FINAL

ENVIRONMENTAL IMPACT REPORT

E-75-9

SCENIC HIGHWAYS ELEMENT

of the

General Plan

of the

City of Oxnard

Prepared by

City of Oxnard

August 1, 1975

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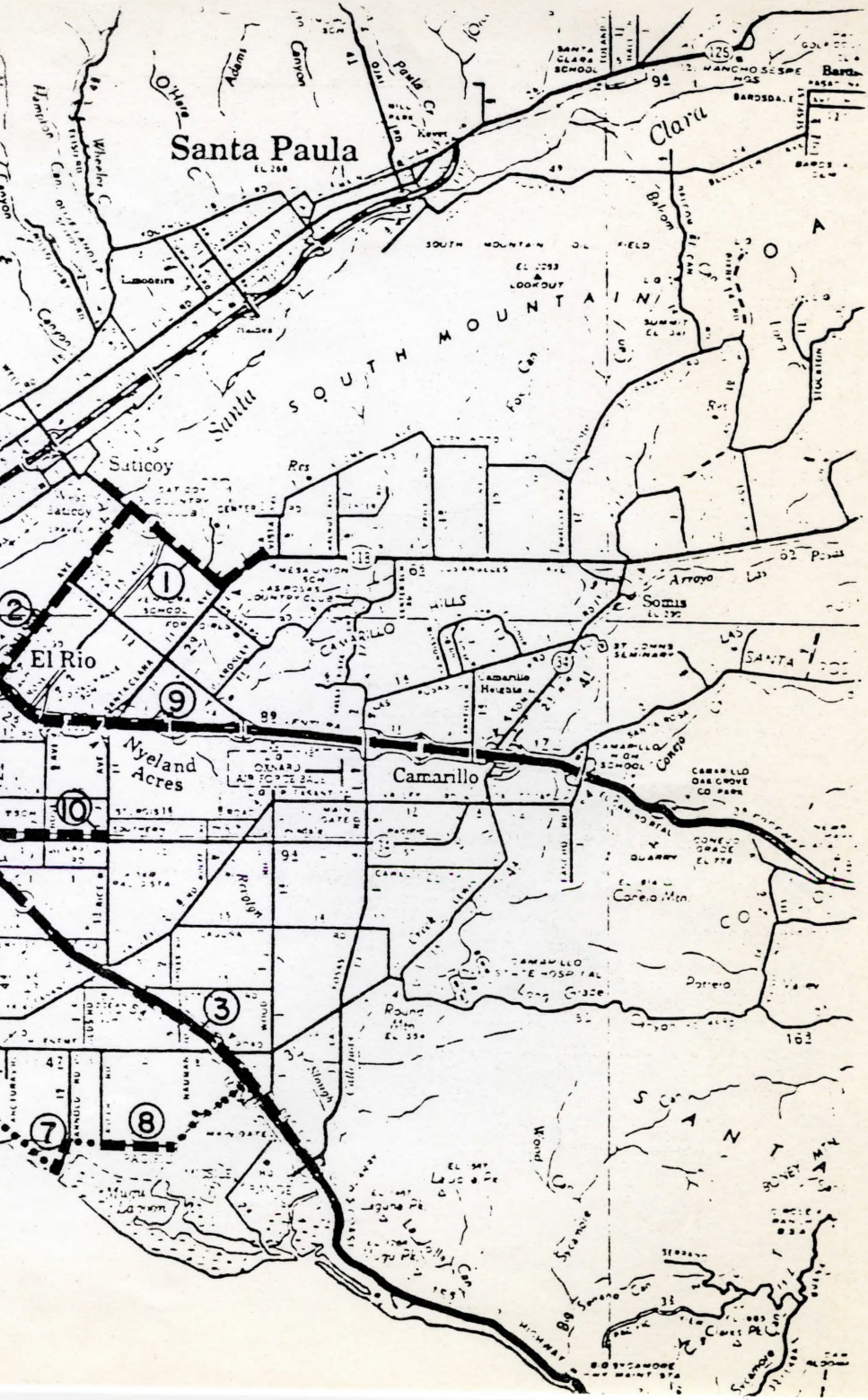
VENTURA COUNTY

LEGEND

PROPOSED CITY SCENIC DRIVE

FUTURE SCENIC DRIVE

prepared by


Santa Paula
SOUTH MOUNTAIN
Saticoy
El Rio
Nyeland Acres
Camarillo
Somis
Arroyo Las Posas
Santa Clara
Oxnard
Round Mtn
Conejo Mtn
Las Posas
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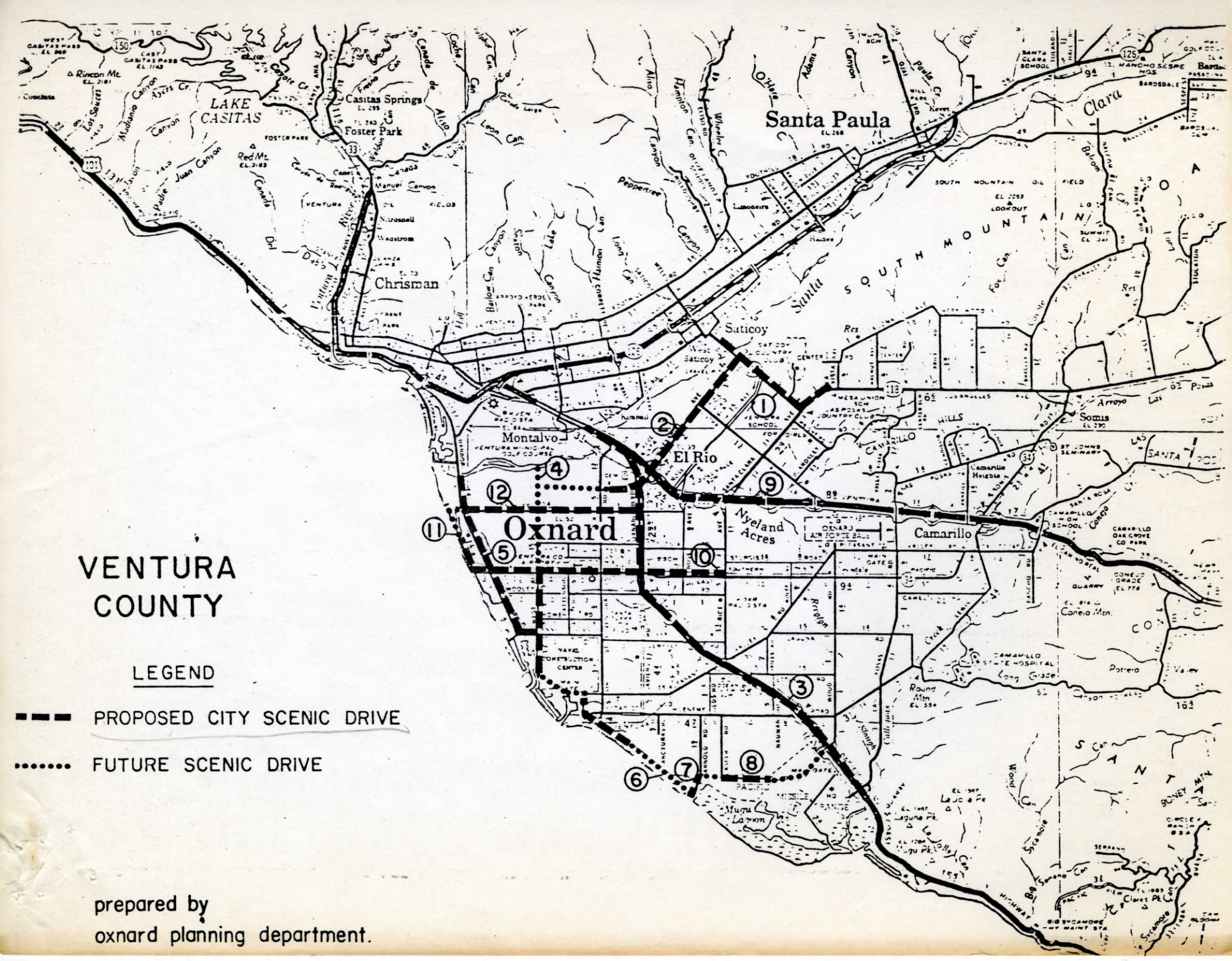


prepared by
oxnard planning department.

INTRODUCTION

The State Guidelines for Environmental Impact Reports, adopted on December 13, 1973, by the Secretary of Resources, requires that all governmental jurisdictions assess the environmental impact of the adoption of General Plans or their elements (Section 15037(a). These Guidelines further state that:

> "The requirements for an EIR on a local general plan or element thereof will be satisfied by the general plan or element document, i.e., no separate EIR will be required, if: (1) the general plan addresses all the points required to be in an EIR by Article 9 of these Guidelines and (2) the document contains a special section or a cover sheet identifying where the general plan document addresses each of the points required." (Section 15147(c))

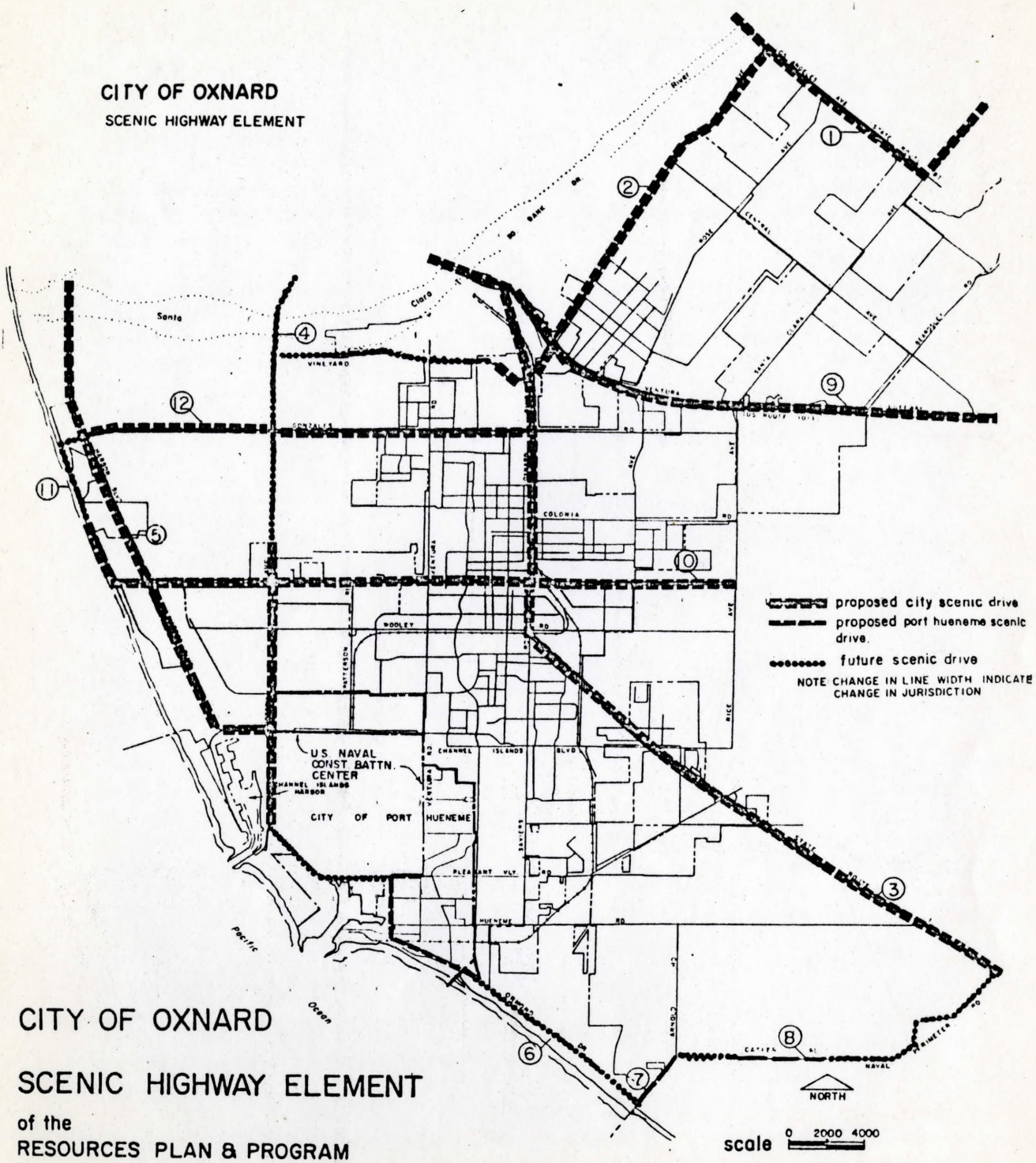
Finally, the General Plan Guidelines, September, 1973, prepared by the Council on Intergovernmental Relations, on page II-8 states:

> "The current guidelines adopted by the Resources Agency in April, 1972, requires an EIR on the adoption or amendment of a general plan or element thereof and zoning ordinances."

For the purpose of this report, the assumption is made that policies and programs of the proposed Scenic Highways Element may be considered actions having both beneficial and detrimental potential impacts on the environment. No attempt has been made to assess the environmental impact for specific corridors. The environmental assessment procedure for the implementation of individual corridors will assess the specific impacts at the project level. State Environmental Impact Reporting Guidelines, Section 15147 (degree of specificity) acknowledges that this approach is acceptable.

At the time specific projects are proposed to implement the Scenic Highways Element, an environmental assessment will be required which will analyze in greater detail their impacts. Accordingly, this Environmental Impact Report (EIR) cannot be used as the basis for exemption of any proposed project from the environmental assessment procedures of the City, even though the project is in conformance with the Scenic Highways Element.

This EIR was prepared by the Planning Department of the City of Oxnard, in accordance with State and City guidelines, to be an informational document. This report does not imply that the project is wholly beneficial, detrimental, or of no significance. It is intended to be a full disclosure of perceived environmental effects.



CITY OF OXNARD

SCENIC HIGHWAY ELEMENT

of the
RESOURCES PLAN & PROGRAM

prepared by
oxnard planning department

october, 1974

SECTION I

PROJECT DESCRIPTION

A. Location

The Scenic Highways Element seeks to establish and protect scenic routes within the City's approximately 75 square miles of planning area.

The proposed Scenic Drive System incorporates routes that are included in the County Scenic Highways System. This comprehensive system would encompass a diverse spectrum of natural and man-made environments. Views of the ocean, rivers, sand dunes, large expanses of farm land, along with the urbanized area of Oxnard, are all possible from this system (for exact location of proposed routes, please see attached area maps).

B. Project Objectives and Description

The California Government Code (Section 65302(h)) requires all city and county General Plans to include:

> "A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

The purpose of this element is to establish and protect scenic routes within the City of Oxnard by identifying and evaluating a system of existing and proposed roads that traverse areas of scenic beauty and interest. The aesthetic, cultural, historical and recreational features located along these routes can be seen and enjoyed by all residents through various modes of travel, including bicycle, bus, private automobile, by foot, or by other means of transportation.

This element provides the initial step in establishing a system of scenic drives within the City. Importance is also placed on providing a practical means to protect scenic resources within selected corridors.

The Scenic Highways Element of the General Plan, together with related efforts in the Conservation and Open Space Element, represents an overall attempt to protect and preserve our natural and urban scenic resources. Among the more important needs that an eventual system of scenic drives could meet, are: (1) the protection of scenic resources threatened by incompatible land use development within selected corridors; (2) the utilization of existing opportunities along proposed routes

before they are lost; and (3) the satisfaction of perceived public recreational needs.

This last need identifies one of the more important reasons for the Scenic Highways Element. Many studies of leisure and recreation strongly indicate that driving for pleasure is one of the public's most popular recreational activities. For example, in a study of the Los Angeles Metropolitan area, pleasure driving was found to be one of the recreational activities with the greatest potential demand.[1] Accordingly, a scenic drive system for Oxnard could provide convenient and attractive routes for pleasure drives, both now and in the future when demand can be expected to increase substantially. In addition, in the outlying rural areas, scenic drives could accommodate recreational demands by the provision of terminal points of departure for hiking into the back country. Finally, bicycle, equestrian, and hiking trails along scenic drives in appropriate areas would also offer ready access to other popular recreational activities.

Besides the protection of scenic quality along scenic highways, the legislative intent is to "protect the social and economic values" provided by an area's scenic resources.[2] While regulations controlling land use, building heights and construction standards, for example, have done much in the way of establishing a livable urban environment, this is not the case in all circumstances. Some urban areas are without adequate open space, lacking in the parks and natural areas that can provide psychological relief from an often crowded and unpleasant urban environment. The acquisition of urban open space is often expensive and slow in occurring. The need for outdoor recreation can be partially satisfied by utilization of the scenic drive system, not only for recreational driving, but also for other recreational activities to be included in the utilization of the corridor.

The inequities of modern urban life cannot be wholly resolved by a single program such as the project under discussion. However, the potential long-term benefits resulting from implementation of an effective scenic drive system warrants a concerted effort on the part of both government and a concerned citizenry to successfully establish such a system. Once accomplished, the Scenic Drive Program should provide returns for all residents of the City, rich and poor, and both the private and public sectors of the economy. Since selection of a place of residence is to some degree based upon the neighborhood environment, the protection of the scenic qualities of an area would surely assist in the long-term maintenance of property values in neighboring residences.

Thus, the Scenic Drive Program has the potential for effectively providing outdoor scenic and recreational opportunities for the general public in addition to assisting in satisfying the

urgent need to preserve the scenic quality of the urban and rural roadsides within Oxnard.

C. Present Scenic Drive System

Past scenic highways efforts have been structured around the State Scenic Highways Program, which identifies highways traversing areas of great scenic quality. These routes are shown in the State Master Plan of Scenic Highways map. Once routes are selected, studies are conducted to determine the scenic corridor boundaries, scenic resources needing protection, and possible methods of protecting scenic quality. The responsibility for implementing these protection programs rests with the local jurisdiction.

There are presently two State Scenic Highways within the City of Oxnard:

Highway One (Oxnard Boulevard from Highway 101 to Point Mugu); and

State Highway 101 through Oxnard's sphere of influence.

The 54.3 miles of Oxnard's proposed Scenic Drive System incorporates routes that are included in the County Scenic Highway System also.

The Scenic Highways Element provides the mechanism necessary for initiating a Scenic Drive Program for the City.

The routes selected as Oxnard's Scenic Drive System are listed below (see regional and local maps).

1. Los Angeles Avenue through Oxnard's sphere of influence (to Walnut Boulevard)

2. Vineyard Avenue from Los Angeles Avenue southwest to Victoria Avenue

3. Oxnard Boulevard from Highway 101 to Point Mugu

4. Victoria Avenue (including its northward extension across the Santa Clara River) south to Panama Drive

5. Harbor Boulevard from the northern City limits south to Channel Islands Boulevard and continuing east on Channel Islands Boulevard to Victoria Avenue

6. Ormond Boulevard (and its future extension) from the Port Hueneme City limits southeastward to Arnold Road

7. Arnold Road from its junction with proposed extension of Ormond Boulevard to intersect with Casper Road

8. Casper Road from Highway 101 junction to the proposed junction with Arnold Road

9. State Highway 101 through Oxnard's sphere of influence

10. Fifth Street from Mandalay Beach Road to Revolon Slough

11. Mandalay Beach Road extending north from Fifth Street to connect to Gonzales Road

12. Gonzales Road from Harbor Boulevard to Oxnard Boulevard

While Oxnard's Scenic Drive System incorporates routes that are included in the County Scenic Highways System, the implementation of these routes is the responsibility of Oxnard.

D. Future Scenic Highway Programs

The Scenic Highways Element is the initial step leading toward the official designation of a scenic route. Future scenic routes will be prepared in accordance with the goals and recommendations of the proposed element. They will be integrated with the element and with other General Plan elements which might affect them, such as land use or open space.

The Scenic Highways Element can also be revised to reflect the changes necessary to implement a system of routes. The element is designed to meet the projected demans for Scenic Highway designation up to the year 1990. It will be reviewed regularly with other elements of the General Plan to maintain consistency and currency.

E. Relationship to Other General Plan Elements

State Guidelines relate the Scenic Highways Element directly to the Open Space and the Transportation Elements and indirectly to the Land Use Element. The Guidelines state:

> "Its strongest relationship is to the Open Space Element, inasmuch as the scenic corridor by definition will traverse significant natural and urban open space areas."

In addition, the Conservation Element plays an important role in relation to scenic highways.

Open Space Element

This element is the newest adopted element of the City's General Plan (June, 1973). The Open Space Element supports the

Scenic Drive Program by delineating a system of significant natural and urban open space areas and watershed conservation areas, containing most of the rural scenic resources within the City's planning area.

Transportation Element

The Transportation (circulation) Element of the General Plan is found in the Oxnard General Plan - Year 2000, Section Two, pages 53 to 91. This element concentrates on the movement of people and goods and therefore presents a potential conflict at the project level unless a balance is achieved between the objectives of both elements. The environmental assessments at the corridor study and individual project levels will provide two opportunities to evaluate alternatives and achieve the desired balance.

Land Use Element

The Scenic Highways Element is indirectly related to the Land Use Elements, since development standards for specific scenic drives may have an effect on the types and intensity of development within the scenic corridor.

SECTION II

INVENTORY OF THE ENVIRONMENTAL SETTING

The Scenic Highways Element proposes a comprehensive Scenic Drive System which will provide for the needs of all of Oxnard's residents. Since individual environmental assessments will be done on each of the proposed corridors, the "degree of specificity... need not be as detailed as an EIR on the Specific construction projects that might follow." (CEQA - Section 15147(c)). The focus of this EIR will be on the secondary effects that can be expected to follow from the adoption of this element and implementation of a Scenic Drive System.

A knowledge of the environmental setting of a project is crucial in evaluating the environmental impacts associated with the project. For these reasons, a general discussion of the Oxnard environment is presented.

A. Location & Topography

The City of Oxnard lies in the coastal plain of Ventura County in southern California, approximately 60 miles northwest of Los Angeles. The major physical features of the County are coastal mountains, intermountain valleys and the coastal plain. Over 50 percent of Ventura County consists of the Los Padres National Forest located in the northern portion of the County. The approximately 200 square mile Oxnard coastal plain is bounded on the north by the Santa Ynez Mountains, the Topotopa Mountains and the Piru Mountains, and on the east by the Santa Susanna Mountains and the Santa Monica Mountains. These mountains range in elevation from 1,600 feet in the Santa Monica Mountains east of the plain to about 2,700 feet in the Topotopa Mountains to the north. The Camarillo Hills and the Las Posas Hills extend into the plain from the east, as do Oak Ridge and South Mountain. Situated among these mountains and hills are the Santa Clara, Las Posas, Simi and Ojai Valleys.

The roughly triangular coastal plain extends about 18 miles along the coast and 9 miles inland. The slope of the plain ranges from moderate to flat, having a gradient of about 15 feet per mile in the central portion near the City of Oxnard. Mean elevation of the plain is approximately 50 feet, while upstream land located south and north of the Santa Clara River reach elevations of about 150 feet and 300 feet, respectively.

B. Population, Housing and Ethnic Characteristics

The City of Oxnard was incorporated in 1903. It is located 62 miles northeast of Los Angeles and 377 miles south of San Francisco, on the coast. The City has experienced a rapid

population growth from 1950 until the present, as can be seen by the following chart.

MONTH	YEAR	POPULATION	DWELLING UNITS	NEW BUILDING VALUATION (Fiscal Year)
April	1950	21,567*	6,128	$ 7,741,581
October	1952	26,353	7,251	5,509,253
April	1956	28,879	8,053	6,758,440
April	1958	34,326	8,846	12,718,625
April	1959	36,950	9,545	17,612,584
April	1960	40,265*	10,031	12,408,081
July	1961	42,200	11,554	18,958,544
July	1962	47,037	12,330	25,439,607
July	1963	52,532	13,803	15,148,813
December	1964	58,269*	15,712	27,545,541
July	1965	61,309	16,283	26,786,374
July	1966	63,030	17,002	12,785,522
July	1967	64,360	18,207	12,833,643
July	1968	67,613**	19,465	29,410,281
July	1969	69,050	19,600	39,893,176
April	1970	71,225*	21,250	36,907,769
July	1971	74,300	22,711	31,100,339
July	1972	77,600	24,877	49,714,038
July	1973	80,800	26,385	45,642,643
July	1974	84,000	27,079	24,436,118
January	1975	85,104**	28,672*	
July	1975	86,200 (Est)	28,878	32,000,000 (Est)

*U. S. Census
**State Special Census

The City has moved from a small agricultural community to the largest city within the County. Oxnard is a balanced city, providing both jobs and places to live for a wide range of social and economic classes. The following tables and chart summarize the population, housing and ethnic characteristics of the City, according to the 1975 Special Census.

POPULATION AND HOUSING

Housing Type	Household Population	Households	Population per Household	Housing Units	Vacant Units	Percent Vacant
Single Family	57,357	15,262	3.76	16,031	769	4.80
Two to Fourplex	8,934	3,006	2.97	3,661	655	17.89
Fiveplex & above	12,633	5,580	2.26	6,664	1,084	16.27
SUBTOTAL	78,924	23,848	3.31	26,356	2,508	9.52
Mobilehomes	4,245	2,140	1.98	2,245	105	4.68
Miscellaneous	118	71	1.66	71	0	0
SUBTOTAL	83,287	26,059	3.20	28,672	2,613	9.11
Group Quarters	1,817	-	-	-	-	-
TOTAL	85,104	-	-	-	-	-

'SEX AND AGE

Age	Male No.	Male %	Female No.	Female %	Sex Unknown	Total No.	Total %
0-4	4,050	4.78	3,907	4.60	27	7,984	9.41
6-9	4,142	4.88	4,032	4.75	21	8,195	9.66
10-14	4,835	5.70	4,579	5.40	16	9,430	11.11
15-19	4,552	5.37	4,504	5.31	25	9,081	10.70
20-24	3,740	4.40	4,019	4.74	20	7,779	9.17
25-29	3,627	4.27	3,677	4.34	18	7,322	8.63
30-34	2,862	3.37	2,951	3.48	13	5,826	6.87
35-39	2,802	3.30	2,485	2.93	6	5,293	6.24
40-44	2,640	3.11	2,441	2.88	17	5,098	6.01
45-49	2,278	2.68	2,248	2.65	20	4,546	5.36
50-54	2,199	2.59	2,192	2.58	6	4,397	5.18
55-59	1,510	1.78	1,430	1.69	5	2,945	3.47
60-64	1,163	1.37	1,223	1.44	3	2,389	2.82
65-69	888	1.05	1,020	1.20	5	1,913	2.25
70-74	581	.68	687	.81	5	1,273	1.50
74-79	326	.38	433	.51	3	762	.90
80-84	151	.18	250	.30	2	411	.48
85+	108	.13	204	.24	2	314	.37
TOTAL	42,513	50.11	42,333	49.89	258	85,104	100.00
Under 18	15,958	18.81	15,263	17.99	79	31,300	36.89
65+	2,054	2.42	2,602	3.07	17	4,673	5.51

Note: Percentages assume sex unknown distributed same as sex known

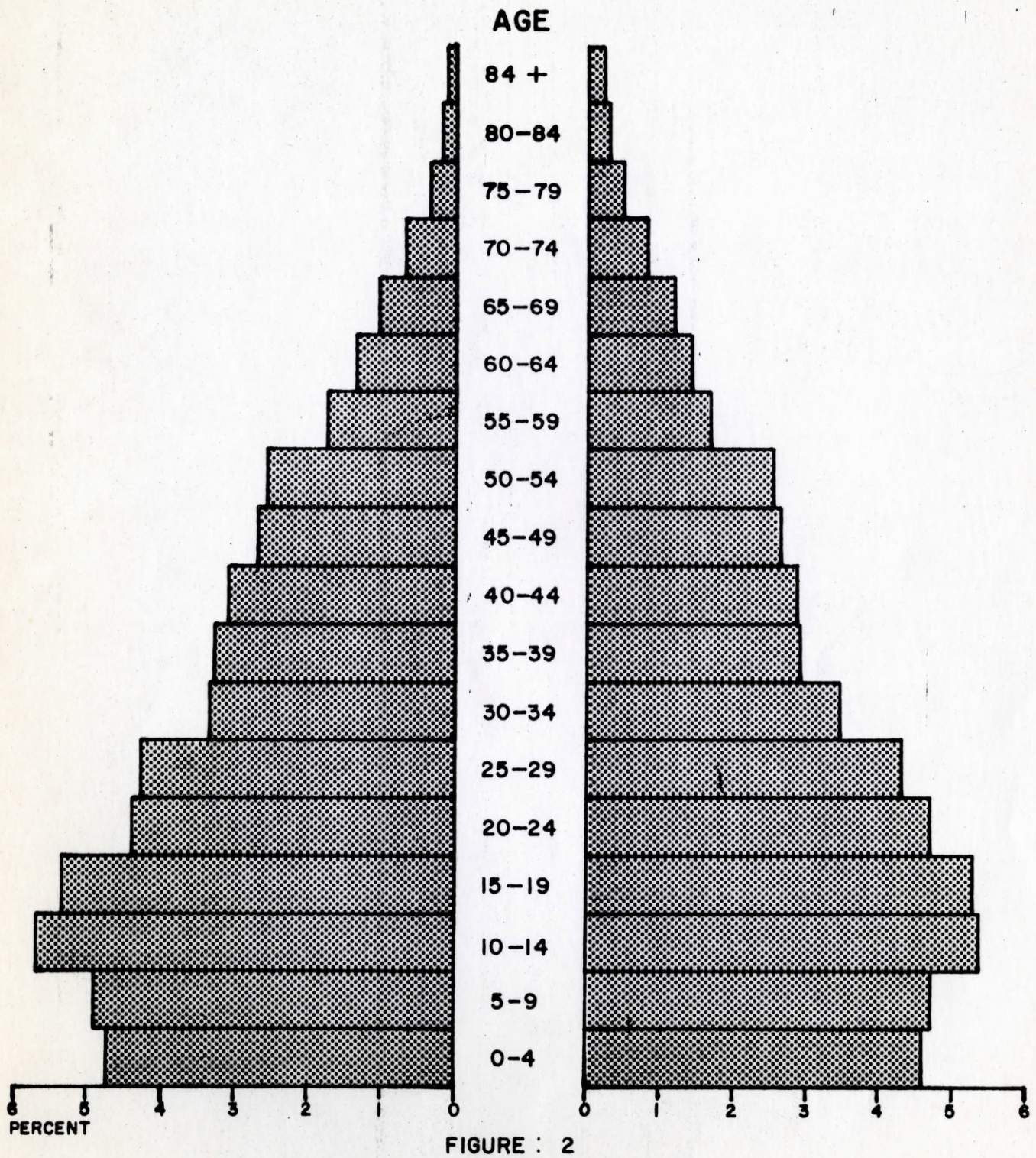


FIGURE : 2

1975 POPULATION BY AGE & SEX

source : special census, state department of finance

RACE OR ETHNIC IDENTIFICATION AND SEX

	Males		Females		Total	
	No.	%	No.	%	No.	%
Anglo, Other	24,617	29.01	25,006	29.47	49,623	58.49
Black	2,539	2.99	2,532	2.98	5,071	5.98
Mexican American	13,872	16.35	13,237	15.60	27,109	31.95
American Indian	169	.20	140	.17	309	.36
Oriental	1,316	1.55	1,418	1.67	2,734	3.22

Notes:
1. Sex unknown was 258
2. Percentages assume sex unknown distributed same as sex known.
3. Racial or ethnic classification is based on respondent's for members of family.

C. Land Use

The City has presently 22.75 square miles of annexed area, of which 18.89 square miles are zoned. The planning area for the City includes 73.72 square miles. The present land uses which are adopted by the General Plan, and the projected land uses for the year 1990, are presented in the following maps.

D. Geology

The City of Oxnard lies within the Transverse Range Geomorphic Province of California.[3] Geologic formations have an east-west orientation and include marine and continental sediments of Cretaceous to Recent Age, igneous and metamorphic rocks of pre-Cretaceous Age and volcanic rocks of Tertiary Age. During the Tertiary and Quarternary periods, several thousand feet of sediment were laid down on a pre-Cretaceous basement of igneous and metamorphic rocks.

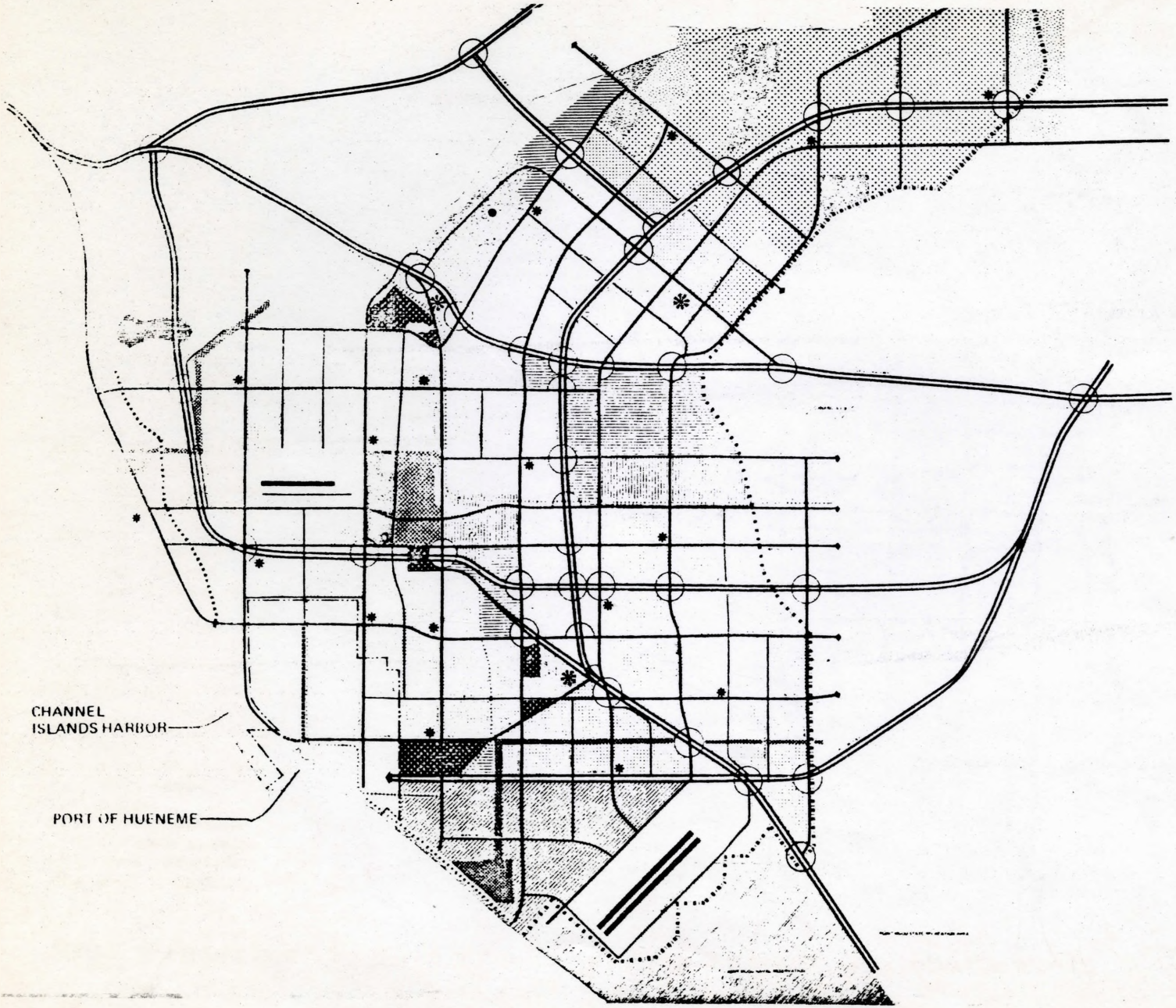
The coastal plain is a broad alluvial plain composed of a number of smaller alluvial fans. The plain was formed by deposition of clay, sand and gravel from the Santa Clara River and Calleguas Creek drainage areas under conditions of moderate earth movement followed by erosion and deposition. Smaller alluvial fans, forming a peidmont in the north, represent deposits from smaller creeks draining that area. Windblown sands, back-bay deposits and other shallow marine sediments also occur along the oceanfront.

Recent deposits in the coastal plain consisting of alluvial sands and gravels, lagoonal silts and clays, and dune sands, were laid down during the post-glacial period, while the sea level was rising. These deposits lie unconformably on the upper Pleistocene deposits and make up the Oxnard aquifer, the confining cap and the semi-perched zone.

The upper Pleistocene deposits consist of interbedded sands, gravels, silts and clays. These deposits form the upper aquitard that separates the Oxnard aquifer from the Mugu aquifer, the Mugu aquifer itself and a lower aquitard that separates the Mugu aquifer from the water bearing deposits of lower Pleistocene age. In the forebay area, near the community of Saticoy, the Oxnard and Mugu aquifers merge, and both are in hydraulic continuity with the ground surface.

The upper Pleistocene deposits unconformably overlie the lower Pleistocene sediments. Two formations form the lower Pleistocene deposits in the Oxnard Plain. The San Pedro Formation conformably overlies the Santa Barbara Formation and is comprised of marine and continental deposits of sand, gravel, silt and clay. Two water-bearing zones, the Hueneme and Fox Canyon aquifers, have been designated within this formation. The Hueneme aquifer, which is the uppermost of the two, is separated from the Fox Canyon by an

PRESENT GENERAL PLAN



LAND USE PLAN

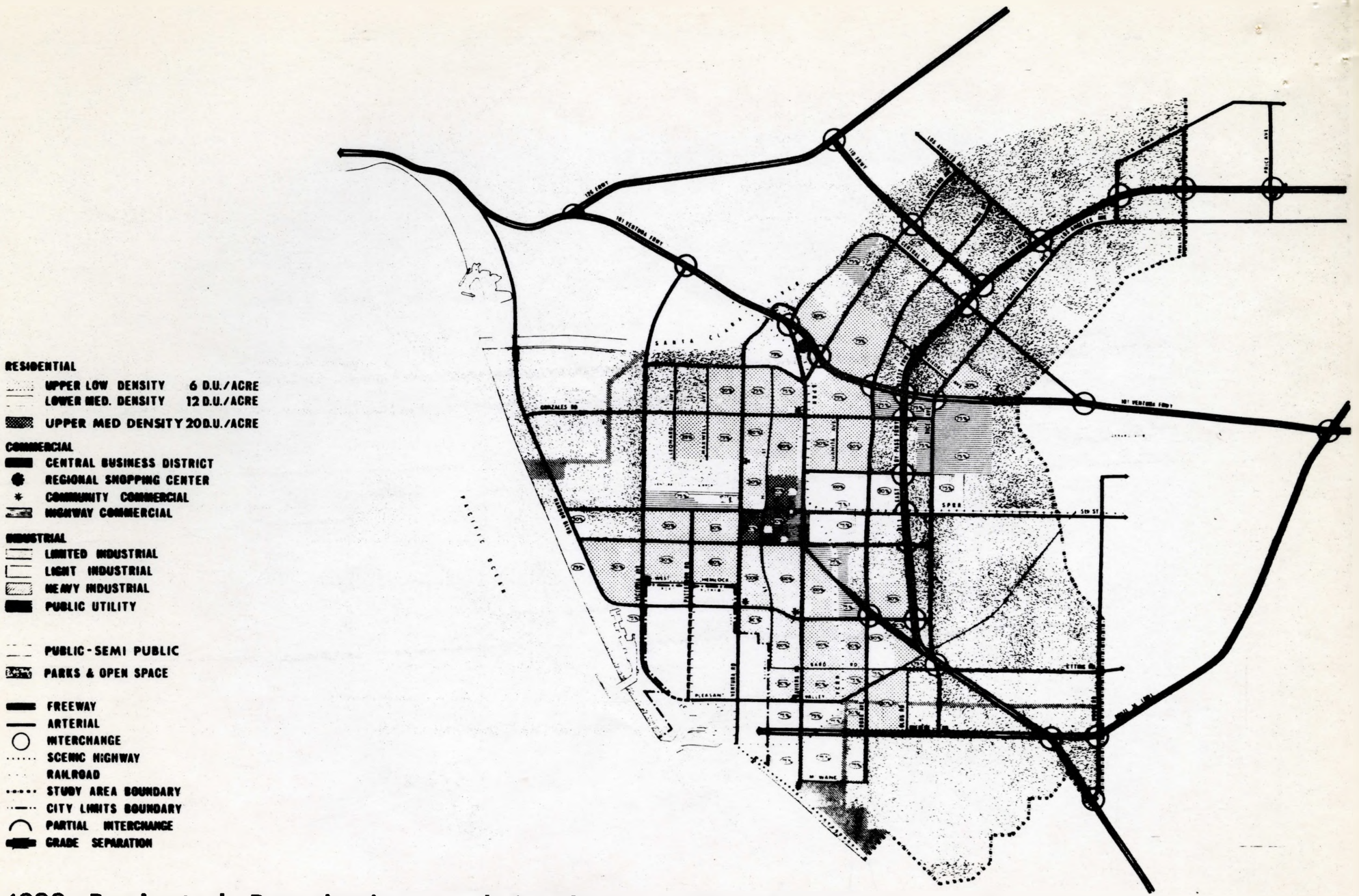
RESIDENTIAL
- LOWER LOW DENSITY 2.5 D.U./AC.
- UPPER LOW DENSITY 7 D.U./AC.
- LOWER MED. DENSITY 13 D.U./AC.
- UPPER MED. DENSITY 20 D.U./AC.
- HIGH DENSITY 42 D.U./AC.

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

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

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

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



1990 Projected Population and Employment Distribution

CITY OF OXNARD PLANNING DEPARTMENT

aquitard of silt and clay. The second lower Pleistocene deposit, the Santa Barbara Formation, is chiefly composed of marine clay, silt, sand and gravel, and attains a maximum thickness of more than 1,500 feet in the Oxnard Plain. In the study area, the permeable sands and coarse gravels in the uppermost part of this formation have been termed the Grimes Canyon aquifer and is separated from the Fox Canyon aquifer by a silt and clay aquitard.

E. Soils

The soils of Oxnard are derived from sedimentary rock, and to a lesser extent, from basic igneous rocks. (See General Soils Map) There are predominantly three classes of soil within Oxnard. Along the coast and bordering the Santa Clara River is found the riverwash-sandy alluvial and land-coastal beaches association: level to gently sloping, excessively drained to poorly drained, stratified sandy, gravelly, and cobbly material. The predominant area of Oxnard is made up of soils of the Mocho-Sorrento-Garretson association: level to moderately sloping, very deep, poorly drained loamy sands to silty clay loams. Adjacent to the riverwash-sand alluvial land-coastal beaches association, which runs along the Santa Clara River, is the Pico-Metz-Anacapa association: level to moderately sloping, very deep, well drained loams to silty clay loams. (See appended map for specific location.)

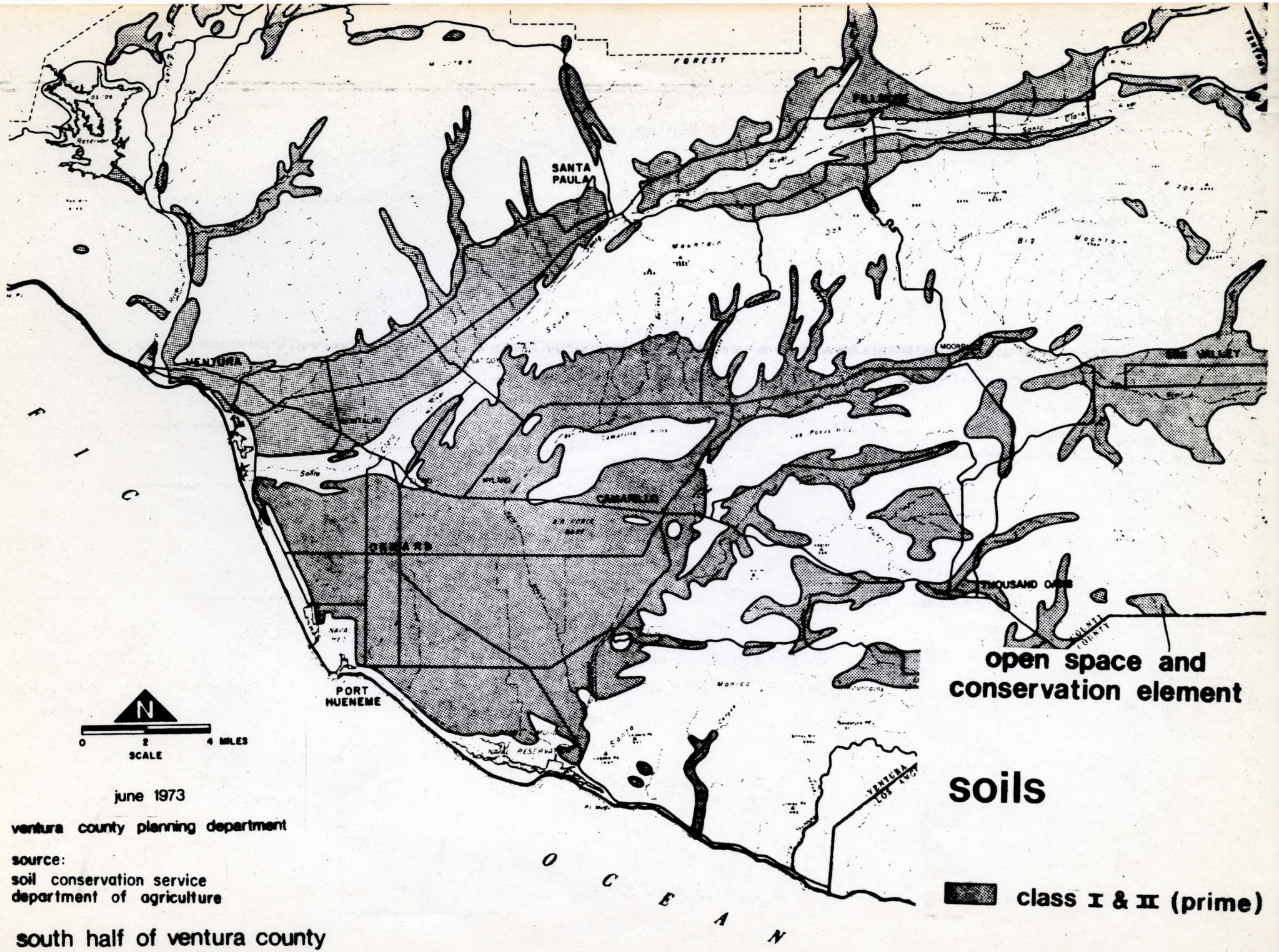
The majority of Oxnard is prime agricultural land (Class I and II) which has few or moderate limitations on the choice of agricultural use it can be put to (Refer to Class I and II Prime Soils Map).

Geologic Hazards

The City of Oxnard shares with California its susceptibility to earthquakes and attendant ground shaking. Little is known of the possible presence of faults or potential for surface displacement in the vicinity of Oxnard. No faults have been mapped within the area of the City. This, however, does not necessarily indicate that potentially active faults are not present, but simply reflects our lack of knowledge.

The area is underlain by alluvial sediments which have been deposited within the recent geologic past, with deposition in some areas having occured within the last few thousand years, a surface expression of faulting could easily have been obscured.

No earthquakes of significant magnitude (4.0 or greater on the Richter Scale) have been recorded on any faults which might transect the Oxnard area. Several shocks of greater then 4.0 magnitude have been centered in the Santa Barbara Channel to the west, on faults which may extend into the on-shore areas. Several shocks of less than 4.0 magnitude have occurred in the vicinity of Ventura, but it is unknown what faults they could have originated on. In February of 1973, an earthquake did occur in the Malibu Coast Fault. This is the fault that just touches the southeast corner of Ventura County. The magnitude of this quake was 6.0 on the Richter Scale.



june 1973

ventura county planning department

source:
soil conservation service
department of agriculture

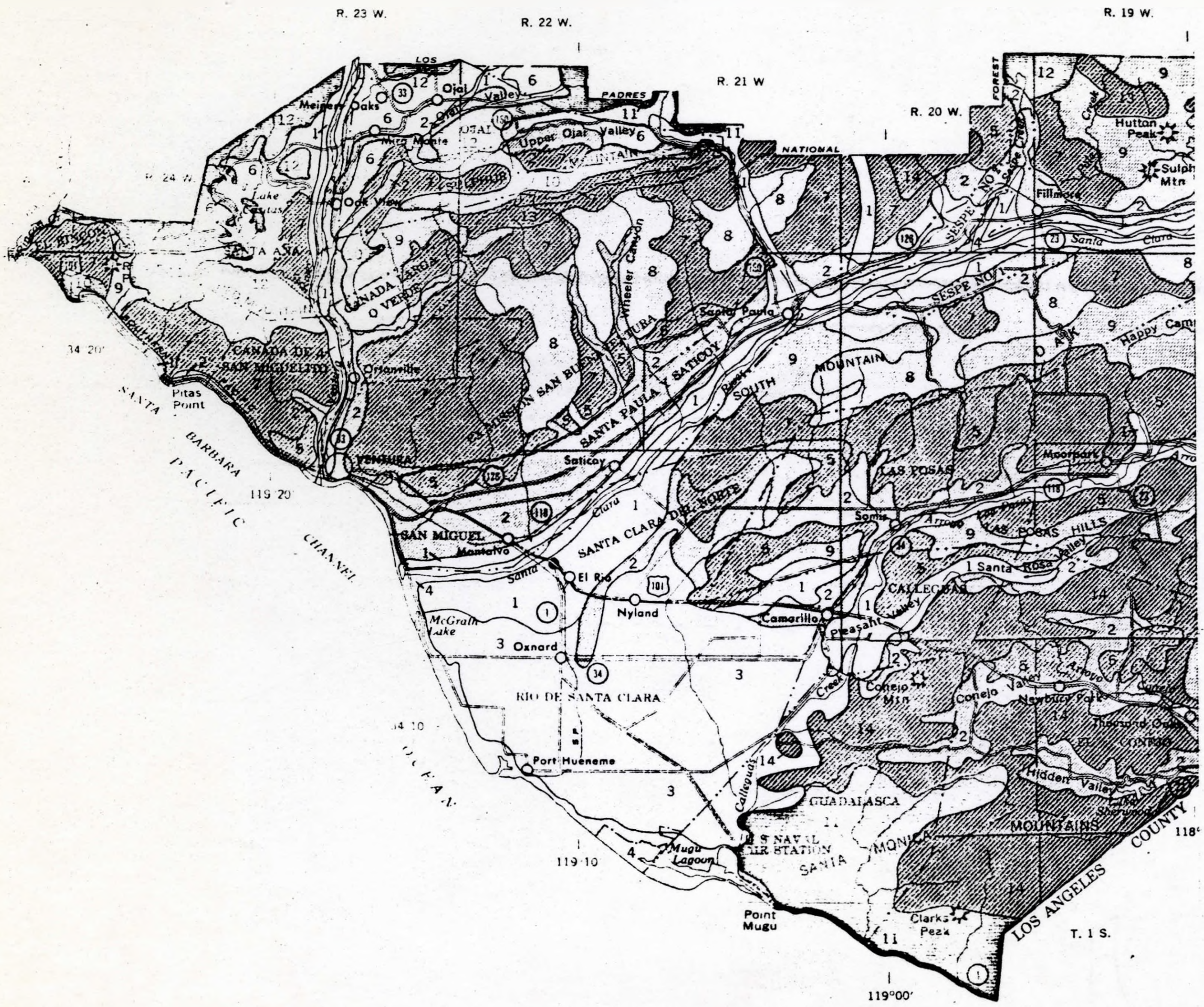
south half of ventura county

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

UNIVERSITY OF CALIFORNIA
AGRICULTURAL EXPERIMENT STATION

GENERAL SOIL MAP

VENTURA AREA, CALIFORNIA



SOIL ASSOCIATIONS

LEVEL TO MODERATELY SLOPING, EXCESSIVELY DRAINED TO POORLY DRAINED SOILS OF THE ALLUVIAL FANS, PLAINS, AND BASINS

1 — Pico-Metz-Anacapa association: Level to moderately sloping, very deep, well-drained sandy loams and very deep, somewhat excessively drained loamy sands.

2 — Mocho-Sorrento-Garretson association: Level to moderately sloping, very deep, well-drained loams to silty clay loams.

3 — Camarillo-Hueneme-Pacheco association: Level and nearly level, very deep, poorly drained loamy sands to silty clay loams.

4 — Riverwash-Sandy alluvial land-Coastal beaches association: Level to gently sloping, excessively drained to poorly drained, stratified sandy, gravelly, and cobbly material.

LEVEL TO MODERATELY STEEP, WELL DRAINED AND MODERATELY WELL DRAINED SOILS OF THE TERRACES

5 — Rincon-Huerhuero-Azule association: Level to moderately steep, very deep, well drained and moderately well drained, very fine sandy loams to silty clay loams that have a slowly and very slowly permeable sandy clay subsoil.

6 — Ojai-Sorrento, heavy variant association: Level to moderately steep, very deep, well-drained very fine sandy loams and clay loams that have a slowly and moderately slowly permeable sandy clay loam and heavy clay loam subsoil.

MODERATELY SLOPING TO VERY STEEP, WELL-DRAINED AND EXCESSIVELY DRAINED SOILS OF THE UPLANDS

7 — San Benito-Nacimiento-Linne association: Strongly sloping to very steep, well-drained clay loams and silty clay loams that are moderately deep to deep over shale or sandstone.

8 — Castaic-Balcom-Saugus association: Moderately sloping to very steep, well-drained sandy loams to silty clay loams that are moderately deep to deep over sandstone and shale.

9 — Calleguas-Arnold association: Strongly sloping to steep, well-drained shaly loams that are shallow over shale or sandstone, and somewhat excessively drained sands that are very deep over sandstone.

10 — Gazos-Santa Lucia association: Moderately steep to very steep, well-drained silty clay loams and shaly silty clay loams that are moderately deep to deep over fractured shale.

11 — Millsholm-Malibu-Los Osos association: Strongly sloping to very steep, well-drained loams and clay loams that have a clay loam and clay subsoil and are shallow to deep over sandstone and shale.

12 — Sespe-Lodo association: Moderately steep to very steep, well-drained clay loams that are moderately deep to deep over sandstone or shale, and somewhat excessively drained loams that are shallow over shale.

13 — Sedimentary rock land-Gaviota association: Moderately steep to very steep, excessively drained rock land and well-drained sandy loams that are shallow over sandstone.

14 — Hambright-Igneous rock land-Gilroy association: Rock land and strongly sloping to very steep, well-drained clay loams that are shallow to moderately deep over basic igneous rock.

November 1969

G. Climate

Local topography exerts a strong effect upon the weather of Ventura County and its influence is most pronounced with an increase of elevation or decrease of proximity to the ocean. It has been estimated that, along the coast of southern California, annual rainfall increases approximately 3 inches for each 1,000-foot increase in altitude. As shown in the table following, most of the 14.75 inches of annual precipitation falls during a distinct winter wet season, while less than 5 percent of the annual amount falls during the period of May through October. The marine influence on climate in the study area is reflected by the moderate extremes of winter and summer mean temperatures. Monthly mean temperatures range from 65.1°F in January to 74.2°F in August, while recorded extremes are 103°F in October and 31°F in February.

The weather of Ventura County, as in most southern California coastal regions, is profoundly influenced by the Pacific Ocean and its semi-permanent pressure system that results in a dry, warm summer and a wet, cool winter. The moderating influence of the ocean is felt along the coastal plain and in the coastal valleys, and the temperature range increases with distance inland. The marine effect is due primarily to the great thermal capacity of the ocean, in that slow summer heating and slow winter cooling affect the air passing over the water. Moreover, because air has so much less thermal capacity, it tends to come to the temperature of the water rather than vice versa.

CLIMATOLOGICAL DATA FOR THE OXNARD REGION

Month	Temperature, °F					Precipitation, Inches	
	Mean			Extremes			
	Monthly	Daily Maximum	Daily Minimum	High	Low	Mean	Greatest Daily
January	53.3	64.5	42.1	86	32	3.33	5.96
February	53.9	65.1	42.7	91	31	2.99	3.79
March	55.2	66.5	43.9	88	34	2.27	3.30
April	57.2	67.7	46.7	90	36	1.13	1.80
May	54.4	69.2	49.6	96	42	.14	.62
June	61.5	71.0	51.9	102	42	.05	.56
July	64.8	73.8	55.8	94	48	.00	.05
August	65.2	74.0	56.4	97	49	.03	.43
September	64.5	74.5	54.5	98	45	.08	1.67
October	62.2	73.7	50.6	103	38	.40	1.46
November	58.6	69.8	47.4	97	38	1.14	4.30
December	55.2	66.8	43.7	96	34	3.20	3.59
Annual	59.3	69.7	48.8	103	31	14.75	5.96

Source: Climatic Summary of the United States, California Publication No. 86-4, U. S. Department of Commerce

H. Noise Environment

Noise sources increase both in number and strength as urban areas expand. Noises which do not add to the quality of the environment, sounds which are unwanted or annoying, result in what is popularly called noise pollution. At sufficient levels, noise can cause annoyance, speech interference, sleep disturbance, psychological distress, physiological stress and hearing loss.

To provide a perspective of Oxnard's present noise levels, the following table is presented, which contains sound level readings from various areas in the County. They were compiled by L. C. McGohan, an Acoustical Engineer at Point Mugu, and represent the extent of our knowledge for historic noise data. As near as possible, the readings represent noise levels at the same place.

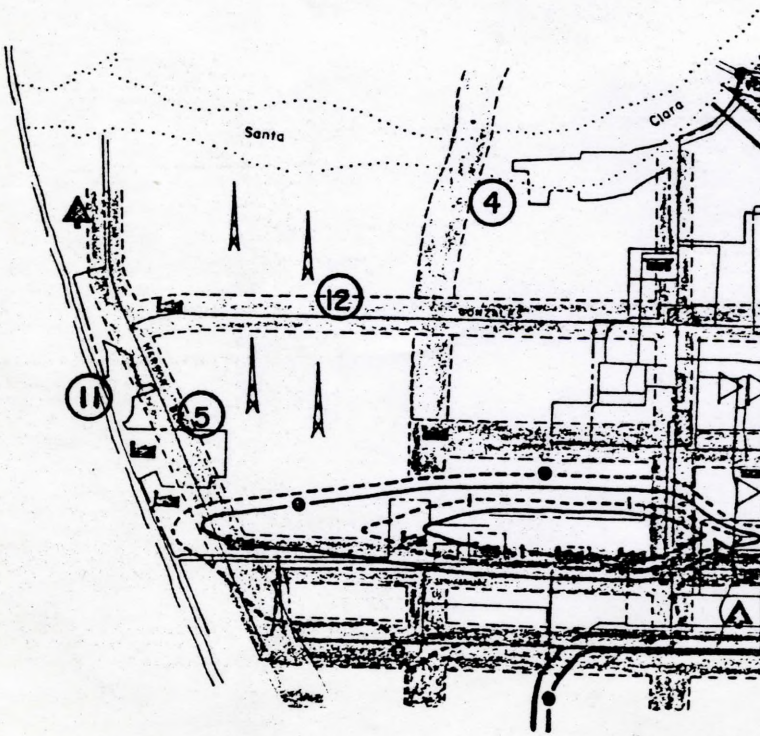
History of Noise in Ventura County

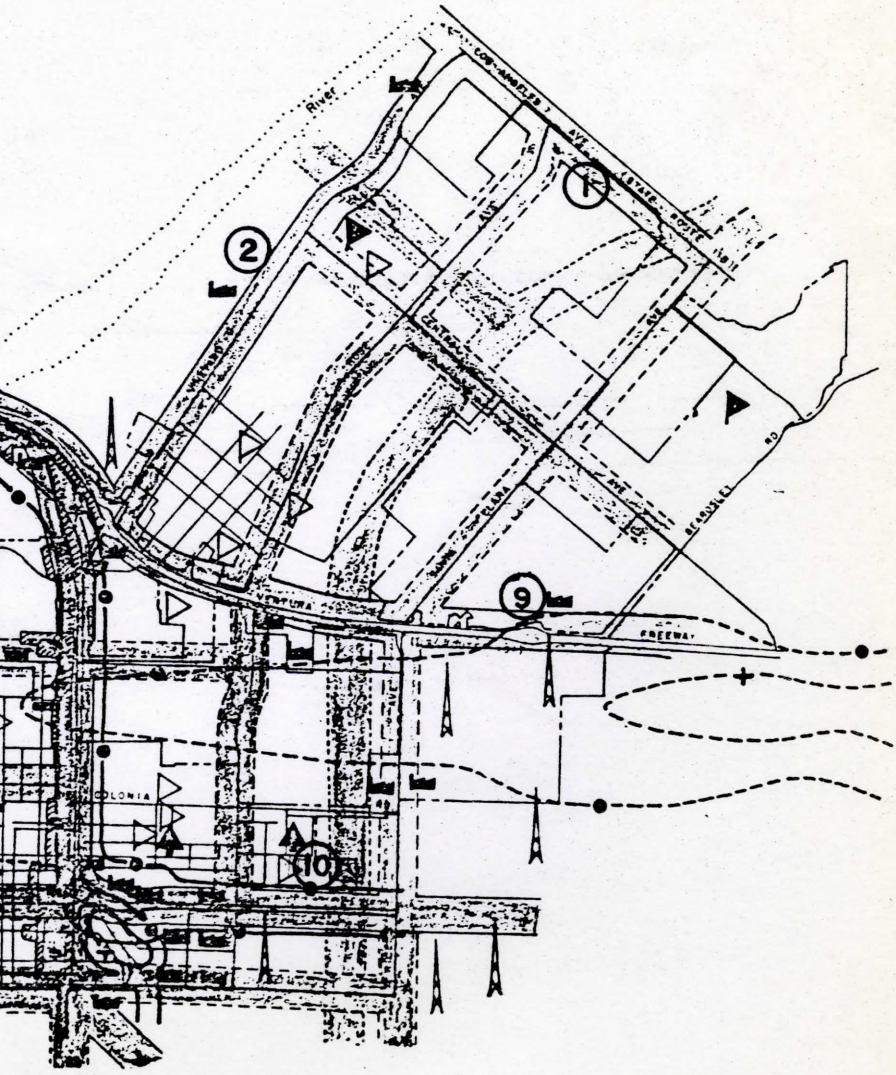
	Sound Pressure Level 1961-1962	Sound Pressure Level 1971	Change
Oxnard	55.5 dB	65.0 dB	+9.5 dB
Ventura	52.5	61.0	+8.5
Camarillo	51.5	58.0	+6.5
Port Hueneme	54.5	58.5	+3.7
Ojai	50.0	53.75	+3.75
Point Mugu	52.5	60.0	+7.5
Camarillo State Hospital	48.5	49.0	+0.5

In general, there is at present very little hard field-generated data on noise for Oxnard or the County as a whole. The reliability of the information for plotting the noise contours on the following map is less than ideal, because of the number of sources relied upon for information, the various evaluation schemes in which the information appeared, and the probable lack of consistent measuring techniques. Nevertheless, this map represents the present level of noise expertise now available.

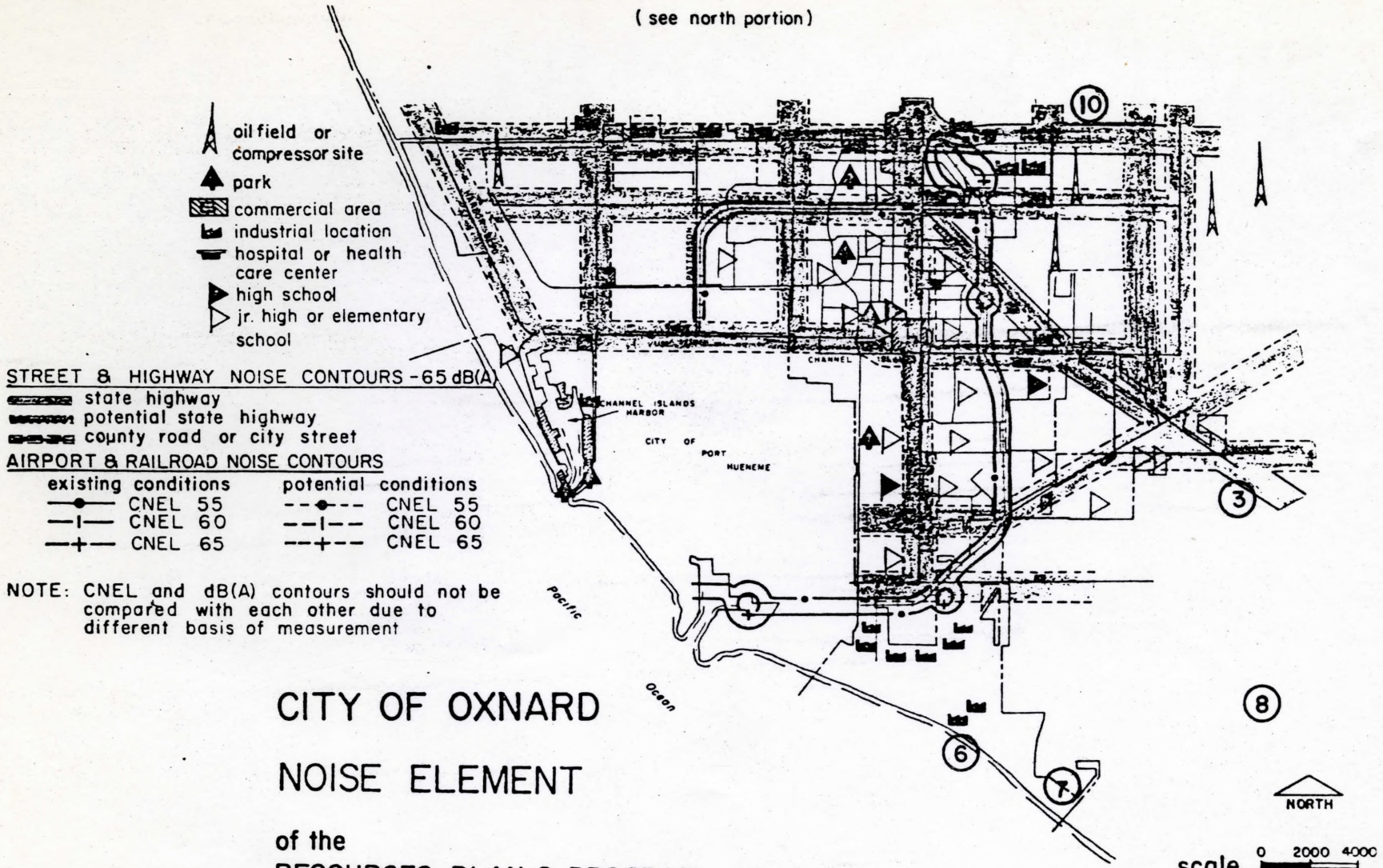
CITY OF OXNARD - north portion

NOISE ELEMENT




River
LOS ANGELES
AVE
STATE ROUTE
AVE
AVE
BOULEVARD
FREEWAY
COLONIA
1
2
9
10

portion)



CITY OF OXNARD

NOISE ELEMENT

of the
RESOURCES PLAN & PROGRAM

prepared by
ventura county planning department

october, 1974

I. Air Quality

The air quality of Oxnard and the surrounding air basin is determined by the topographic and meteorologic character of the region and by the rate of emission of air contaminants. The data on air quality for July, August and September of 1974 for the County is used because "this quarter signifies the heart of smog season", and also because recreational activities are usually at their peak during this time, and more recreational travel takes place.

The Federal Ambient Air Quality standard for oxidant (0.08 ppm for one hour) was exceeded at one or more locations in the County every day except one during the third quarter. The concentrations did not reach levels quite as high as in 1973, but the adversity picture was not appreciably different from any previous smog season.

Percentage of adverse days for oxidants (days in which at least one hour was over the Federal Ambient Air Quality standard of 0.08 ppm) were as follows by station:

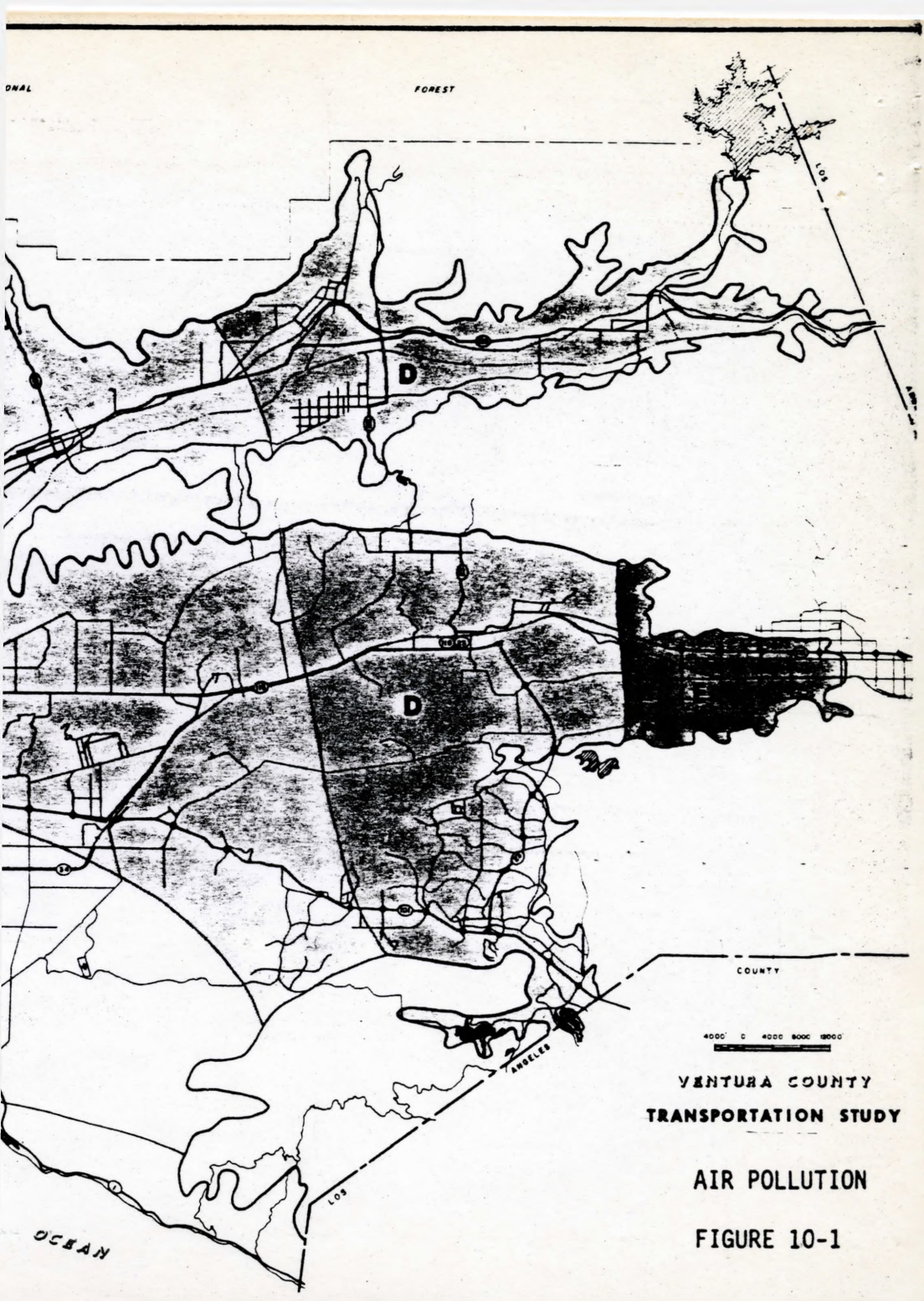
Camarillo	71%	Santa Paula	77%
Ojai	99%	Simi Valley	98%
Point Mugu	12%	Thousand Oaks	78%
Port Hueneme	34%	Ventura	47%

The California Ambient Air Quality standard for suspended particulate matter (100 ug/m^3 - 24 hour average) was exceeded on 53% of 105 readings taken during the quarter, as opposed to 4% during the first quarter and 36% during the second quarter. This seasonal variation is typical and is usually at its maximum adversity during the summer.

Standards were not exceeded for nitrogen dioxide, carbon monoxide or sulfur dioxide.

Summary data tables for July, August and September showing the air quality for those months, follow.


LOS PADRES
D
C
PACIFIC
OCEAN
C
A
B
PACIFIC
A
B
C
D
AIR QUALITY (BEST)
AIR QUALITY (WORST)

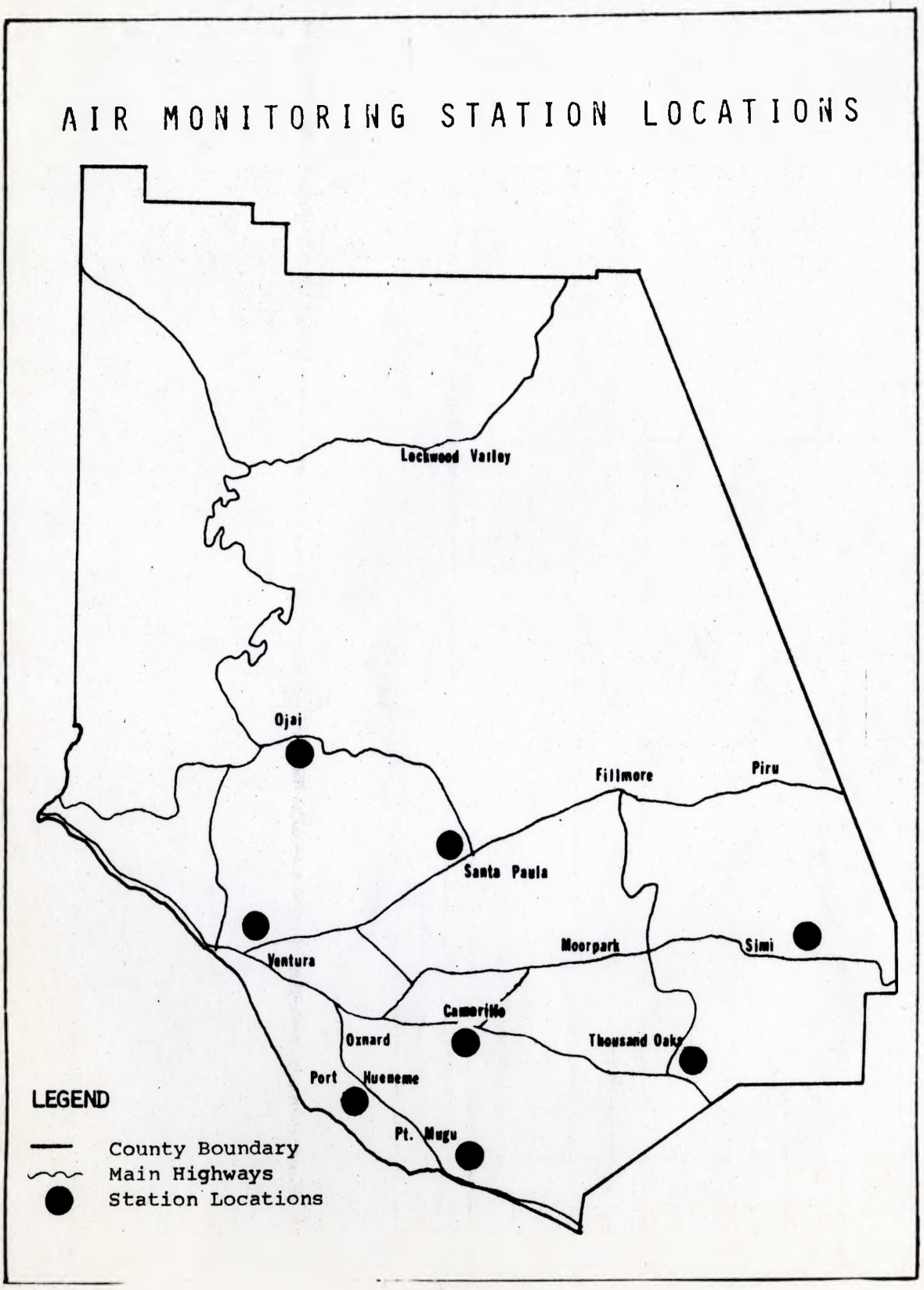


VENTURA COUNTY

TRANSPORTATION STUDY

AIR POLLUTION

FIGURE 10-1


AIR MONITORING STATION LOCATIONS
Lockwood Valley
Ojai
Fillmore
Piru
Santa Paula
Moorpark
Simi
Ventura
Camarillo
Oxnard
Thousand Oaks
Port Hueneme
Pt. Mugu
LEGEND
County Boundary
Main Highways
Station Locations

AIR QUALITY FOR JULY

POLLUTANT	Federal Air Quality Std.	Air Monitoring Stations															
		Camarillo		Ojai		Point Mugu		Port Hueneme		Santa Paula		Simi		Thou Oaks		Ventura	
		* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.
Oxidant (Ozone)	0.08 ppm for 1 hr.	20/31	.19	30/31	.24	5/31	.10	5/31	.12	25/31	.21	29/31	.22	26/31	.18	16/31	.20
Nitrogen Dioxide (NO_2)	0.25 ppm for 1 hr. (Calif. Std.)	0/30	.09	0/31	.04	N	N	N	N	N	N	N	N	N	N	N	N
Carbon Monoxide (CO)	9 ppm-8 hr. avg.	0/31	3	N	N	N	N	N	N	N	N	N	N	N	N	0/31	3
	35 ppm for 1 hr.	0/31	4	N	N	N	N	N	N	N	N	N	N	N	N	0/31	6
Sulfur Dioxide (SO_2)	0.14 ppm 24 hr. avg.	0/31	.00	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Particulate Matter	100ug/m³ (Calif.Std) 24 hr. avg.	2/5	124.3	4/5	156.1	1/4	106.1	3/4	164.0	5/5	179.9	2/4	126.4	2/4	108.2	3/5	139.5

* Days - Number of day standard exceeded/days measured.
** Max. - Maximum reading in terms of standard.
N - No data available or no instrument for this contaminant at this station.

Ozone Alerts (1st Stage = .20 ppm hourly average)

Station	Date	Maximum Hourly Average (ppm)
Simi Valley	July 4	.20
Simi Valley	July 5	.21
Simi Valley	July 6	.21
Simi Valley	July 12	.20
Ojai Valley	July 13	.22
Simi Valley	July 13	.21
Simi Valley	July 14	.20
Simi Valley	July 16	.21
Simi Valley	July 17	.21
Ventura	July 17	.20
Ojai Valley	July 18	.22
Santa Clara Valley	July 18	.21
Simi Valley	July 18	.22
Simi Valley	July 19	.22
Ojai Valley	July 22	.22
Simi Valley	July 22	.22
Ojai Valley	July 23	.24
Simi Valley	July 23	.21
Ojai Valley	July 24	.23
Simi Valley	July 24	.23
Ojai Valley	July 25	.21
Simi Valley	July 25	.22
Ojai Valley	July 29	.22
Simi Valley	July 29	.23
Ojai Valley	July 30	.21

SOURCE: AIR POLLUTION CONTROL DISTRICT

AIR QUALITY FOR AUGUST

POLLUTANT	Federal Air Quality Std.	Air Monitoring Stations															
		Camarillo		Ojai		Point Mugu		Port Hueneme		Santa Paula		Simi		1000 Oaks		Ventura	
		+ Days	++ Max.	- Days	++ Max.	+ Days	++ Max.	+ Days	++ Max.	+ Days	++ Max.	+ Days	++ Max.	+ Days	++ Max.	- Days	++ Max.
Oxidant (Ozone)	0.08 ppm for 1 hr.	24/31	.15	31/31	.22	3/30	.09	14/31	.14	22/30	.16	31/31	.24	23/31	.16	15/31	.13
Nitrogen Dioxide (NO_2)	0.25 ppm for 1 hr. (Calif. Std.)	0/30	.04	0/28	.03	N	N	N	N	N	N	N	N	N	N	N	N
Carbon Monoxide (CO)	9 ppm-8 hr. avg.	0/30	2	N	N	N	N	N	N	N	N	N	N	N	N	0/31	2
	35 ppm for 1 hr.	0/30	3	N	N	N	N	N	N	N	N	N	N	N	N	0/31	4
Sulfur Dioxide (SO_2)	0.14 ppm 24 hr. avg.	0/31	.00	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Particulate Matter	100µg/m³ (Calif. Std.) 24 hr. avg.	2/5	128.6	3/5	149.5	1/4	137.1	3/5	173.7	5/5	214.8	1/3	115.1	1/5	113.9	2/4	108.6

\- Days - Number of day standard exceeded days measured.
++ Max. - Maximum reading in terms of standard.
N - No data available or no instrument for this contaminant at this station.

State Alert: First Stage = .20 ppm hourly average)

Station	Date	Maximum Hourly Average (ppm)
Ojai Valley	August 1	.20
Ojai Valley	August 6	.20
Simi Valley	August 7	.21
Simi Valley	August 8	.20
Simi Valley	August 15	.20
Ojai Valley	August 18	.20
Simi Valley	August 18	.22
Simi Valley	August 19	.21
Simi Valley	August 21	.22
Simi Valley	August 22	.20
Ojai Valley	August 23	.21
Simi Valley	August 23	.24
Ojai Valley	August 24	.22
Simi Valley	August 24	.25
Simi Valley	August 25	.21
Simi Valley	August 28	.21
Simi Valley	August 29	.22

SOURCE: AIR POLLUTION CONTROL DISTRICT

AIR QUALITY FOR SEPTEMBER

POLLUTANT	Federal Air Quality Std.	Air Monitoring Stations															
		Camarillo		Ojai		Point Mugu		Port Hueneme		Santa Paula		Simi		1000 Oaks		Ventura	
		* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.	* Days	** Max.
Oxidant (Ozone)	0.08 ppm for 1 hr.	21/30	.23	30/30	.25	3/30	.11	12/29	.15	23/30	.20	28/28	.26	23/30	.20	12/30	.16
Nitrogen Dioxide (NO_2)	0.25 ppm for 1 hr. (Calif. Std.)	0/30	.07	0/28	.04	N	N	N	N	N	N	0/7	.14	N	N	N	N
Carbon Monoxide (CO)	9 ppm-8 hr. avg.	0/30	3	N	N	N	N	N	N	N	N	N	N	N	N	0/29	3
	35 ppm for 1 hr.	0/30	5	N	N	N	N	N	N	N	N	N	N	N	N	0/29	7
Sulfur Dioxide (SO_2)	0.14 ppm 24 hr. avg.	0/30	.00	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Particulate Matter	100ug/m³ (Calif.Std) 24 hr. avg.	2/5	138.2	1/3	104.2	0/5	75.9	3/5	167.9	5/5	202.2	0/1	68.2	3/4	167.4	2/5	172.8

* Days - Number of day standard exceeded/days measured.
** Max. - Maximum reading in terms of standard.
N - No data available or no instrument for this contaminant at this station.

Ozone Alerts (1st Stage = .25 ppm hourly average) - effective September 1, 1974, values had to be multiplied by 0.8 to declare a .20 ppm alert, see page of this report for full explanation.

Station	Date	Maximum Hourly Average (ppm)
Simi Valley	September 4	.25
Simi Valley	September 5	.25
Simi Valley	September 7	.26
Simi Valley	September 10	.25
Simi Valley	September 11	.26
Simi Valley	September 18	.27
Ojai Valley	September 20	.25
Simi Valley	September 20	.26

SOURCE: AIR POLLUTION CONTROL DISTRICT

J. Endangered or Rare Species

The following species are currently listed as endangered or rare by the California Department of Fish and Game. This list includes only those species which may spend some part of their life cycle within or immediately adjacent to the Oxnard Planning Area.

Endangered

California Brown Pelican (Pelecanus occidentalis californicus)

Distribution: Occurs on Pacific coast from Canada to Mexico. Nests on California Channel Islands, coastal islands of Baja California and the Gulf of California.

Status: California's only remaining nesting colony is on Anacapa Island. Colony is incapable of reproduction due to collapsing of thin-shelled eggs during incubation. Attributed to effects of DDT contamination. Seven young were produced from 600 nesting attempts in California in 1971. The total population is approximately 32,000 birds, with 12,000 pelicans along the California coast from August through November. Pelicans are reported to be nesting normally in large colonies in the Gulf of California.

California Condor (Gymnogyps californianus)

Distribution: Confined largely to the rugged mountains of Ventura and Santa Barbara counties. Occasionally sighted in coastal foothills north of San Buenaventura.

Status: Numbers reduced to approximately 50. Population is declining because of low recruitment of young, habitat loss, and human disturbance. Condors do not breed until 5 or 6 years old. Females lay but one egg every two years, and incubation and brooding require six months.

Southern Bald Eagle (Haliaeetus Leucocephalus Leucocephalus)

Distribution: Occurs statewide, particularly along the coast and in the interior around large lakes, reservoirs, and wetlands.

Status: Historically, bald eagles nested in abundance on the Channel Islands and along the coast; present nesting is limited to Sierra Nevada, Cascade, and Klamath mountains. Reasons for its decline include shooting, removal of nest trees, human encroachment

Status: Population is rapidly declining, primarily because of habitat destruction, human disturbance, and predation. Requires sandy beaches free from human disturbance to assure successful nesting. In 1970, 300 pairs nested in 15 sites, located mostly on southern California beaches.

Unarmored Threespined Stickleback (Gasterosteus aculeatus williamsoni)

Distribution: Originally ranged through southern California coastal streams and drainage basins. Now confined to upper portions of the Santa Clara River in Soledad Canyon, Los Angeles County. Some unconfirmed sightings in the lower Santa Clara have been reported.

Status: Populations from the Los Angeles basin streams have been exterminated. The present population in the upper Santa Clara River is threatened by increased recreational use and development in Soledad Canyon. The California Department of Fish and Game has recently transplanted 363 of these fish into San Felipe Creek, San Diego County.

RARE

California Black Rail (Laterallus jamaicensis conturniculus)

Distribution: Historically occurred in limited numbers in salt marshes from Tomales Bay south to Baja California, and in fresh water marshes inland, including portions of the Colorado River.

Status: Because of the secretive habits and its small numbers, the current distribution and numbers of the California Black Rail is not known. Destruction of coastal and inland wetlands through filling and draining threaten habitat vital to the continued existence of this medium-sized rail.

California Yellow-Billed Cuckoo (Coccyzus americanus occidentalis)

Distribution: Historically nested along stream courses from Shasta County to southern California, and along the Colorado River. Present distribution and numbers are unknown.

Status: Very rarely seen in California today. Its habitat of streamside plant life has been destroyed by accelerated urbanization and land use changes.

Guadalupe Fur Seal (Arctocephalus townsendi)

Distribution: Historically occurred from Farralon Islands west of San Francisco, south to San Benito

into nesting and breeding areas, and environmental pollution and contamination of food chain by pesticides.

American Peregrine Falcon (Falco peregrinus anatum)

Distribution: Found along the coast. Nests along the coast, on Channel Islands, and in higher mountains inland.

Status: In 1940's, the breeding population was estimated at 100 pairs; in 1970, this population had declined to 10 birds, of which two pairs produced four young. Mortality exceeds recruitment. Decline primarily due to food chain contamination, human disturbance of nesting areas, occasional shooting, and illegal capture by falconers.

California Clapper Rail (Rallus longirostris obsoletus)

Distribution: Resident in the salt water marshes of San Francisco Bay, Elkhorn Slough, and the Mugu Lagoon. Occasional sightings in lagoon at the mouth of the Santa Clara River.

Status: Relatively abundant in South San Francisco Bay, but highly specialized and apparently incapable of adapting to environmental change. Bay fill along with industrial pollution and the introduced old-world rat threaten continued existence. Population in South San Francisco Bay estimated at 1300 pairs. Populations in the Elkhorn Slough and the Mugu Lagoon unknown.

Light-Footed Clapper Rail (Rallus longirostris levipes)

Distribution: Ranges from Santa Barbara south to San Quintan Bay, Lower California. Frequents small coastal estuaries and lagoons. Several sightings have recently been made at the mouth of the Ventura River.

Status: Breeding colonies in California limited currently to Anaheim Bay, Upper Newport Bay, Los Pensasquitos Lagoon, Tijuana River Marsh, and remain salt marshes in Mission and San Diego Bays. Planned development in these areas threaten continued existence of this small rail.

California Least Tern (Sterna albifrons browni)

Distribution: Summers along the coastline from Mexico to San Francisco. Winters in the southern hemisphere and breeds along the Pacific Coast from Baja California to San Francisco Bay. In the past, it has nested in the coastal dunes immediately west of the Santa Clara and Ventura Rivers.

Island, Baja California. Presently confined to Guadalupe Island, Mexico.

Status: Population numbered 600 in 1965. Last reported in California waters in 1949, when a single individual was observed on San Nicolas Island. Human disturbance and illegal shooting has prevented a rapid increase in numbers.

FOOTNOTES

1. California, Resources Agency, Department of Parks and Recreation, Outdoor Recreation Outlook to 1980, Monograph No. 1 - Los Angeles Metropolitan Complex, June, 1960.

2. California, State and Highway Code, div. 1, ch. 2, art. 2.5, sec. 260.

3. State of California, Department of Water Resources, Sea-Water Intrusion: Aquitards in the Coastal Groundwater Basin of the Oxnard Plain, Ventura County, Bulletin No. 63-4, September, 1971.

SECTION III

ENVIRONMENTAL IMPACT STATEMENT

A. The Environmental Impact of the Project

This subsection describes the impacts that the proposed element will have on the environment. Section II, "Inventory of the Environmental Setting" of this report identified the major factors to be considered and evaluated. Each factor of concern which will be affected is discussed, as are the mitigating measures for the adverse impacts.

In preparing the environmental documentation for the Oxnard Scenic Highways Element, it was determined that the best procedure to utilize was an identification of environmental impacts which could result from implementing any aspect of the scenic drive map and written policy. The element was reviewed to determine if its implementation could result in an impact on key environmental factors. Primary and secondary consequences of the element's implementation were evaluated. The element was also evaluated to determine where appropriate mitigating measures existed. In order to assess the impact and mitigating measures, it was necessary to assume that the element will be implemented in accordance with the proposed scenic drive map, written policy, and programs.

The nine major environmental factors considered are:

Landforms	Services
Hydrology	Social
Natural Resources	Urban Development
Air Quality	Economics
Health and Safety	

1. Landforms

Impact: The following discussion considers the possible effects upon natural features that may occur with the implementation of the scenic highway system.

Adverse environmental impacts may result as development of a scenic corridor occurs. With the assumed increase in traffic volume, a few roads in remote areas designed for light duty may require improvements to road surfaces and/or require the widening of existing pavements. The inclusion of riding or bike paths along these scenic drives further increases the possibility that current highway rights-of-way may not be adequate in width to serve scenic highway functions. Thus, instances may occur where the alteration of

landforms contiguous to the drive itself may be necessary.

Providing access to potential views and vistas and enhancing such areas may also require minor changes to the existing terrain. In these circumstances, access roads or paths could be developed between the scenic drive and the vista point. Vista points may, themselves, require alteration in order to enhance their potential for visitors.

Implementation of the element will result in significant long-term benefits. Natural landforms within designated corridors can be protected, affording the public better visual access for the enjoyment of the scenic beauty of the City's varried landform types.

Mitigating Measures: To mitigate the potential adverse impact of scenic drive and corridor improvements upon natural landforms. The Oxnard 2000 General Plan outlines goals which will guide the City's efforts at protecting and enhancing the quality of life within the City. The implementation of this goal and the General Plan's further goal that "The City should seek opportunities to offer a better physical, social and economic environment...eliminating visual blight and encouraging beautification..." will provide for mitigation of the potential adverse impact on scenic drive improvements.

While physical modification of natural landforms may be necessary for the improvement of some proposed scenic routes, these alterations are proposed to be made in a manner which will not significantly detract from the visual quality of the corridors.

The element proposes that existing roadways be utilized primarily, which will eliminate the potential impact of new road construction upon the natural environment. Landforms adjacent to existing roads which have already suffered damage can be restored through implementing landscaping programs.

Furthermore, corridor studies will assess in detail the potential impacts that corridor improvements will have upon the landforms and other environmental elements of the individual corridors. Corridor plans that evolve from these studies will incorporate sound aesthetic principles and apply measures such as land sculpturing to alleviate existing scars on the landscape, such as road cuts.

2. Hydrology

Impact: This section discusses potential impacts upon water supply, drainage, and water quality. The extent to which

the element impacts adversely depends upon the number of routes designated, their locations, and physical changes generated as a result of scenic highway implementation. Activities such as grading, paving of previously unsurfaced roads, and widening of existing roads can affect surface runoff. As a result, erosion problems may arise in a few instances.

Mitigating Measures: Corridor studies should assess in detail the potential impacts of a scenic highway upon hydrology and identify measures that would serve to mitigate their effects. These studies will aid in the development of corridor improvement plans that will effectively utilize available scenic opportunities without adversely affecting the hydrology of the area.

3. Natural Resources

Impact: This section is concerned with possible impacts on wildlife and their habitat, natural vegetation, scenic resources, and minerals. In the long term, implementation will be beneficial in preserving natural resources within designated scenic corridors. The designation of specific corridors and their development standards should seek to protect and enhance aesthetic resources within corridors. The element addresses the possible utilization of existing federal, state and local programs as the mechanism for implementation of a Scenic Highway System.

The public will have increased opportunities to enjoy scenic resources and participate in scenic outdoor experiences. Public awareness and appreciation of the man-made and natural environments will be enhanced by programs offering interpretive services. Increased public awareness will promote the long-term protection and preservation of scenic resources.

The preservation of the natural resources will have a limiting effect upon potential mineral recovery within scenic corridors. While designation and implementation of a scenic corridor may not preclude development of mineral resources, restoration of the land to its natural and scenic character should be a precondition to any mineral extractive operation, such as rock, sand, and gravel removal or petroleum drilling.

Implementation of a scenic highway and corridor system has potential adverse impacts upon the natural habitat of wildlife located in scenic corridors. However, the element calls primarily for the use of existing roadways, thus alleviating much of the potentially adverse effects of developing new stretches of roadway through previously undisturbed habitats.

Vegetation is known to be affected by air pollution.

Resistance to the effects of air pollutants varies, however, between plant species. More detailed studies would disclose any significantly adverse affect of pollution upon the vegetation located within a particular scenic corridor.

Site development may in some instances warrant the alteration of the natural environment in order to best utilize visual qualities and to further enhance the recreational opportunities offered by that site. Provision of trails and paths, especially as access to vista points, may require the removal of vegetation in some instances. The State of California, in the publication The Scenic Route, A Guide for the Official Designation of Scenic Highways, suggests selective cutting of some trees in order to reveal important views from the highway. Activities such as these, if performed with proper site planning considerations, will serve to maximize the scenic and recreational utilities of the scenic highway corridors.

The concept of a scenic highway system may be viewed by some to promote energy consumption. However, increased auto travel along a scenic highway, if it occurs, will result in part from the diversion of participants from other recreation areas. Thus, much of the gasoline that will be consumed in travel along scenic highways might otherwise be used for recreational purposes in other locations. Furthermore, the increased availability of facilities in Oxnard and Ventura County could reduce the number of trips to out-of-county locations, cutting the per trip consumption of fuel.

Mitigating Measures: Corridor studies will be undertaken and corridor protection standards established prior to the development of any scenic corridor. They will address the possible effects of the specific project upon the natural habitat, natural vegetation, and wildlife in that area.

The element provides for the use of existing roadways. This measure will result in a minimal effect upon natural resources in the few new scenic drives which will be needed to implement the element. As with other physical factors, the extent of corridor site development and the manner in which it is carried out will affect the impact upon the natural resources of the scenic corridors.

The utilization of alternative forms of transportation, including public transportation and bikes, will aid in the reduction of fuel consumption by recreational participants who otherwise would utilize private automobiles.

4. Air Quality

Impact: In the long term, the implementation of the Scenic

Highways Element will not have a significant adverse impact upon air quality in rural or urban scenic corridors within the City. The element recommends alternative modes of pollution free transportation, such as hiking trails, horse trails, and bicycle paths. These programs will significantly benefit the maintenance of air quality in rural areas. The utilization of public transportation would also reduce the amount of emissions generated by private vehicles.

The proposed scenic drive system includes approximately 54 miles of urban and rural streets. With the implementation of the Scenic Highways Element, it is presumed that there will be an increase in the volume of traffic on the designated rural and urban scenic drives. The extent of increased automobile usage is difficult to quantify. According to Ronald Lemmon, State Scenic Highway Coordinator, the designation of a scenic highway should have no discernible effect upon traffic volume on that highway. Volume increases are more likely to result from normal population growth in the area. Once improvements such as roadside facilities are provided and nearby recreational areas developed, then there may be additional traffic generated, with a resulting increase in air pollution. Some of the additional traffic volume that may occur on a scenic drive can be attributed to normal increases in leisure-time activities. Diversion of recreational driving from other locations is also a possibility, especially upon the completion of corridor recreational facilities.

Ambient air quality in both urban and rural scenic corridors may suffer some deterioration. In areas where air pollution is generally higher than undeveloped locations, implementation of the scenic drive concept may cause further deterioration of air quality to an extent relative to increased automobile travel and other activities. The effects of emission resulting from increased travel along scenic drives is less significant in rural areas within the City than in urban corridors. Open space significantly aids in the dispersal of local emission.

While County-wide air quality may not be improved significantly as a result of open space preservation in scenic corridors, neither should there be an appreciable deterioration in air quality due to additional scenic drive travel. Furthermore, compliance with federal and state emission standards should reduce auto pollutants in the future.

Mitigating Measures: The element provides for individual corridor studies to be conducted on all potential scenic drives. These studies, recommended by the element, will quantify potential impact at a more detailed level. Meteorological conditions, unique to each corridor area, may significantly influence individual corridor plans, and, therefore,

must be considered in the corridor studies.

Assuming that technological advancements in pollution source control continue to aid in the improvement of air quality, the incremental designation of scenic drives will preclude a significant degradation of current levels of air quality. The element policy calls for utilization of alternate forms of transportation, which would, in effect, help to reduce the level of pollution generated. Also, policy to utilize existing highways, whenever possible, limits the problem of auto emissions within presently inaccessible areas.

5. Health and Safety

Impact: The implementation of the Scenic Highways Element will have both beneficial and adverse effects upon health and safety. The following discussion examines the issues associated with health and safety, including noise, traffic safety, and fire hazard. Implementation may result in higher traffic volume and reduced traffic safety in certain instances. Mixing traffic modes may also increase potential dangers to public safety. However, the element does not preclude road realignment for increased traffic safety.

An adverse impact in the form of increased noise pollution within the scenic corridors may accompany element implementation. This would be due to greater traffic volume and greater numbers of people utilizing corridor facilities. The impact will be most noticeable along rural corridors where ambient noise levels are comparatively lower than in urban areas within the City.

The alternative modes of travel discussed in the element can serve to limit the noise that would be generated by larger numbers of automobiles. An increased number of people would be indicative of the successful utilization of a particular corridor. While a number of adverse effects would accompany increased numbers of persons, such as increased traffic and noise, the health benefits of the recreational opportunities offered by the development of a scenic corridor would help justify the project.

Implementation is significantly beneficial in the long term in that the regulation of land use in the scenic highway corridors will insure the residents and visitors of the availability of a more healthful and enjoyable environment.

Mitigating Measures: Through the preparation of corridor studies, an appraisal of impacts on public health and safety will be made. To insure that long-term benefits result from program implementation, recommendations related to the mitigation of potentially adverse impacts and improvements to be

made within each corridor will be detailed in each corridor study. Mitigating the effects of increased traffic upon public safety involves the application of the latest highway safety standards. Beautification and landscaping programs will aid in the diffusion of noise and the reduction of noise levels along urban and rural corridors.

6. Services

Impact: The establishment of a scenic drive system in Oxnard may increase the need for public services. The extent to which future needs will be generated depends upon the number of additional visitors, residents, and motorists that may be attracted by the scenic drives. Scenic drives in rural areas may encourage increased numbers of visitors, motorists and recreationists. Consequently, increased governmental services such as police and fire protection should be supplied. In addition, greater usage of roadways would necessitate higher levels of public maintenance within scenic corridors, public open space and recreation areas. The scenic drive system is itself a public service supplied by local governments for the benefit of the general public. Its value as a recreation resource more than compensates for the cost of providing other services that may be required. In its policies, the element urges a multimodal concept, increased access to public outdoor recreation areas, and the use and awareness of scenic drives by all segments of the population.

Mitigating Measures: Most of the proposed scenic drives are within urban areas, which already receive the full complement of public services. Therefore, the need to provide additional services along urban scenic drives is minimal. Individual corridor studies will be conducted to assess the requirements for additional public services generated as a result of scenic drive implementation. The study will evaluate primary and secondary services needs and their potential mitigation measures.

7. Social Impact

The implementation of the element will have significant long-term beneficial effects upon the quality of life in Oxnard. This element stresses the recreational opportunities that a system of scenic drives can provide.

Provision of public transportation will not only aid in energy conservation, but also assure that all segments of the population, whether or not they have access to an automobile, will be able to enjoy the amenities of the scenic drive system. Thus, many of the elderly and poor may have new recreational horizons opened to them.

Compatible, aesthetic developments will result from corridor

regulation. Implementation of the element will result in few and insignificant impacts upon the quality of life. These impacts are related to temporary short-term inconveniences, such as neighborhood disruption as a result of roadway improvements, or recreational facilities' construction.

Mitigating Measures: A principal mitigation for the short-term adverse impacts resulting from element implementation is the temporary nature of these impacts. A scenic corridor study conducted on each proposed route will detail the nature and extent of all disruptive impacts generated by implementation. The short-term adverse impacts are mitigated by the long-term beneficial effects that will improve the quality of life.

8. Urban Development

Impact: This section deals with issues associated with urbanization and the man-made environment. The Scenic Highways Element seeks to protect and enhance scenic qualities in both rural and urban areas and provide for visually pleasing development within scenic drive corridors. Protective measures will not seek to exclude development; rather to regulate the quality of the development that does occur.

Public acquisition of scenic areas could help to assure planned utilization and long-term maintenance and enhancement of the productivity of the scenic corridor.

Implementation will have a significant beneficial effect in both urban and rural areas in that visual pollution will be reduced within designated scenic corridors. In addition, those areas previously unaffected by visual pollution will be afforded protection by regulations established as part of the scenic drive program.

Mitigating Measures: As the effects of the Scenic Highways Element upon urban form are significantly beneficial, no mitigating measures are required.

9. Economics

Impact: Implementation of an active scenic drive program would necessitate some diversion of government funds. Beginning with initial corridor studies and project planning activities, manpower would have to be supplied. Financial resources would be necessary to provide funding for program administration, the purchase of rights-of-way for transportation modes other than the automobile, land acquisitions for recreational and open space within scenic corridors, the maintenance and improvement of scenic drive and corridor facilities, and the cost of providing services compatible with scenic quality.

The eventual costs to the taxpayer are difficult to assess. While it has been determined that 54 miles of roads have the potential for becoming adopted scenic drives, the lack of sufficient precedents in the area of conducting scenic corridor studies, both locally and throughout the state, causes a problem in their determination of corridor study costs. The extent to which physical improvements will be made along scenic drives and within corridors has not been established (once protective measures have been applied to scenic corridors, improvements can be made according to increases in demand). Provision of corridor improvements, such as recreational facilities, roadside rests, and vista points, may entail the incorporation of projects already authorized by other governmental agencies. Furthermore, they may be accomplished with funds from sources other than the City, such as County, state and federal governments and private groups. Thus, costs involved with implementation of a scenic drive system are dependent upon future governmental priorities and also increases in user demand. It should also be noted that the funds required to achieve the goal of protecting the scenic quality of scenic highways constitute a relatively small portion of the total program expenditures, but satisfies the most urgent need of the scenic drive effort.

Since the element's implementation would lead to various restrictions on development, there would also be impacts on property values within the designated scenic corridors. In the short term, until the real estate market could properly adjust itself to the new conditions, the value of undeveloped parcels generally would remain constant or decline, while the value of developed pardels would generally increase. Such has been the observation made by the Los Angeles County Assessor in comparing assessed value of parcels in the Coastal Permit Zone in March, 1972 and 1974, where similar restrictions on development have been implemented. However, in the long run, property values for both developed and undeveloped parcels should increase, due to the addition of nearby recreational amenities and improved aesthetic quality gained from strengthened regulations controlling site development and improved visual quality within scenic corridors.

Mitigating Measures: Implementation of the element will result in increased public costs for the residents of Oxnard. However, these costs can be mitigated with the following measures: requesting that the state conduct scenic corridor studies and provide financial incentives to local governments; utilizing existing County and City agencies to administer proposed scenic drive programs; and acquiring scenic and trail easements rather than fee acquisition. Additional sources of funds to acquire desired easements and open space along the scenic corridor may come from user fees, state and federal grants, and gifts and donations. The element recognizes that private individuals may benefit from the Scenic

Highways Element on a long-term basis. Aesthetically designed developments within scenic corridors and enhanced scenic resources should increase private property values.

Significantly higher levels of environmental and visual quality resulting from element implementation mitigate the potential adverse short-term economic impacts. Long-term environmental benefits justify short-term costs of undergrounding utilities, landscaping and beautification, and acquiring public open space.

B. Any Adverse Environmental Effects Which Cannot be Avoided if the Proposal is Implemented

The implementation of the Scenic Highways Element will unavoidably result in some adverse impacts. They include:

A reduction of the level of air quality along some portions of the scenic drives.

An increased noise level along some portions of the scenic drives.

Some alteration of existing landforms.

Increased public and private economic costs.

C. Mitigation Measures Proposed to Minimize the Impact

For purposes of clarity and simplicity, mitigation measures for the various impacts upon the human and physical environment have been discussed concurrently with the impacts themselves. (See Section III-A, The Environmental Impact of the Project)

D. Alternatives to the Proposed Action

1. No Project

The alternative of no project (not adopting a Scenic Highways Element) is not possible, since this element is mandated by State law as a part of the General Plan. This alternative would preclude taking advantage of many of the opportunities that exist to protect and enhance many of the scenic resources within the planning area.

2. Alternative A

Provide a minimal system of scenic drives. This alternative would provide for only those routes which already exist within the planning area, i.e., state and County designated routes.

By using this alternative, many of the economic costs - both developmental and administrative - that are necessary in the other alternatives, would be alleviated. There would be no significant commitment to the goals of the Scenic Highways Element. The current opportunity to further enhance and preserve scenic resources within corridors will, for the most part, be lost. Unlike the alternative selected, it does not strengthen the existing regulations that have been inadequate in controlling the visual pollution prevalent along many streets and highways. Increased governmental commitment is not sought in this alternative.

3. Alternative B

Implement a comprehensive scenic drive system to conserve and protect all scenic resources within the planning area. This alternative would create an extensive system of scenic drives in Oxnard. In order to strengthen the local program, major changes to the State Scenic Highways Program would be sought. The City program would promote conservation and protection of virtually all scenic resources and greatly restrict urban expansion in scenic corridors. Legislation would strictly regulate all forms of visual pollution and place high aesthetic standards on road construction. Unlike the minimal system, this alternative would require a heavy governmental commitment and allocation of public funds. While the goal of conservation and protection of scenic resources in this alternative is consistent with the proposed element, the extent with which it attempts to achieve that goal is generally more costly and drastic than that of the element. It calls for minimizing urban expansion, committing full governmental resources, and conserving all scenic resources.

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

The implementation of the Scenic Highways Element will have a number of short-term social and environmental effects upon the City. An intensification of land management practices within scenic corridors will impose greater restrictions upon private development within selected corridors.

In conjunction with this, there will be a rise in the costs incurred by government due to roadway improvements, the provision of alternate transportation modes, and additional scenic drives being designated.

The truly significant effects of the Scenic Highways Element will not be realized on a short-term basis, however. It is precisely because of major beneficial effects which will result from implementation that a Scenic Highways Element is under preparation. The long-term benefits include protection and preservation of

scenic qualities within scenic corridors, local regulation to insure high quality private development along scenic drives, and access to public outdoor recreation and open space areas. The element proposes the reduction of visual pollution and promotes aesthetic urban design. These beneficial effects upon the physical and human environments will continue for future generations and contribute to the enhancement of long-term productivity.

The element will establish a system of officially designated roadways and defined corridors expressly intended to be maintained for present and future generations for the appreciation of natural and man-made scenic qualities.

The roadways will traverse urban and rural areas linking significant open spaces and provide opportunities to experience the scenic resources of the City and the countryside.

Short-term energy shortages could curtail the anticipated increase in recreational driving. However, in the long term, this should not affect what has been a proven increase in demand. An energy shortage could actually increase recreational demands within an established scenic corridor, due to reduced trip lengths for Oxnard and Ventura County residents.

F. Any Irreversible Environmental Changes Which Would be Involved in the Proposed Action Should it be Implemented

Corridor improvements, such as the development of vista points and hiking and riding trails and bicycle paths, may alter the natural environment. The widening of existing roadways and the provision of access roads and facilities for recreational needs are capital improvements that commit future generations to their use.

The Scenic Highways Element proposes to keep implementation costs to a minimum. The acquisition of public open space, regardless of scenic highway designation, will continue to constitute a heavy financial commitment by the City and other levels of government, which have had successful programs for many years in providing parks and beaches for the public. Travelers on the scenic drives and visitors to the corridor facilities will, for the most part, utilize an energy-consuming motor vehicle. Road improvement and site development will have some effect upon landforms and natural resources. While each of these impacts is irreversible, they are of a relatively small scale and insignificance when the social and environmental benefits are considered.

In conclusion, the extent to which the proposed element will result in the curtailment of beneficial uses of the environment is minimal. On the contrary, the cumulative environmental effect will be quite favorable, as the express intent of the element is

to protect and enhance scenic resources within scenic corridors.

G. The Growth-Inducing Impact of the Proposed Action

Adoption and implementation of the Scenic Highways Element will not have a growth-inducing impact on a City-wide basis. Implementation may result in an insignificant redistribution of population along selected corridors.

The intent of the Scenic Highways Element is to promote the use and awareness of scenic highway amenities for all segments of the population. The public awareness and increased appreciation of the amenities of a particular scenic drive corridor could initiate a desire for having a residence or second home in close proximity to this scenic corridor, especially in the rural-urban fringe.

In anticipation of greater land use regulations that would be applied within the officially designated scenic corridors, there may occur a sudden but short-term influx of project proposals to be filed by owners of property that would be affected by the pending regulations. The completion of some projects initiated during this period could conceivably have adverse impacts upon the environment. However, the regulatory policies of the element do, in the long term, substantially increase the probability that future utilization of the rural scenic corridor will occur in a manner most consistent with the goals of preservation and enhancement of the scenic resources. Thus, future man-made features will complement, rather than detract, from the visual beauty of an area.

APPENDED ITEMS

Scenic Highway Final Recommendations

Ventura County Trip Volumes - 1973

Ventura County Projected Trip Volumes - 1990

City of Oxnard Trip Volumes - 1974

RECOMMENDED ACTIONS

1. The Scenic Highways Element is adopted as a basis for future scenic highway planning.

2. Develop a priority list of all Scenic Highway Corridors within the City's sphere of influence.

3. Support the County proposal for the establishment of a Scenic Corridor Review and Advisory Committee.

4. Design a Scenic Highways Plan and Program for implementation.

5. Include in each Scenic Corridor Study the feasibility of other types of transportation modes within the Corridor.

6. Formally designate scenic routes and their standards.

7. Adopt time schedule and budgeting for each route.

8. Cooperate with the State in creating scenic routes for State highways.

9. Study the potential effects on development from designating a Scenic Corridor.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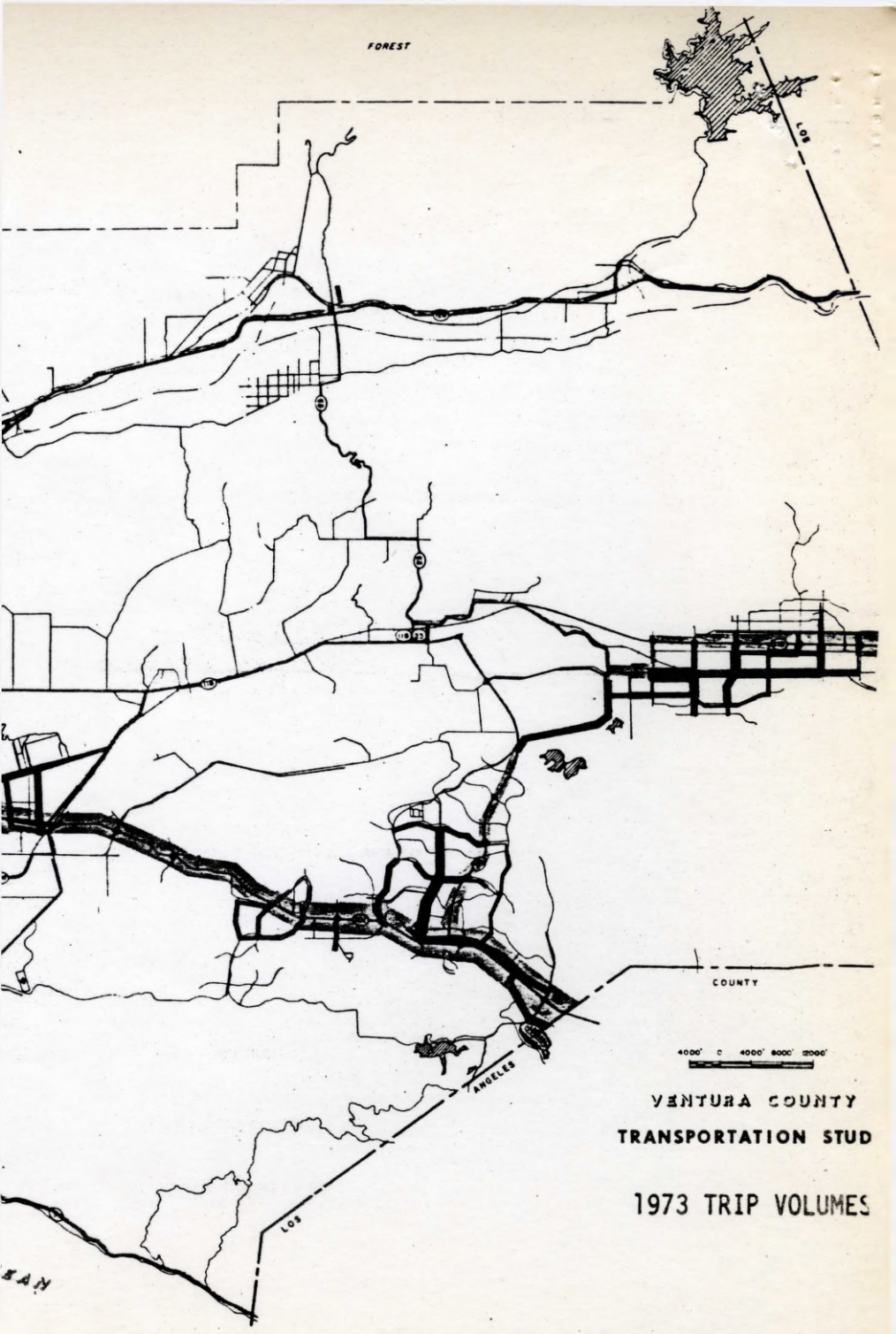
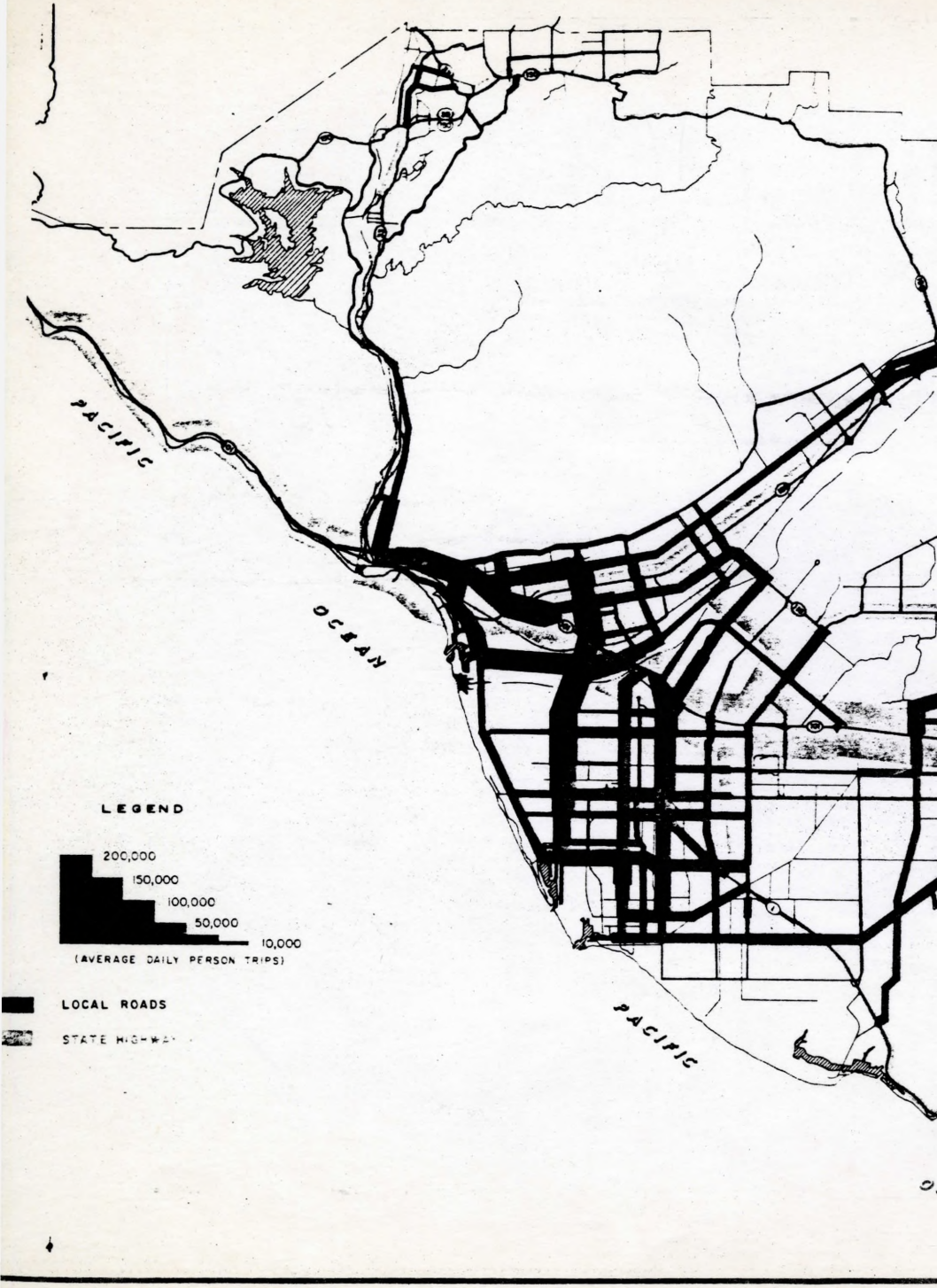


VENTURA COUNTY

TRANSPORTATION STUD

1973 TRIP VOLUMES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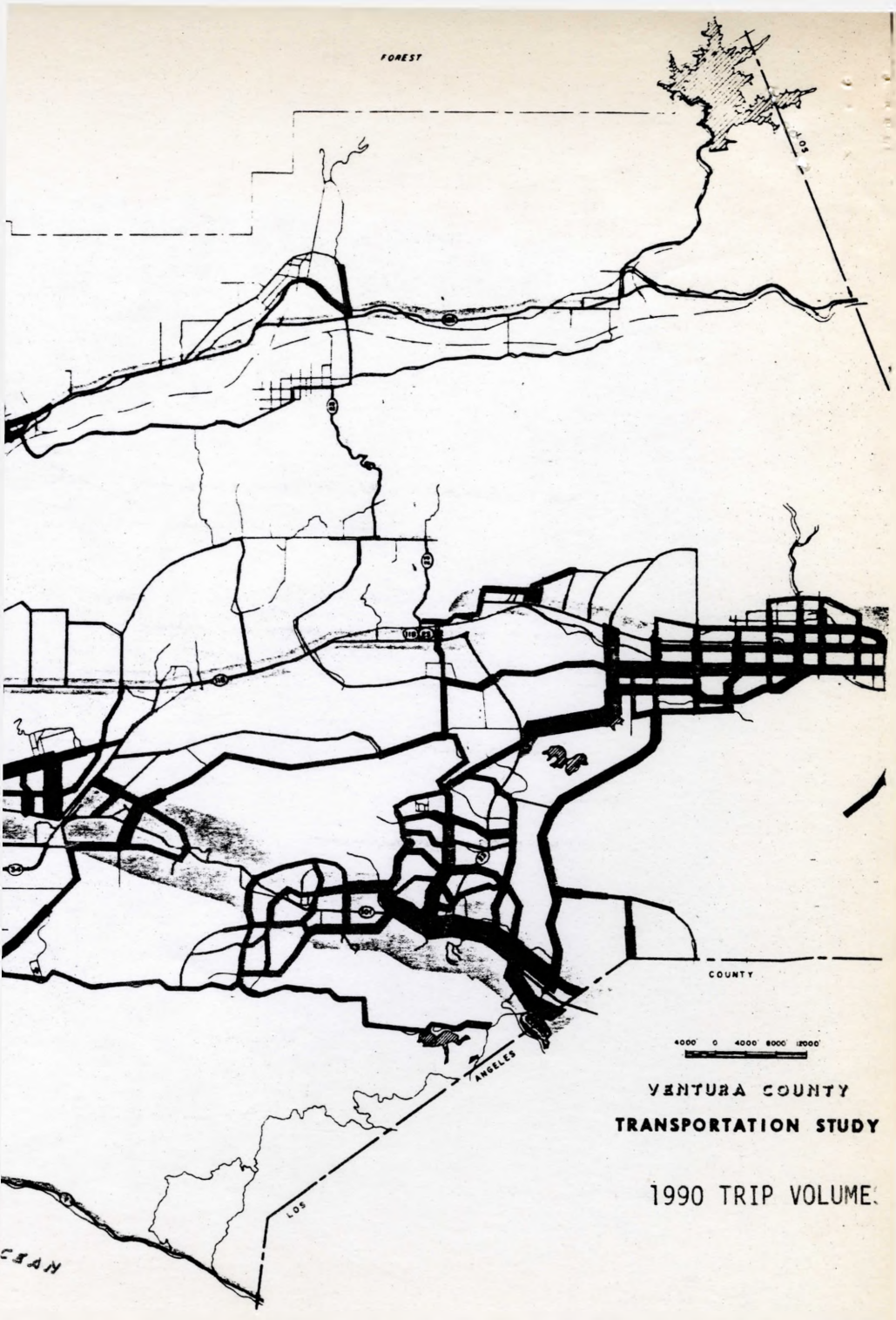

VENTURA COUNTY

TRANSPORTATION STUDY

1990 TRIP VOLUME

1974 TRIP VOLUMES

City of Oxnard

1. Los Angeles Avenue through Oxnard's sphere of influence (to Walnut Boulevard). 0

2. Vineyard Avenue from Los Angeles Avenue southwest to Victoria Avenue. 17,000 (northeast of Oxnard Boulevard)

3. Oxnard Boulevard from Highway 101 to Point Mugu. 34,500 (South of Fifth Street)

4. Victoria Avenue (including its northward extension across the Santa Clara River) south to Panama Drive. 8,000 (Channel Islands Boulevard)

5. Harbor Boulevard from the northern City limits south to Channel Islands Boulevard and continuing east on Channel Islands Boulevard to Victoria Avenue. 12,000 (North Gonzales)

6. Ormond Boulevard (and its future extension) from the Port Hueneme City limits southeastward to Arnold Road. 0

7. Arnold Road from its junction with the proposed extension of Ormond Boulevard to intersect with Casper Road. 0

8. Casper Road from Highway 101 junction to the proposed junction with Arnold Road. 0

9. State Highway 101 through Oxnard's sphere of influence. Approximately 40,000

10. Fifth Street from Mandalay Beach Road to Revolon Slough. 10,000 (Ventura Road)

11. Mandalay Beach Road extending north from Fifth Street to connect to Gonzales Road. 0

12. Gonzales Road from Harbor Boulevard to Oxnard Boulevard. 13,000 (Ventura Road)

Source: City of Oxnard Traffic Engineer