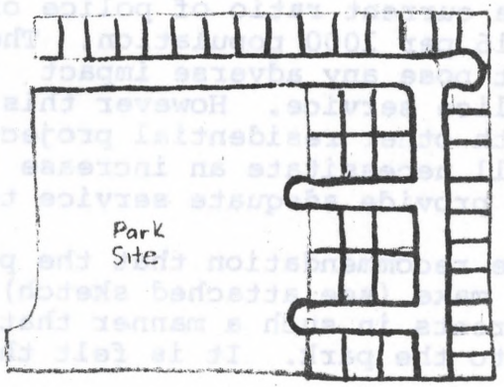
3. It allows residents in the project better access to the park.

4. It offers more privacy to residences located adjacent to the park in that you will have (5) homes with side yards instead of (10) with rear yards adjacent to the park.

Darrell D. Ulmer

Darrell D. Ulmer
Oxnard Police Dept.

TENATIVE TRACT 2854



CITY OF OXNARD

MEMORANDUM

4 May 1977

To: Mr. Richard Floch, Planning Assistant

From: H. A. Gustafson, Fire Chief

SUBJECT: EIR For Tentative Tract 2854 (Standard Pacific)

1. Question: Estimated response time and location of primary responding station.

   Answer: The response time should be less than three minutes for the two pumpers located on Vineyard Avenue near the Highway 1 intersection.

2. Question: Plans for new facilities which are pertinent to the project.

   Answer: No additional Fire Department facilities are planned for this area.

3. Question: Location of the hydrants and amount and adequacy of the fire flow which will serve the project.

   Answer: The development will be required to install fire hydrants and mains in accordance with the City standards as promulgated by City Water Department.

4. No other comments seem appropriate at this time.

H. A. Gustafson, Fire Chief

by R Furr
R. Furr, Assistant Chief

ggm

RIO SCHOOL DISTRICT

3300 CORTEZ ST., OXNARD

May 4, 1977

Mr. Richard Floch
Planning Assistant
City of Oxnard
305 West 3rd St.
Oxnard, CA 93030

Re: Tract 2854

Dear Mr. Floch:

The El Rio School, 2714 Vineyard Ave., will serve the pupils in Grades K-6. The capacity of this school is 570. The present enrollment is 372.

The Rio del Valle School will serve the pupils in Grades 7-8. The capacity of this school is 550 with a current enrollment of 450.

At this time there are not any plans for adding to any facilities or changing from the current normal school year.

Sincerely,

Charles K. Turk

CHARLES K. TURK
Assistant Superintendent

CKT/jw

PLANNING DEPARTMENT
305 W. THIRD STREET
OXNARD, CALIFORNIA 93030

APPENDIX V

SEWER MORATORIUM ORDINANCE

ORDINANCE NO. 1655

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OXNARD REVISING AND CLARIFYING THE TEMPORARY MORATORIUM ON SEWER CONNECTIONS.

WHEREAS, in Ordinance No. 1652, adopted as an emergency measure on June 21, 1977, the City imposed a moratorium on new sewer connections to the Ventura Road Trunk Sewer until relief was provided for the overloaded system; and

WHEREAS, based upon information available at the time the City Council provided various exceptions to such moratorium which have since been found to be in need of revision and clarification in order to carry out the purposes of the moratorium and make its application more equitable to persons affected thereby.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD DOES HEREBY ORDAIN AS FOLLOWS:

PART 1. Ordinance No. 1652 is hereby repealed.

PART 2. The temporary moratorium on new sewer connections to the Ventura Road Trunk Sewer, first imposed by Ordinance No. 1652, is hereby continued upon the following terms and conditions:

1. AREAS. There are three areas served by the Ventura Road Trunk Sewer which require different treatment because of differing timetables for sewer construction. These areas are shown on a map attached hereto as Exhibit A and are referred to herein as follows:

a. Blue Area: That area for which the Ventura/Hueneme Road Relief Sewer will provide relief. This sewer is under construction and scheduled to be completed by September 1, 1977.

b. Yellow Area: That area for which Stage 1 of the Western Trunk Sewer and reconstruction of portions of the Ventura Road sewer will provide relief. Such relief is expected to be provided in approximately one year.

c. Red Area: That area for which relief has not yet been designed.

2. MORATORIUM. New sewer connections to the Ventura Road Trunk Sewer and its tributaries, including those sewer lines which feed into it and into which it feeds and their tributaries, more particularly described on the map attached hereto as Exhibit A are prohibited except as follows:

a. Blue Area.

1. Developments having valid building permits issued on or before July 20, 1977 will be given occupancy permits and allowed to connect to the sewer.

2. All other developments may be processed and may be constructed but will not be given occupancy permits and allowed to connect to the sewer until the Ventura/Hueneme Road relief sewer is completed.

b. Yellow Area.

1. Developments having valid building permits issued on or before July 20, 1977 will be given occupancy permits and allowed to connect to the sewer.

2. All other developments may be processed and may be constructed but will not be given occupancy permits and allowed to connect to the sewer until Stage 1 of the Western Trunk Sewer and reconstruction of portions of the Ventura Road Sewer have provided relief to the area, or the provisions of paragraphs (b) or (c) under Section 1 of the Red Area can be satisfied.

c. Red Area.

1. Developments under construction pursuant to valid building permits will be given occupancy permits and allowed to connect to the sewer only if:

(a) The Ventura Road Trunk Sewer or its tributaries is no longer substantially overloaded and can accept limited additional flows from such developments; or

(b) Other adequate public sewer facilities have been provided and are available; or

(c) Adequate alternative disposal facilities acceptable to all agencies having jurisdiction are available.

2. All other developments may be processed if the developer so requests, but no building permit will be issued until the circumstances in (a), (b), or (c) of the above paragraph 1 exist.

d. Construction Not Generating Sewage.

Construction which will not result in the generation of substantial additional sewage will be given occupancy permits and allowed to connect to the sewer.

3. ADDITIONAL RESTRICTIONS. All approvals given by the City for development or occupancy in any area shall be subject to such additional restrictions as may be imposed by the Regional Water Quality Control Board.

PART 3. Within 15 days after adoption, the City Clerk shall cause this ordinance to be published one time in a newspaper of general circulation within the City of Oxnard. Ordinance No. 1655 was read and adopted on July 26, 1977 as an emergency measure to take effect immediately to protect the public health, safety, and welfare. This moratorium on sewer connections is necessary to avert a serious public health problem which will occur unless sewer connections are suspended or restricted until additional sewer line capacity is provided.

AYES: Councilmen Maxwell, Miller, Takasugi, Tolmach.

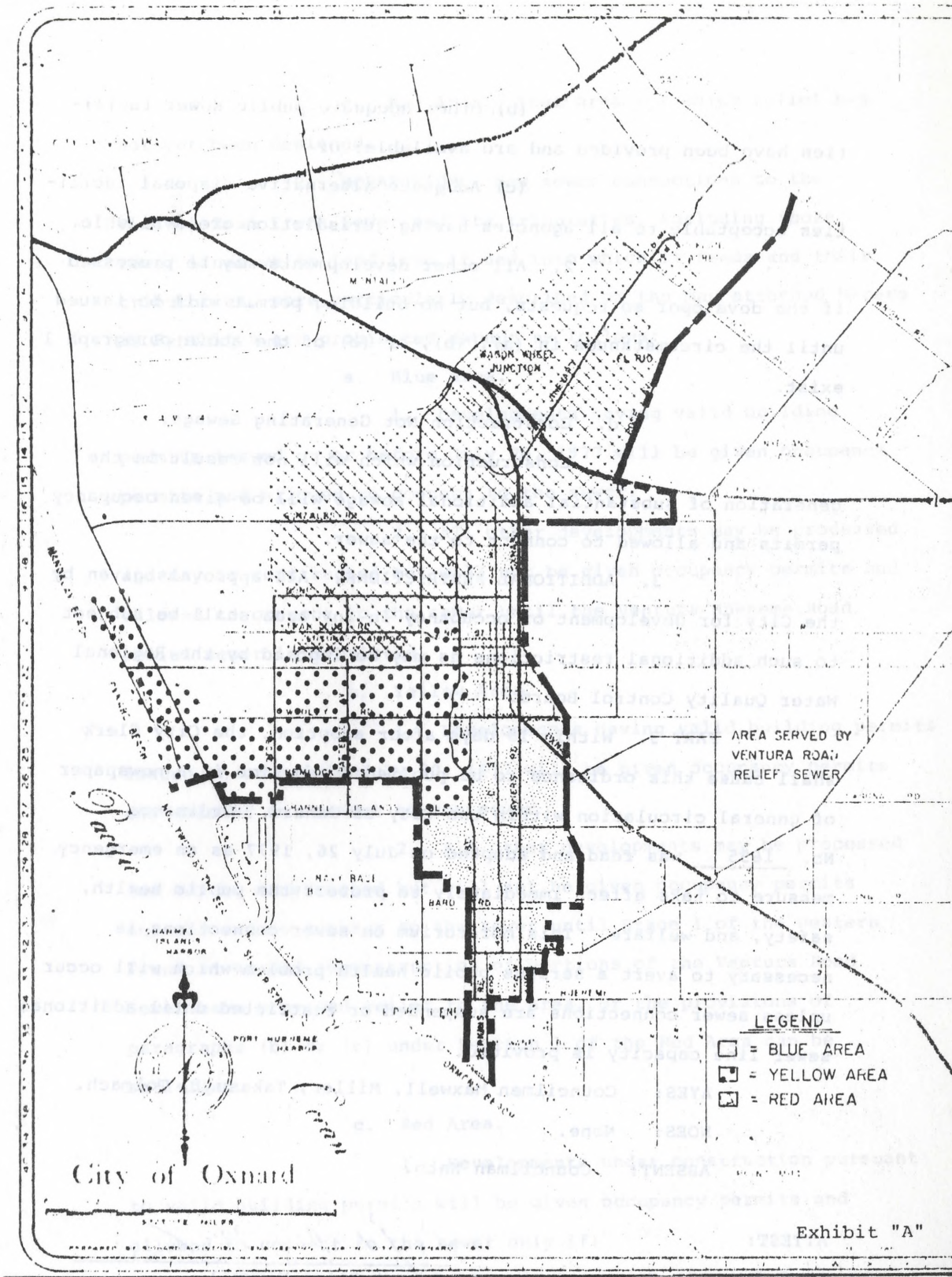
NOES: None.

ABSENT: Councilman Kato.

ATTEST:

Robert Blinn Maxwell
Mayor Pro Tem

Mildred W. Foster, CMC
City Clerk


AREA SERVED BY
VENTURA ROAD
RELIEF SEWER
LEGEND
= BLUE AREA
= YELLOW AREA
= RED AREA
City of Oxnard
Exhibit "A"