DRAFT

ENVIRONMENTAL IMPACT REPORT

E-76-8

(James W. Nachazel)

for

Tract 2617

Prepared by

City of Oxnard Planning Department

October 18, 1976

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I. EXECUTIVE SUMMARY

This draft Environmental Impact Report (EIR) has been prepared in accordance with the State Secretary for Resources' guidelines for implementing the California Environmental Quality Act of 1970 (CEQA), as amended, and in accordance with the City of Oxnard's Ordinance 1470 and Resolution 6179. This EIR is an informational document only, and as such, it does not advocate either the approval or denial of the proposed project.

The summary below is a listing of the most significant adverse environmental impacts that will result if the proposed project is implemented:

1. The elimination of 29.04 acres of prime agricultural land.
2. An increase in traffic on "J" Street, Ninth Street and Ventura Road.
3. The exposure of approximately 545 project residents to potential seismic shaking and the threat of soil liquefaction.
4. The addition of 81 elementary and 28 junior high school students to a crowed Oxnard Elementary School District, and 54 high school students to an over-capacity Oxnard High School District.

II DESCRIPTION OF THE PROJECT

a. Permit Number

Tract #2617

b. Applicant

James W. Nachazel
Consulting Civil Engineer
P.O. Box 245
Santa Ynez, California 93460
(805) 688-7304

c. Location and Boundaries

The project is located northeast of the intersection of Ventura and Wooley Roads and is within Oxnard South Neighborhood Number 1. Its northern boundary is Ninth Street and its southern boundary is Wooley Road. The site is bounded by "J" Street on the east and Ventura Road on the west (Figures 1 and 2).

d. Lead Agency

City of Oxnard
305 West Third Street
Oxnard, California 93030
(805) 486-2601

e. Project Objectives

The applicant proposes to re-zone his property along "J" Street -- from R-1 to R-2 -- for the development of 12 duplex family lots of approximately 6,000 sq. foot, and to subdivide the remaining of his total 29.04 acres of undeveloped R-1 zoned land into 126 single family lots of approximately 6,000 sq. foot.

In order to do this, the City of Oxnard has to amend its zoning map and to re-zone part of the subject property which is located along the west side of "J" Street as R-2. (tract

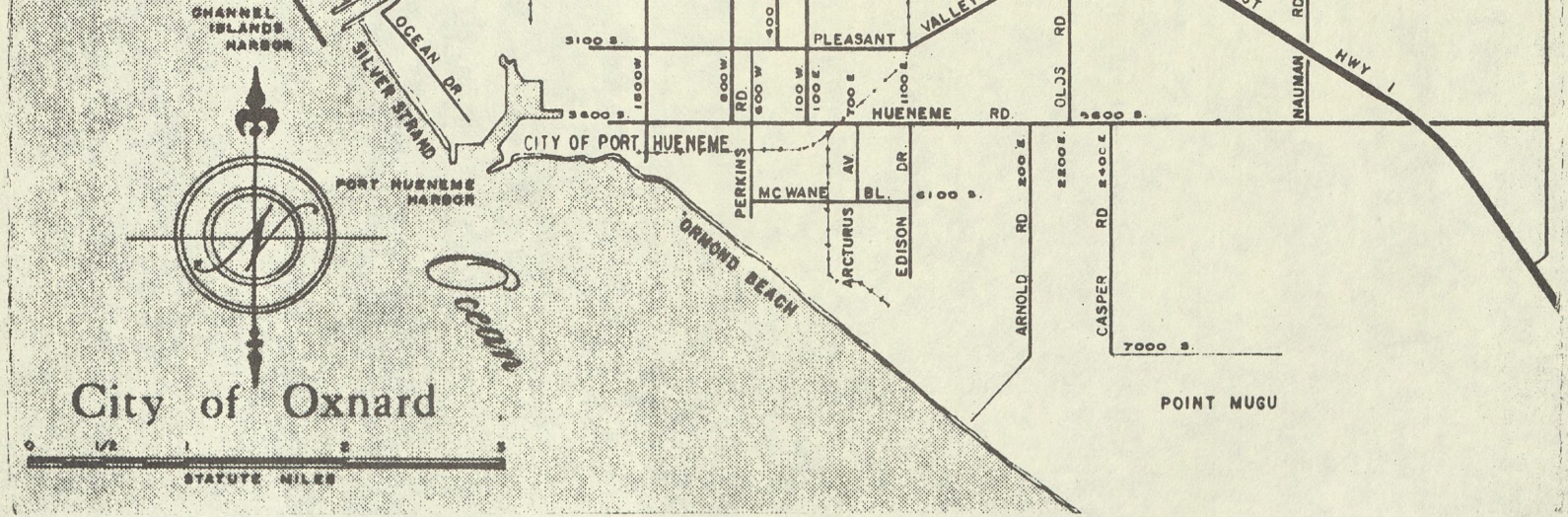

Figure 1 Project Site Location


Proposed Project Site
WAGON WHEEL JUNCTION
EL RIO
VINEYARD AV
ROSE AV
SANTA CLARA AV
2300 E.
4700 N.
BEARDSLEY
3700 E.
NYELAND ACRES
VENTURA FWY. 101
SANTA CLARA
1900 N. GONZALES RD.
3900 W
2900 W
1300 W
H ST
400 W
OXNARD BL.
100 E
1800 E
2300 E
800 N. DORIS AV.
COLONIA RD. 500 N.
100 N. TEAL CLUB RD
100 S. VENTURA CO. AIRPORT
2 ND ST.
3 RD ST.
100 N
100 S.
STURGIS RD.
300 S FIFTH ST
5 TH ST.
300 S.
1100 S. WOOLEY RD.
VICTORIA AV.
PATTERSON AV
ROSE AV
RICE AV
WOLFF RD.
1900 S. HEMLOCK ST.
2600 S CHANNEL ISLANDS BL.
G ST.
C ST.
SAVIERS RD
OXNARD BL.
2900 S.
LAGUNA RD.
HARBOR BL.
U.S. NAVY BASE C.B.C.
VENTURA RD
J ST
4500 S
BARD RD.
OLDS RD
4200 S
DODGE RD.
HAILES RD.
ETTING RD.
WOOD RD
MANDALAY BEACH RD.
HARBOR BL
OXNARD BEACH
HOLLYWOOD BY THE SEA
Pacific

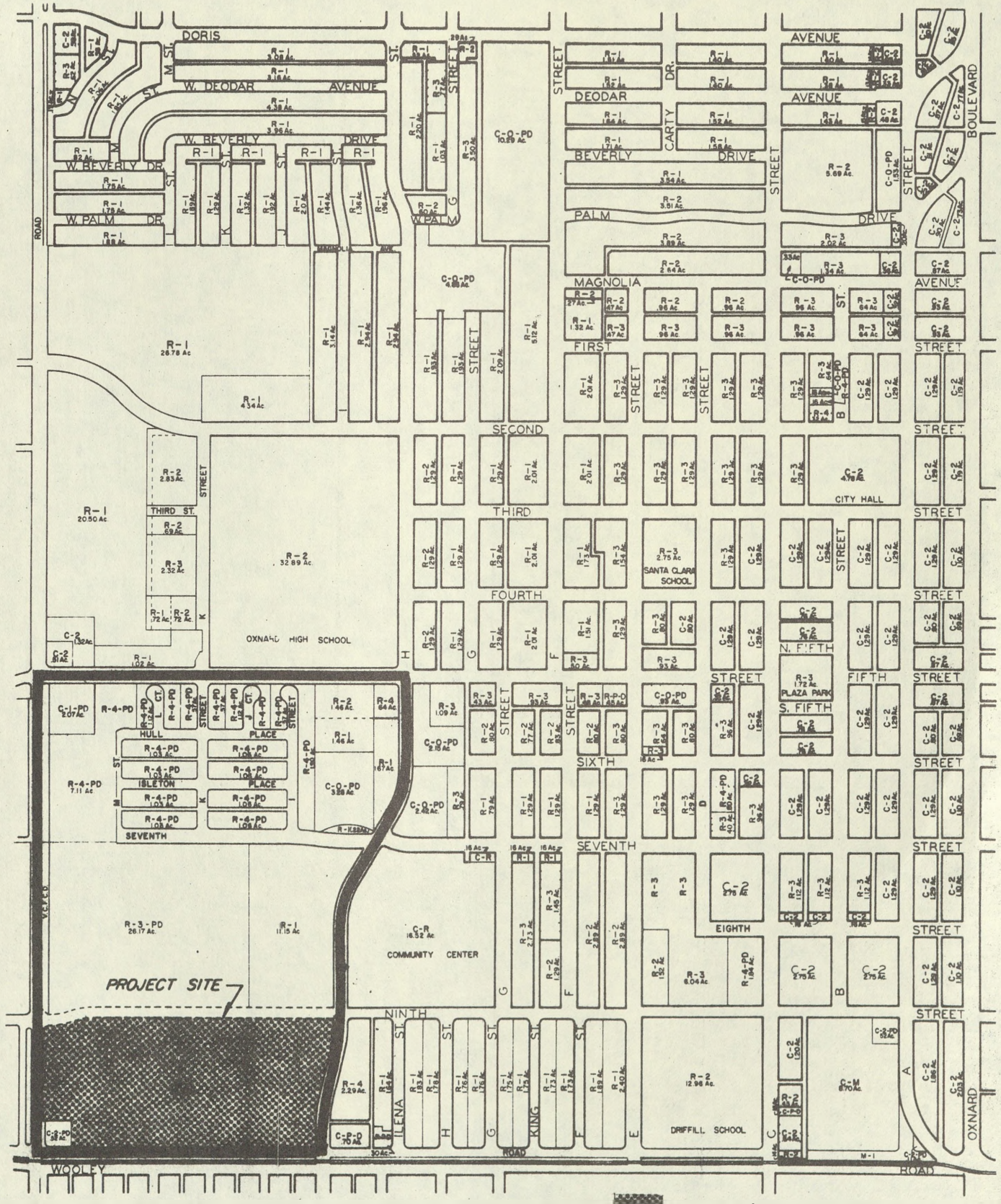

Figure 2 Project Site and Neighborhood Boundary

Map No. 2617, lots #1 through #12 are proposed to be duplex lots, and lots #13 through #138 are proposed to be single family lots).

f. Project Description

This development involves the construction of 150 dwelling units (126 single family dwelling units and 24 duplex units). The project is planned to be built in one phase which includes planning, site preparation, construction, and landscaping.

The project site is located on a generally flat land with its highest point at the northeast corner (about 34 feet above sea level), and running down toward the southwest corner (about 27 feet above sea level).

The site is presently used for row crop farming and there are no prominent topographical features or landmarks located on site. No major cutting or filling is involved in the site's preparation and construction.

In this development, no structures will be constructed higher than two stories and buildings will be primarily of wood-frame and stucco construction. Square footage of each structure range from 1,300 sq. ft. to 1,850 sq. ft.; 33 percent of the project site will be open and another 30 percent will be streets, alleys, walks and public right-of-ways which leaves 25 percent for livable dwelling space, 6 percent for garages, and another 6 percent for driveways.

New streets within the project will be 60 feet wide, while

the alley behind the duplexes will be 20 feet wide. When this project is completed, a total of 545[1] residents will be added to the Oxnard South Neighborhood 1.

In South Neighborhood 1 there are, currently, 179 housing units of two to fourplex housing types. The proposed project will add additional housing types and opportunities (especially single family units and duplexes) within South Neighborhood 1.

[1]Estimated on the base of 3.76 persons/household for 126 single family units and 2.97 persons/household for 24 duplex units; (12 lots x 2 units) 1975 Special Census, City of Oxnard, Planning Department.

III. ENVIRONMENTAL SETTING, IMPACT,[1] AND MITIGATION

A. Natural Environment

1. Earth Resources

a. Geology - Seismology

1) Description of Environmental Setting

The project site and the entire City of Oxnard are susceptable to earthquakes and attendant ground shaking. Little specific information, however, is known of the possible presence of faults or potential for surface displacement in the vicinity of Oxnard. The major fault system in the general vicinity of the Oxnard area, as shown in Figure 3, are: the San Andreas Zone located approximately 50 miles north of Oxnard with a potential earthquake magnitude of about 8.3 on the Richter Scale; the Big Pine Fault Zone with a major thrust zone approximately 30 miles north of Oxnard and a potential magnitude of 7.5 on the Richter Scale; and the Malibu-Santa Monica Fault Zone approximately 10 miles to the southeast of Oxnard with an estimated magnitude of 7.5 on the Richter Scale. The McGrath-Oak Ridge fault system is separated at the coast but merge a mile or two east of Saticoy and passes within five to six miles north of the proposed project. These two fault lines are located west of the Wagon Wheel Junction area paralleling the Santa Clara River. McGrath Fault,

[1]The Impact section of this report includes the CEQA mandated EIR sections of "The Environmental Impact of the Proposed Action" (15143.a) and "Any Adverse Environmental Effects Which Cannot be Avoided if the Proprosal is Implemented" (15143.b).

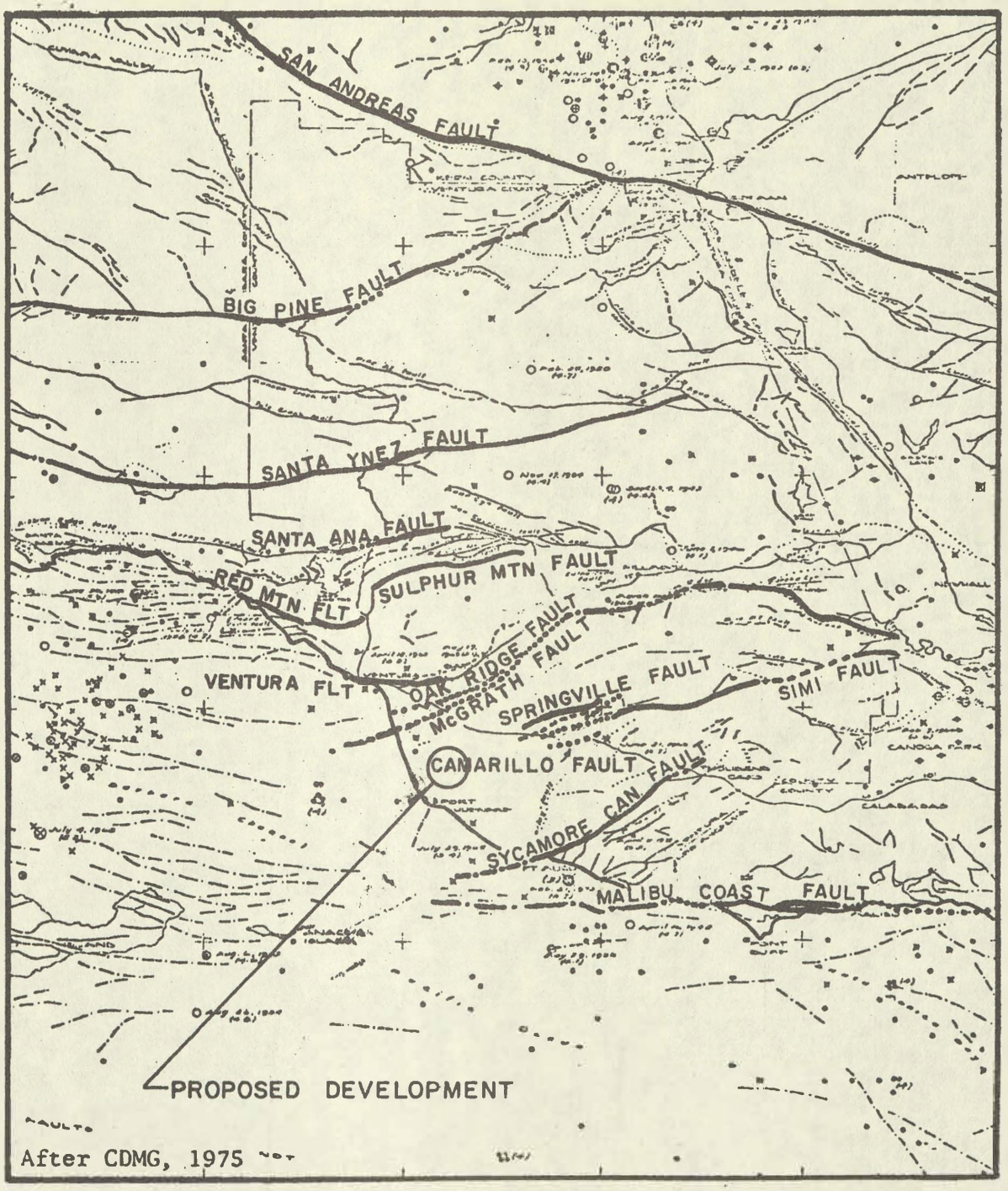

Figure 3 Fault and Epicenters in the Oxnard Area

closest to the project site, is about one mile west of the Junction while Oak Ridge Fault is approximately two miles west of the Junction. These two faults are identified by the State Division of Mines and Geology as "concealed or conjectural"[1].

The faults comprising the Simi-Springville-Camarillo fault zone, which may extend beneath the Oxnard Plain, are exposed in the Camarillo Hills approximately six miles northwest of the proposed project. This fault zone has an earthquake magnitude of 7 on the Richter Scale.

Several other active or potentially active faults which lie within 10 to 15 miles of the proposed project are summarized in Table 1. According to the geoseismic map (1974-75) prepared by the California Division of Mines and Geology, of southern Ventura County, no faults occur on the proposed project site. The potential amplification of ground shaking for this area is a long period with severe effects[2] as shown in Figure 4 (Oxnard Hazard Plate II).

A subsidence problem does exist, mainly in the Oxnard Plain.[3] Subsidence, or the sinking of the land

[1]Geologic Map of Southern California, 1972
[2]Oxnard Seismic and Safety Element, Approved 4 Dec. 1975. City of Oxnard
[3]Ibid.

TABLE 1 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	46 MI.	RIGHT STRIKE-SLIP	M = 8.5	MOVED IN 1857, FORT TEJON
McGRATH-OAKRIDGE	4.5 MI.	STEEP REVERSE SOUTH DIP	7 - 7.5	SCARPS IN OLDER AND YOUNGER (?) ALLUVIUM
VENTURA	6 MI.	REVERSE NORTH DIP	7	PROMINENT SCARPS ON AERIAL PHOTOGRAPHS
SANTA ANA	15 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	6 MI. (PROJECTED)	REVERSE NORTH DIP	7	YOUTHFUL GEOMORPHIC FEATURES
SYCAMORE CANYON	7.5 MI.	LEFT STRIKE SLIP	6.5	DOES NOT DISPLACE "HOLOCENE MARINE", MAY DISPLACE OLDER ALLUVIUM
"BAILEY"	8 MI.	STEEP DIP	6	GROUNDWATER EVIDENCE OF LATE QUATERNARY OFFSET
RED MOUNTAIN	12 MI.	REVERSE, NORTH & SOUTH DIPS	7.5	DISPLACED TERRACE GRAVELS
SULPHUR MOUNTAIN	13 MI.	REVERSE NORTH DIP	6.5 - 7	STEEPNESS OF FACE OF SULPHUR MOUNTAIN
MALIBU COAST	8-10 MI. (PROJECTED)	REVERSE + LEFT SLIP, NORTH DIP	7.5 - 8	TERRACE DEPOSITS DISPLACED
SANTA YNEZ	20 MI.	UNKNOWN SLIP STEEP DIP	7.5 - 8	ELEVATION DIFFERENCE ACROSS FAULT, EARTHQUAKE EPICENTERS (?)
BIG PINE	31 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

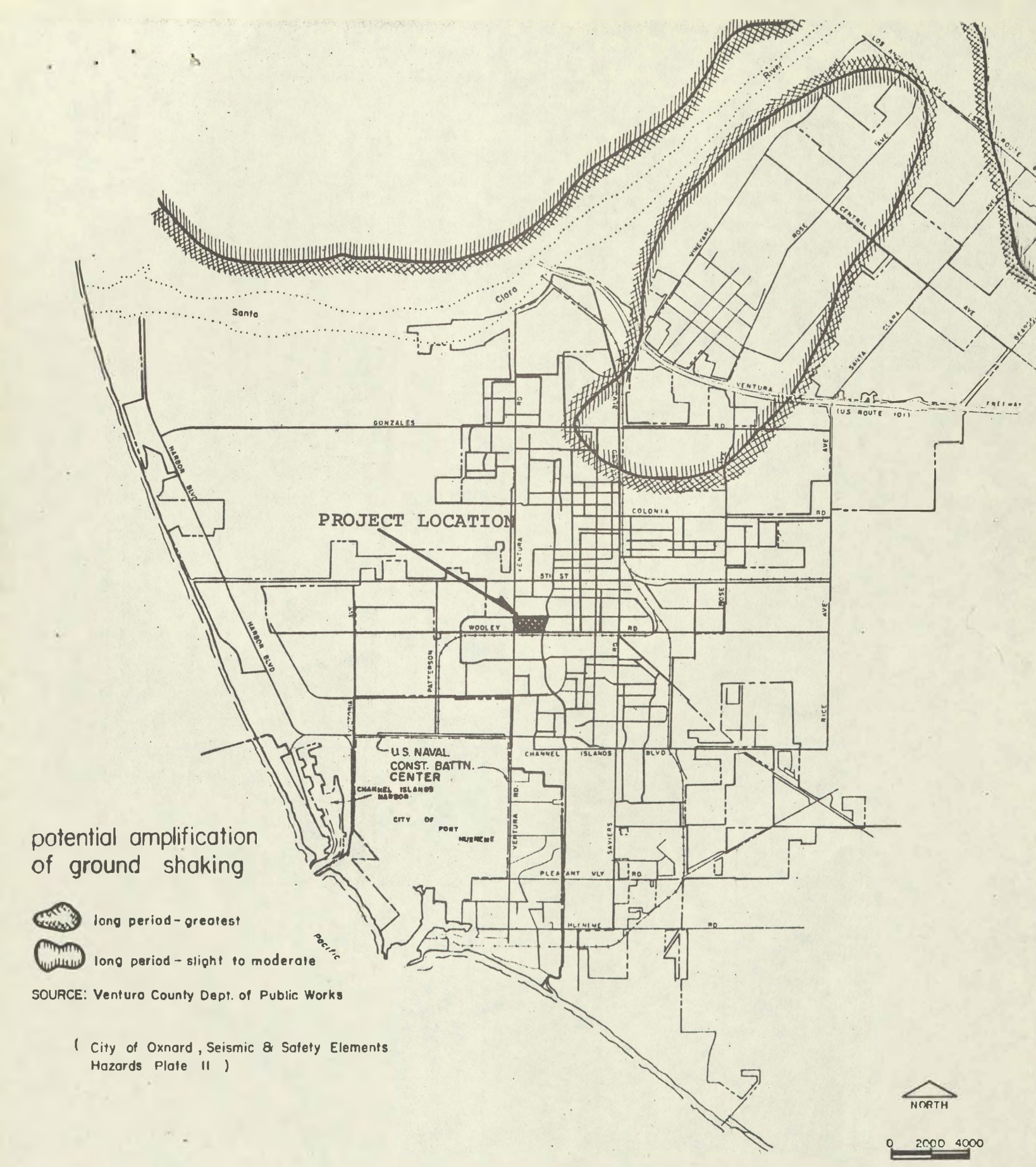

FIGURE 4 Potential Amplification of Ground Shaking in the Oxnard Area

surface, has four possible causes in Ventura County: natural, consolidation of alluvium, tectonic deformation, water extraction and/or oil extraction. It is probable that it will continue, possible at an increasing rate, if extraction of fluids from this area is increased. Measurements indicate that the project is in an area that has a potential of differential settlement from holocene sediments, due to seismically induced ground shaking of two or more feet as depicted in Figure 5. The area of the project site has the possibility of having a potential for liquefaction ranging from moderate to low, as shown in Figure 6. Liquefaction exists when an area has large deposits of unconsolidated alluvial material and a high water table potential. It can occur when loose cohesionless, uniform soils saturated with water are subjected to ground shaking of high enough intensity and long enough duration. Should the water table be sufficiently high when an earth tremor occurred, the alluvial material and the water could be mixed, creating a "quicksand-like" situation. During such a situation, some structures have been known to sink.

2) Environmental Impact of the Proposed Action

The proposed project site is in an area of known damage due to ground shaking and has a high potential

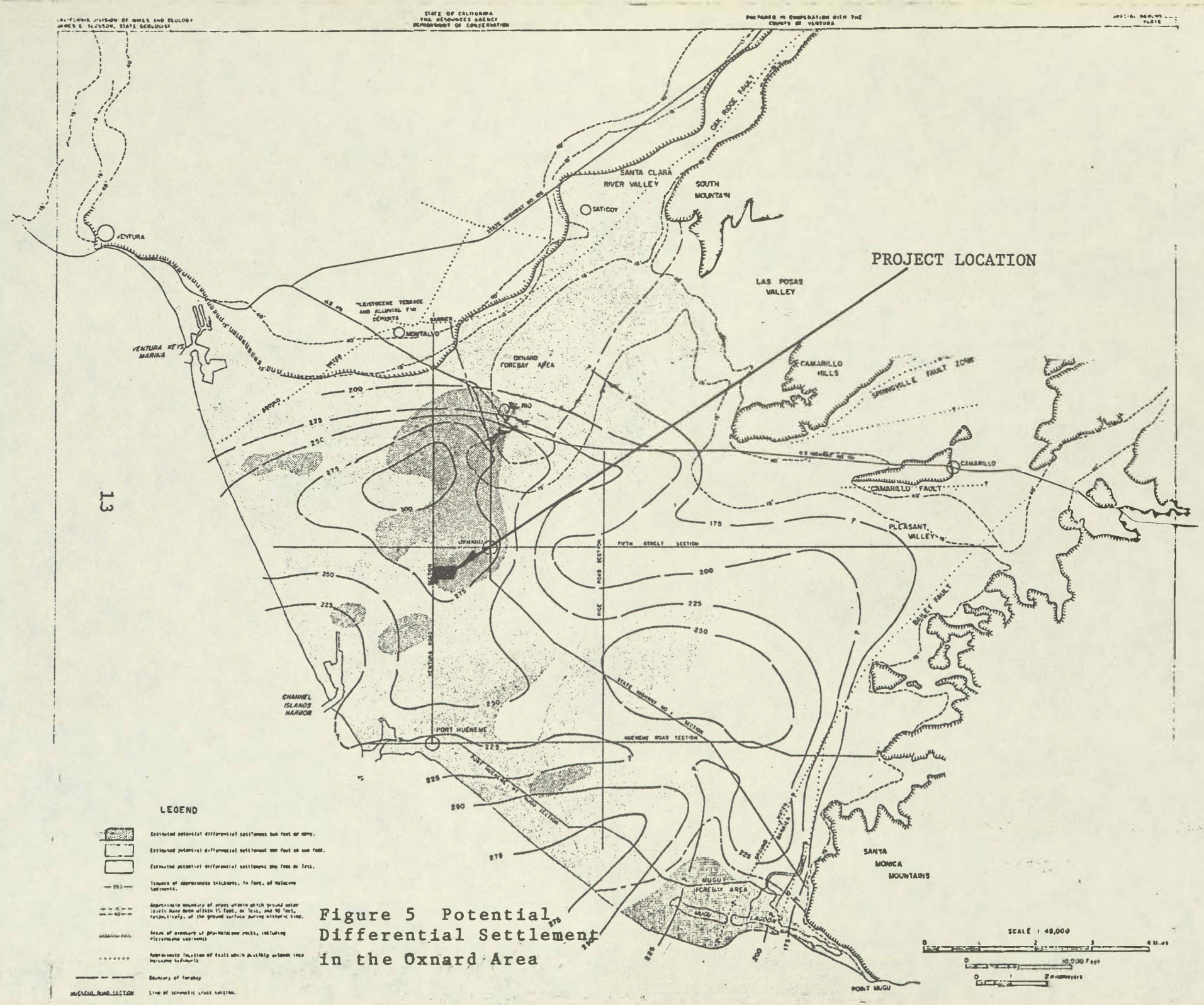

Figure 5 Potential Differential Settlement in the Oxnard Area

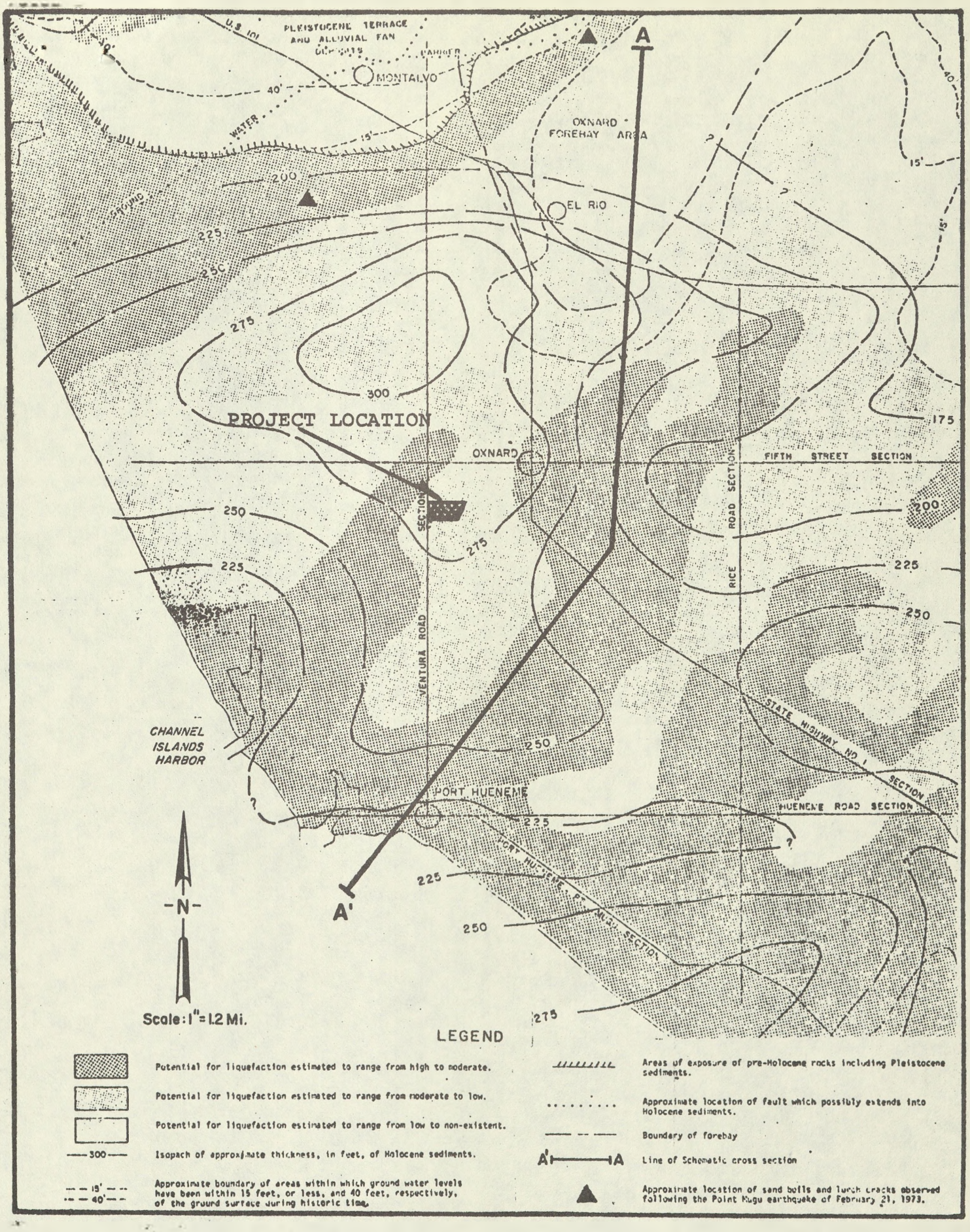

Figure 6 Potential Liquefaction in the Oxnard Area

for differential settlement (two feet or more). It also is in an area of potential liquefaction estimated to range from moderate to low. The proposed project could therefore, expose 150 dwelling units and approximately 545 project residents to potential seismic shaking, earthquake, and the threat of liquefaction. It could also expose all the dwelling units to a high potential for differential settlement.

3) Mitigation

Alluvial plains, like Oxnard coastal plain with high ground water table (of less than 15 feet), in areas of seismic activity, are subject to long duration, strong ground shaking and liquefaction. Residential structures of one and two stories high with proper foundation support and an even distribution of load with no excessive concentrations of weight will be less susceptable to differential soil settlements from liquefaction than other types of structures. In addition, a qualified engineering geologist should be consulted to establish foundations and structural requirements for construction in the project area.

b. Soils and Foundation

1) Description of Environmental Setting

The soil on the proposed project has been identified Soil Conservation Service as being Pacheco silty clay loam[2]

[1]Soil Survey Ventura Area, Calif. U.S. Dept. of Agriculture, Soil Conservation Service 1970, p. 45.
[2]Ibid., p. 44

(Pa), which is a nearly level soil of the basins and alluvial plains. The surface layer is dark-gray, mildly alkaline to strongly alkaline silty clay loam about 17 inches thick. This layer is calcareous in the lower part. Below this is light brownish-gray, mottled, calcareous silty clay loam about 29 inches thick. At a depth of about 46 inches is pale-yellow, calcareous, stratified silt and sand. The soil capability unit of Pacheco silty clay loam (Pa) is IIw-2[1]. This unit consists of very deep, poorly drained loamy sands, sandy loams, loams, and silty clay loams of the Camarillo, Hueneme, and Pacheco Series. They have slopes of 0 to 2 percent. Annual rainfall ranges from fourteen to sixteen inches. The average annual air temperature is 59° to 60° F., and the frost-free season is 300 to 350 days. Runoff is very slow to ponded, and there is no erosion hazard. Inherent fertility is medium to high. A major limitation of the site is wetness. Unless artificially drained, these soils have a seasonal high water table within a depth of two to three feet, and are limited to shallow-rooted crops.[2] Open ditches, tile drains, and mole drains are commonly

[1]Ibid. p.110
[2]Ibid.

used for lowering the water table. The finer textured Pacheco soils require slower applications of irrigation water than do the coarser textured soils. Pacheco series are subject to infrequent flooding. Runoff from higher areas should be diverted into suitable outlets to prevent overflow. Some soil properties are important to engineers because they affect the construction and maintenance of roads, building foundations, erosion control structures, drainage and disposal systems, etc. Among the properties most important to them are strength, permeability, compaction characteristics, shrink-swell behavior, water-holding capacity, grain size, plasticity, and soil reaction. The depth to water table and the depth to bedrock also are important. It is known that much damage to building foundations, roads, and other structures results from the shrinking and swelling of soils. Soils that have a low shrink-swell potential are suitable for building sites if other factors are favorable[1]. The suitability of soils for building sites also depends on their capacity to withstand pressure from foundations. The estimated properties of the soil (Pa) on project site are summarized below[2]. Its depth to bedrock is less than five feet, and the

[1]Ibid., p. 61
[2]Ibid., Table 3, p. 73

depth to seasonal high water table is about two to three feet. The shrink-swell potential is moderate. Allowable soil pressure is moderate. Permeability[1] of Pacheco silty clay loam is 0.2 to 0.63 inches per hour, and is 0.2 to 20.0 inches per hour for stratified silt and sand in the same Pacheco soil series. The available water holding capacity[2] for the above are 0.18 to 0.20 and 0.06 to 0.17 inches per inch of soil respectively.

2) Environmental Impact of the Proposed Action

The development of the proposed project site for residential uses would eliminate the productivity of approximately 29.04 acres of prime agricultural soils (Class IIw-2). Soil on proposed project site consists of very deep, poorly drained alkaline silty clay loam about 17 inches thick and calcareous silty clay loam about 29 inches thick; and because the slope on site is less than half of one percent, surface runoff will be very slow to ponded. Also, this soil has a seasonal high water table at a depth of 2 to 3 feet and a moderately slow permeability unless properly drained, it may affect the location of project roads. Its moderate shrink-swell characteristics may also affect building foundations.

[1]Permeability indicates the rate at which water moves through undisturbed soil.

[2]Available water holding capacity is the amount of capillary water in the soil available to plants, after all free water has been drained away.

3) Mitigation

Before the project site is developed for residential use, a qualified engineering geologist should be consulted to devise and implement measures that will minimize the above noted potential impacts.

c. Mineral Resources

1) Description of Environmental Setting

The locations of mineral resources in Oxnard area are shown in Figure 7. As indicated, there are sand and gravel deposits north of Ventura Freeway (U.S. 101) along the southern line of the Santa Clara River Valley. There are petroleum deposits located along the river and on the Oxnard Coastal Plain close to urban areas. The three most notable petroleum deposits in Oxnard are the petroleum deposits underlying the Wagon Wheel Junction area, the petroleum deposits covering the area west of the Ventura County Airport at Oxnard, and the large petroleum deposit area to the west of the city.

There are no known mineral deposits in the project site or in the immediate surrounding area. The project site is about 2½ to 3 miles away from the above three known petroleum deposits.

2) Environmental Impact of the Proposed Action

No environmental impact to mineral resources will occur from proposed project.

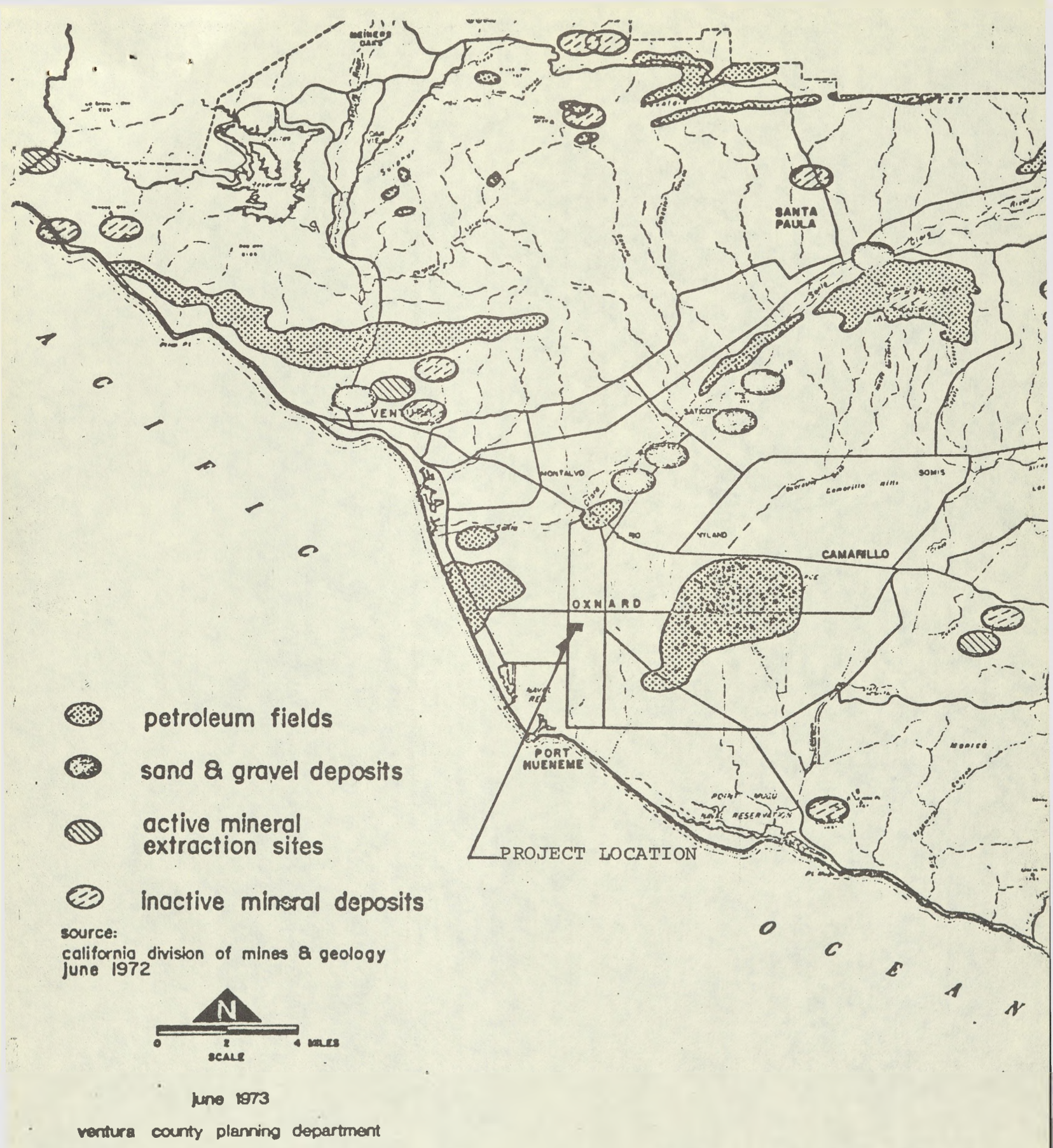

Figure 7 Mineral Resources in the Oxnard Area

3) Mitigation

None required.

2. Water Resources

a. Drainage

1) Description of Environmental Setting

Historically, the chief problem in Oxnard plain had been the lack of sufficient natural drainage to convey storm runoff. The major natural drainage system in the entire western area of the Oxnard Plain is the Santa Clara River, approximately three and one half miles north of the project site. The Santa Clara River also drains much of the northern part of the Ventura basin.

The line of sand dunes which formed along the coast from the Santa Clara River to Port Hueneme constituted a natural drainage barrier for the area east and prevented sheet flow drainage into the ocean. In 1959, the Southern California Edison Company constructed a cooling channel for their Mandalay Steam Generating Plant. This channel runs from North Mandalay Beach to Channel Island Harbor. Although it was not designed as a drainage ditch, it presently intercepts and drains the entire western portion of the Oxnard Plain east of the dunes.

The proposed project site is on a relatively flat

land with a slope of less than half of one percent. Unless artificially drained, the soil and land form of the site will create drainage problems for the proposed development especially during storm seasons. On site surface runoff is low. Existing storm water drainage in the vicinity of project site includes a 72 inch storm drain located in Wooley Road, south of the project, and the Oxnard Drain West Channel within Ventura Road, east of the project. Storm water runoff occuring within the property will be collected by roadside ditches and flow south and west directions and then will be discharged into the existing drainage ditches in Ventura Road and Wooley Road.

2) Environmental Impact of the Proposed Action

The proposed project will increase storm water runoff to the existing Ventura storm drain and the Wooley Road drainage system by 27.88 cubic feet per second (cfs)[1].

3) Mitigation

In order to reduce storm water runoff, the developer could build a water retention basin on proposed project site in addition to on-site drainage system which drains into the Ventura storm drain and the Wooley storm drain.

[1]Q=CIA where C=0.8, I=1.5, A=paved area in acres or 80% of 29.04 acres=23.23 acres. Then Q=0.8 x 1.5 x 23.23=27.88 Cu. ft. per sec.
Draft EIR E-76-8, Sept. 1976 Oxnard Public Works Dept.

In addition, road surface and parking areas within the project site should be properly graded to avoid flooding. The ultimate mitigation of the drainage problem will depend upon the City of Oxnard and Ventura County Flood Control District.

b. Ground Water and Water Quality

1) Description of Environmental Setting

The region of the project site is within the Oxnard Forebay ground water basin. This is an area where aquifer recharging through surface soil occurs. There presently are salt water intrusion problems in the ground water supply under the Oxnard Coastal Plain. Sea water intrusion has continued to spread, due to downflow through abandoned wells or wells with shallow perforations; flow from lower head poor quality waters in zones below the Oxnard acquifer; and the maintenance of pumping below sea level.[1] Maximum movement rates of the salt waterfront had averaged 825 feet per year between 1959 and 1967, and it is suspected that the front movement has greatly increased since 1967.[2]

Water-bearing strata of the Oxnard Plain are, in general, nearly horizontal and extend beneath the ocean. Ground water in the plain is predominantly a calcium-sodium

[1]John F. Mann, Supplement to a Plan for Ground Water Management United Water Conservation District, Ch. III, p. 18
[2]Ibid. p. 18

sulfate type. Total dissolved solids (TDS) concentrations are on the order of 1,000 mg/1.[1]

As mentioned previously, overdrafts of aquifers in the Oxnard plain have resulted in an intrusion of sea water into the coastal area. The most significant intrusion has occured in the area around Port Hueneme.

The Oxnard Water Department supplies water to the residents of the City from four water sources: United Water Conservation District, deep wells in the Fox Canyon Aquifer, wells in the Oxnard Aquifer, and the Metropolitan Water District. Water obtained from underground sources tends to be rather high in mineral content. Northern California water is relatively low in mineral content. The City is presently upgrading its water quality by blending local water with northern California water supplies. Mixing of water from both sources should result in water quality complying with the State Board of Public Health requirements. Local water from wells owned by the City and the United Water Conservation District contains dissolved solids in excess of double that allowed under the recommended Federal water quality standard.[2]

[1]Dames & Moore 1974, Detailed Environmental Analysis Concerning Proposed Liquified Natural Gas Facilities and Associated Gas Transmission Pipelines, Vol. II. LNG Facilities, Oxnard, California Sept. 1974

[2]EIR for the City of Oxnard Gonzales Road Blending Station and Pipeline, Prepared by Perlity & Ingalsbe, Consulting Engineers, Glendale, Calif.

2) Environmental Impact of the Proposed Project

The construction of a residential subdivision with dwellings, streets, patios and driveways on the 29.04 acres will result in the covering of approximately 80 percent of the project site with impermeable surfaces. Even though the Pacheco silty clay loams on site has been identified by the Soil Conservation Service as a poorly drained soil type, development would result in the slight loss of the ground water resource that presently passes into the Oxnard aquifer through the soil on the preoposed project site.

3) Mitigation

The use of cluster design for housing development with large common open spaces and the covering of property with flora (i.e., trees and ground covers), rather than cement, would minimize the amount of paved area and maximize the area available as a ground water recharging resource on project site.

3. Air Resources

a. Meteorology

1) Description of Environmental Setting

The climate of the project site and the Oxnard region is described as Mediterranean or dry sub-tropical with warm, dry summers and cool, moderately rainy winters. Predominant wind directions in the area

are from the southwest or west, however dry northeast winds occur on occasion. Mean wind speed is about 7 mph, westerlies are relatively moist temperate winds blowing off the ocean both winter and summer. Generally, these winds have, during the late spring and summer months, a cooling effect which generates fog conditions along the coastal area of the Oxnard plain. On the other hand, easterlies blow off the interior deserts. These winds can either be hot or cold depending on the atmospheric conditions in the interior. They are always dry and usually strong, and have the quality of cleansing the air of moisture and pollutants. Normally, the climate condition of the Oxnard Coastal Plain has long dry periods and comparatively short wet periods. The average annual mean air temperature is approximately 59° F. and the frost-free period of the area is about 300 to 350 days. Precipitation during the wet season generally falls between November and April with a mean annual rainfall of 14.43 inches.

2) Environmental Impact of the Proposed Project

No adverse environmental impact is anticipated

3) Mitigation

None required.

b. Air Quality

1) Description of Environmental Setting

Ventura County, like all counties of coastal Southern

California, has a serious problem with high levels of photochemical oxidant. Ozone (O_3), the primary oxidant, is produced by the interaction of sunlight with reactive hydrocarbons (RHC) and nitrogen oxides (NOx) that have entered the atmosphere primarily as a result of the fossil fuel combustion process.

Particulate matter, second only to ozone as an air pollution problem in Ventura County and the rest of Southern California, shares with ozone the capability of a long residence time in the lower atmosphere. Particulates normally result from stationary source emissions (i.e., generating plants, etc.) and windblown sand, and dust (from the beach and agricultural uses in the valley). The other primary pollutants monitored by the Ventura County APCD are nitrogen dioxide (NO_2), carbon monoxide (CO), and sulfur dioxide (SO_2). In general, reported levels are consistently well below State and Federal Standards, with the rare instance of NO_2 exceeding the standard of 0.25 ppm[1] one-hour average. Their concentrations have been too low to be considered a current problem. It is also recognized that the inland areas of the County have the most critical oxidant problem due to the prevailing sea breezes which cleanse the coastal areas but carry the pollutants farther inland where the photochemical reactions occur.

[1]Concentration of pollutant in parts per million by volume

During 1975, the Ventura Monitoring Station exceeded the Federal Standard of 0.08 ppm/1 hr. approximately 9 percent of the total days upon which readings were taken (31 days/351 days). The station located in the Oxnard/Port Hueneme area has recorded oxidant levels during 20 days in January only and they did not exceed 0.08 ppm .

Particulates, measured in micrograms per cubic meter, are monitored at all stations in Ventura County. In 1975, Port Hueneme/Oxnard exceeded the State Standard of 100 $\mu g/m^3$ (24-hour period) over 40 percent of the days monitored. Levels of nitrogen dioxide, carbon monoxide, and sulfur dioxide have never exceeded the applicable Federal or State standard at stations where instruments were available to record them during 1975 through March of 1976.

2) Environmental Impact of the Proposed Project

During the construction period of the proposed project there will be dust and project construction-related vehicular emissions. These kinds of pollutions are temporary in nature and limited to the immediate area. However, when the project is completed pollutants generated from residents or project-related vehicles will

have a long term effect to the air quality of Oxnard and Ventura County. The estimated 1976 and 1980 automobile air pollutant emissions per person per day in Ventura County are presented in Table 2. Because of the improvement of emission control devices on automobiles and oil refinery of automobile fuels, automobile emissions in 1980 are projected to be greatly reduced. As indicated from Table 2, automobile emissions for CO, HC, NO_x, RHC and Particulates (tons per capita per day) in 1980 will be reduced by 55%, 40%, 26%, 40%, and 30% respectively.

The estimated automobile emissions generated from project-related vehicles (gasoline-powered light duty passenger cars) for 1976 and 1980 are presented in Table 3. The estimated automobile emissions generated from passenger cars in the City of Oxnard and Ventura County are shown in Tables 4 and 5. Estimates are based upon population projections for the City and County in 1976 and 1980. Oxnard will represent about 20 percent of automobile air pollutants within the County in 1976, and about 22 percent of the emissions in 1980.

Automobile emissions for the proposed project, City of Oxnard and Ventura County, are summarized in Table 6. As indicated in Table 6, the estimated air emissions generated from project-related automobiles represents

TABLE 2

ESTIMATED AUTOMOBILE AIR POLLUTANT EMISSIONS
PER PERSON PER DAY IN VENTURA COUNTY

Pollutant	1976 E.F.[a] (Gram/Mile)	Emissions (Tons/Day/Person)[b]	1980 E.F.[a] (Gram/Mile)	Emissions (Tons/Day/Person)[b]	1976-1980 Reduction
CO	23.60	.00045005	10.60	.00020214	55%
HC	5.00	.00009535	3.00	.00005721	40%
NO_x	4.70	.00008963	3.50	.00006675	26%
SO_x	0.18	.00000343	0.18	.00000343	0
RHC[c]	4.25	.00008105	2.55	.00004863	40%
Particulates	0.54	.00001030	0.38	.00000725	30%

[a]Data obtained from David Barnes, Ventura County Air Pollution Control District, September 14, 1976.

[b]Emission Factor (grams/mile) x 17.3 miles/day/person x 0.0022046 pounds/gram ÷ 2,000 pounds (ton) = tons/day/person.

[c]RHC = HC x Reactivity (85%)

TABLE 3

ESTIMATED AIR POLLUTANT EMISSIONS GENERATED FROM
PROJECT-RELATED VEHICLES (TONS/DAY)

Pollutant	(1976 PROJECTED POP.-- 545 PERSONS)		(1980 PROJECTED POP.--545 PERSONS)	
	Vehicular Emissions (Tons/Day/Person)	Vehicular Emissions (Tons/Day) From Project-Related Vehicles	Vehicular Emissions (Tons/Day/Person)	Vehicular Emissions (Tons/Day) from Project-Related Vehicles
CO	.00045005	.24526	.00020214	.11104
HC	.00009535	.05195	.00005721	.03117
NO_x	.00008963	.04884	.00006675	.03637
SO_x	.00000343	.00185	.00000343	.00185
RHC	.00008105	.04416	.00004863	.02650
Particulates	.00001030	.00561	.00000725	.00394

TABLE 4

ESTIMATED OXNARD AIR POLLUTANT EMISSIONS[a]
(TONS/DAY)

Pollutant	1976 (Est. Pop. 90,910)[b] Emissions (Tons/Day)	1980 (Est. Pop. 112,000)[b] Emissions (Tons/Day)
CO	40.91	22.64
HC	8.67	6.41
NO_x	8.15	7.48
SO_x	0.31	0.38
RHC	7.37	5.45
Partic-ulates	0.94	0.81

[a]Exhaust from light duty passenger vehicles only, and estimated on population base as suggested by David Barnes, Ventura County Air Pollution Control District, September 14, 1976.

[b]Oxnard City Planning Department, September 14, 1976. (Memo dated December 3, 1975, File No. 566.1).

TABLE 5

ESTIMATED VENTURA COUNTY AIR POLLUTANT EMISSIONS[a]
(TONS/DAY)

Pollutant	1976 (Est. Pop. 454,282)[b] Emissions (Tons/Day)	1980 (Est. Pop. 503,050)[b] Emissions (Tons/Day
CO	204.44	101.68
HC	43.32	28.78
NO_x	40.72	33.58
SO_x	1.56	1.73
RHC	36.82	24.46
Partic-ulates	4.68	3.65

[a]Exhaust from light duty passenger vehicles only, and estimated on population base as suggested by David Barnes, Ventura County Air Pollution Control District, September 14, 1976.

[b]City of Oxnard Planning Department, September 14, 1976. (Memo dated December 3, 1975, File No. 566.1)

TABLE 6

PROJECT-RELATED AUTOMOBILE AIR POLLUTANT EMISSIONS AS A PERCENTAGE OF TOTAL EMISSIONS IN THE CITY OF OXNARD AND VENTURA COUNTY
(Unit = Tons/Day)

1976	CO	HC	NO_x	SO_x	RHC	Particulates
Ventura County	204.44	43.32	40.72	1.56	36.82	4.68
City of Oxnard	40.91	8.67	8.15	0.31	7.37	0.94
Project	0.245	0.052	0.049	0.002	0.044	0.006
Project Percentage of County[a]	0.12%	0.12%	0.12%	0.13%	0.12%	0.13%
Project Percentage of City[a]	0.60%	0.60%	0.60%	0.64%	0.60%	0.64%
1980	**CO**	**HC**	**NO_x**	**SO_x**	**RHC**	**Particulates**
Ventura County[b]	101.68	28.78	33.58	1.73	24.46	3.65
City of Oxnard[b]	22.64	6.41	7.48	0.38	5.45	0.81
Project	0.111	0.031	0.036	0.002	0.027	0.004
Project Percentage of County[a]	0.11%	0.11%	0.11%	0.11%	0.11%	0.11%
Project Percentage of City[a]	0.49%	0.49%	0.49%	0.49%	0.49%	0.49%

[a]Very slight percentage differences between CO, HC, NO_x, SO_x, RHC, and particulates are due to the rounding off of emission factors.

[b]Includes the project.

TABLE 7

ESTIMATED AIR POLLUTANT EMISSIONS IN 1980 GENERATED BY AUTOMOBILES RELATED TO ALL RESIDENTIAL ANNEXATION PROPOSALS AND RESIDENTIAL PROJECTS PENDING AND APPROVED AND RECENTLY COMPLETED WITHIN THE CITY OF OXNARD[a]

(Unit = Tons/Day)

Pollutant	1980		
	Tons/Day[b]	% of City	% of County
CO	4.11	18.15	4.04
HC	1.17	18.25	4.07
NO_x	1.37	18.32	4.08
SO_x	0.07	18.42	4.05
RHC	0.99	18.17	4.05
Particulates	0.148	18.27	4.05

[a]As of August, 1976, the number of residential units of pending projects proposed annexations, residential projects approved which are under construction, and residential projects approved but have not started construction, or were recently completed in the City of Oxnard were 1,652 Single Family, 1,295 Apartment Units (650 in R-2, 645 in R-3); 191 Single Family, 575 Apartment Units (258 in R-2, 317 in R-3); and 857 Single Family and 1,848 Apartment Units (922 in R-2, 926 in R-3). Estimate of population involved in these projects is based on 3.76 persons/single family; and 2.97 persons/two to fourplex, and 2.26 persons/fiveplex or more apartment units. Total population involved is 19,854 people.

[b]Includes all residential annexation proposals, residential projects that are pending, approved projects recently completed or under construction, and the proposed project.

about 0.61 percent and 0.12 percent of the City's and County's respective emissions in 1976, and 0.49 percent and 0.11 percent of their respective emissions in 1980. Automobile emissions from just project-related motor vehicles will not have a significant impact in terms of its contribution to the total air pollution emissions generated by automobiles within the City of Oxnard and Ventura County. However, the estimated emissions generated by automobiles from all residential annexation proposals (if developed) and residential projects which are pending or recently completed within Oxnard will constitute a significant percentage of the City's and County's overall automobile emissions. As shown in Table 7, the cumulative impact of these projects could be rather substantial. If all these projects were developed by 1980, they would represent about 18 percent and 4 percent of the City's and County's respective automobile emissions.

3) Mitigation

Ultimate air pollution mitigation will be abatement at its source; however, in order to protect the air quality of Oxnard and Ventura County the following alternative mitigation measures are suggested for consideration.

(a) Implement good engineering and building construction practices during the excavation and construction

periods of the proposed project to reduce dust and equipment emissions to adjacent areas.

(b) Consolidate all mandatory vehicular trips and avoid unnecessary trips.

(c) Make use of car pools to and from work.

(d) Limit commercial and industrial growth to zero-emission facilities.

(e) Encourage the use of mass transportation systems.

(f) Encourage the use of emission-free fossil-fuels in all industries and power plants in the area.

(g) Limit urban expansion in critical air shed areas.

4. Noise

a. Vehicular Noise

1) Description of Environmental Setting

The proposed project site is located at the northeast corner of the intersection of Wooley Road and Ventura Road. Primary off-site noise comes from traffic on Ventura Road and Wooley Road. Existing peak hour traffic and the projected 1980 peak hour traffic for the four streets near the proposed project site are shown in Table 8.

As stated previously, it is assumed that the proposed project will be completed by 1980. Therefore, the

TABLE 8

EXISTING AND PROJECTED TRAFFIC
ON PROJECT-RELATED ROADS

Total No. of Automobiles per hour (peak) 2-way	Ventura Road	Wooley Road	"J" Street	9th Street
1976	2,000	415	806	200
1980[1]	2,320	481	935	232

[1]Projected on the base of 4 percent increase per year from the base year 1976. Leonard Hayes, Traffic Engineer, City of Oxnard, Oct. 13, 1976

vehicular noise assessment will be based upon the projected 1980 traffic on the four streets.

Other than the noise source itself, there are four major elements which affect the noise levels in the site: the effective distance from the site to the surrounding roads, the stop-and-go traffic control on the roads, the mean speed, and barrier along the road. At the present time, no barriers exist on any of the four streets, there are, however, traffic lights or stop-signs at the intersections of the four streets. The mean speeds, miles per hours, for the four streets near the site (Ventura Road, Wooley Road, "J" Street, and Ninth Street), are 45, 35, 30, and 30 respectively (See Appendix A). The effective distances from the site to the roads are presented in Appendix A. Ventura Road has four travel lanes in both directions, Wooley Road will be expanded to six lanes, while "J" Street and Ninth Street are two-lane roads.

2) Environmental Impact of the Proposed Project

Following the Noise Assessment Guidelines published by the Department of Housing and Urban Development, (HUD), it was found that vehicular noise levels generated from traffic in Ventura Road is "normally acceptable"[1]

[1]Noise Assessment Guidelines U.S. Dept. of HUD, Aug. 1971, p.1, "Normally Acceptable" the noise exposure is great enough to be of some concern but common building construction will make the indoor environment acceptable, even for sleeping quarters, and the outdoor environment will be reasonably pleasant for leisure activities.

to housing development. Noise levels generated from traffic in the other three roads (Wooley Road, "J" Street, and Ninth Street), are found to be "clearly acceptable"[1] to residential development (see Appendix A). It is therefore, concluded that the proposed project will not be exposed to unacceptable vehicular noise levels and adverse noise impacts will not result to residents.

3) Mitigation

With present rear yard, front yard and side yard set back requirements, no mitigation measures are necessary for the proposed project.

b. Aircraft Noise

1) Description of Environmental Setting

The Ventura County Airport at Oxnard is located between Teal Club Road on the north, Fifth Street to the south, Ventura Road to the east and West Road to the west, with access from Fifth Street. The proposed project site is located about one mile southeast of the airport and is in an area which is experiencing rapid residential development.

[1]Ibid., p. 1, "Clearly Acceptable" the noise exposure is such that both the indoor and outdoor environment are pleasant.

[2]Rear yard set back for lots along Ventura Road and Wooley Road are 25 ft.; front yard set backs for lots along "J" Street are 20 ft.; and side yard set backs for lots along Ninth Street are 5 ft. The above requirements do not apply to corner lots. Larry Walrod, Oxnard City Planning Dept. Oct. 13, 1976.

The current aircraft mix of Ventura County Airport at Oxnard consists of about 85 percent single engine aircraft, 13 percent twin engine, and 2 percent helicopters.[1] Therefore, the single engine general aviation aircraft is the major factor in assessing the current aircraft noise impact.

According to the 1974 airport CNEL[2] (Community Noise Equivalent Level) contours, the project site is exposed to noise below 60 CNEL, as shown in Figure 8. Consequently, there is no existing adverse noise impact to the project site.

2) Environmental Impact of the Proposed Project

According to the 1990 and 2000 airport noise contours[3], the project site is exposed to noise below the 60 CNEL contour, as shown in Figure 9. This area, therefore, will be exposed to aircraft noise levels which will not cause significant annoyance and will be acceptable to the project residents.

3) Mitigation

None required.

c. Railroad Noise

1) Description of Environmental Setting

A section of the Ventura County Railroad is located

[1] Ventura County Airport at Oxnard, Wilsey & Ham, 1975, p. 22.
[2] Ibid., p. 25.
[3] Ibid., p. 13 "Normally acceptable" The noise exposure is great enough to be of some concern, but common building construction will make the indoor environment acceptable, even for sleeping quarters.

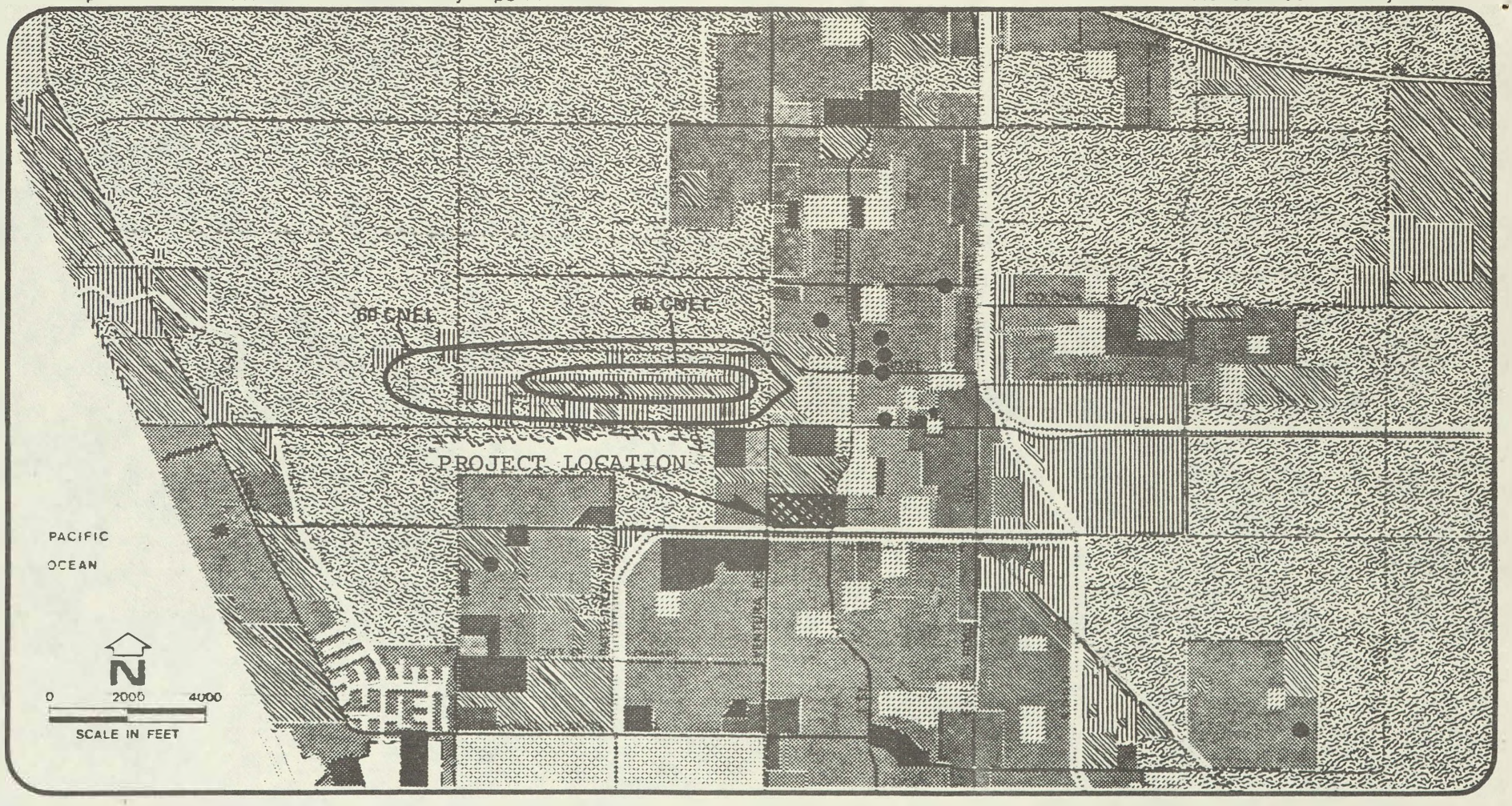

FIGURE 8
1974 CNEL CONTOURS
AND NOISE COMPLAINTS
WITH EXISTING LAND USE

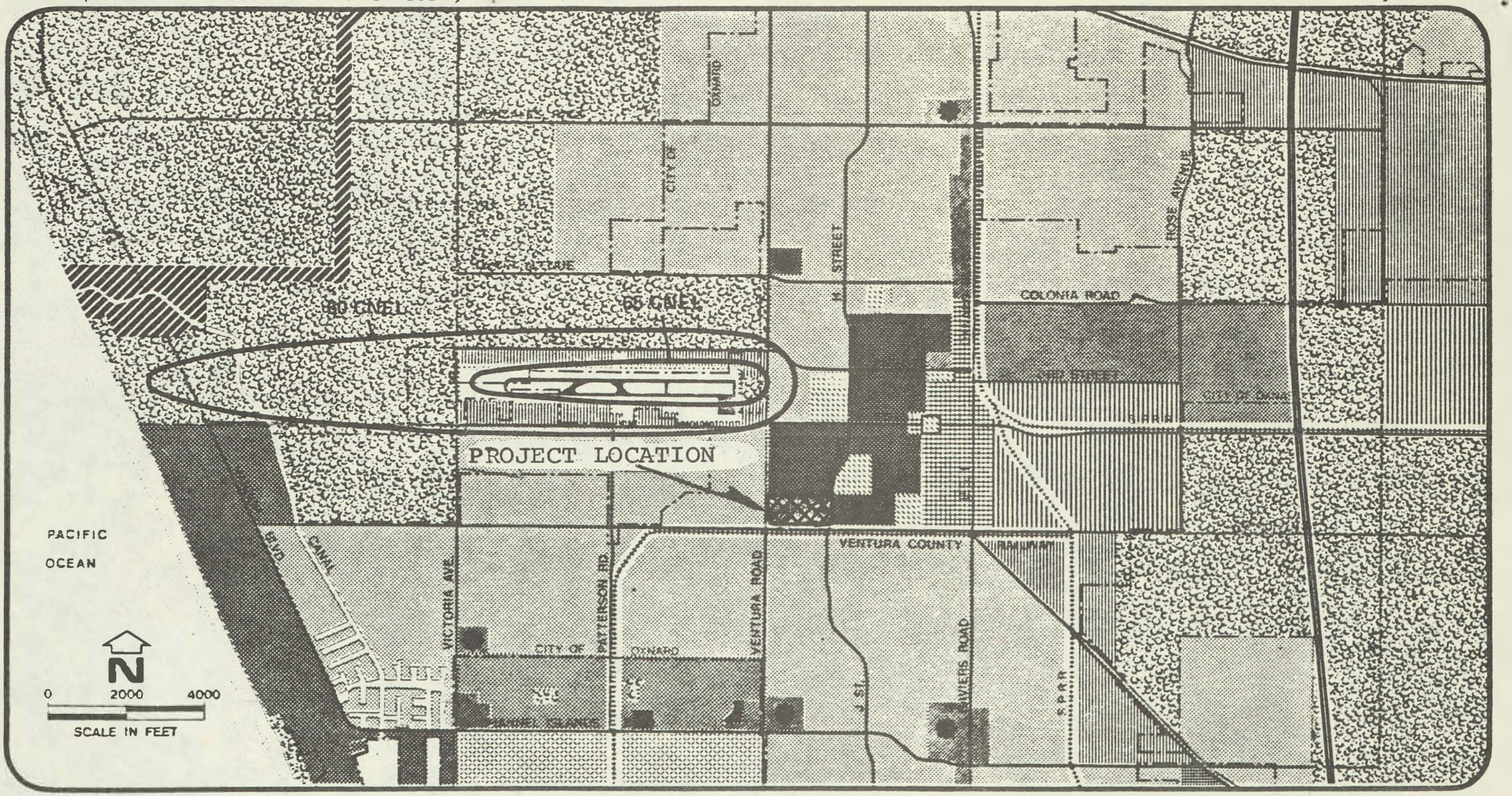

FIGURE 9
1990-2000 CNEL CONTOURS
WITH 1990 PROPOSED LAND USE

- City Limits
- Upper Low Density 6 DU/Acre
- Lower Medium Density 12 DU/Acre
- Upper Medium Density 20 DU/Acre
- Central Business District
- Community Commercial
- Public/Semi-Public
- Light Industrial
- Limited Industrial
- Public Utility
- Parks & Open Space
- Proposed Freeway
- Military

at the southern boundary of the proposed project site in Wooley Road. The distance from the project site to the railway right-of-way is about 85 feet. No barriers exist between the site and the railway right-of-way. Currently, there are two daytime operations which will use this railway. There are no night-time operations.

2) Environmental Impact of Proposed Project

Following the HUD's Noise Assessment Guidelines, it was found that the railroad operation will not create any noise levels which are unacceptable to residential uses (see Appendix A). If railroad operations increase or change to include night-time hours an unacceptable noise impact may occur to project residents.

3) Mitigation

No mitigation measures are required with the present level of railroad operations. However, whenever there are any night-time operations, the proposed project will need a sound barrier between the site and the railway right-of-way.

5. Biological Resources

a. Flora

1) Description of Environmental Setting

The project site's 29.04 acres is presently utilized

for row crop farming. Row crops under the rotating farming method in the area are pole tomatoes, celery, cauliflower, broccoli, green lima beans, cabbage and mixed lettuce. No fruit trees or any kind of wind break trees are on the site.

2) Environmental Impact of the Proposed Project

Construction of the proposed project will eliminate about 29.04 acres of land from agricultural productivity. The impact associated with the loss of agricultural land and incomes from agricultural production is discussed under the Land Use Section of this report. No endangered flora exists on site or in the vicinity of the site.

3) Mitigation

If the proposed project is to be developed with an overall landscaping plan, a variety of trees could be used for both shade and community appearance. In addition, the use of natural and introduced species of ground covers should be given preference over cement coverings, where possible.

b. Fauna

1) Description of Environmental Setting

Since the proposed project site is utilized for row crop farming, no fauna was observed on site; but

in all probability there are certain small animals, such as rabbits, mice, sparrows, blackbirds which feed in or near the site. There are no known habitats of endangered fauna in the vicinity of the site.

2) Environmental Impact of the Proposed Action

The proposed action will remove a feeding ground and habitats for small animals such as mentioned above. Consequently, the number of birds, especially, in the local vicinity will notably decrease: However, these species of animals will not be endangered by the proposed action.

3) Mitigation

As mentioned previously in the Mitigation measures for flora, landscaping and the planting of trees and ground covers on proposed project will once again provide the small animals with a feeding ground and adequate habitats, and air-fauna habitat will be provided for such species commonly found in the Oxnard plain as Hummingbird, Dove, Mockingbird, Towhee, Crow and Finch. The project will be beneficial to both flora and fauna.

B. Human Environment

1. Social

a. Demographics

1) Description of Environmental Setting

In 1970 the county population was 389,020. According to the 1975 California State Special Census taken in January 1975, the population of Ventura County was 432,407. County population grew 11 percent or an average of 2.23 percent per annum from 1970 to 1975. Of all the incorporated areas of Ventura County, the City of Oxnard accounted for the largest increase in population growth over the six month period following the Special Census. From 1960 to 1970 the population of incorporated Oxnard increased from 40,625 to 71,225. This was an increase of 43 percent or 30,600. The average annual growth was 3,600 or 4.3 percent. The population of Oxnard in 1975 is 85,104 according to the Special State Census. This represents an increase of 13,879 or 16.3 percent over the 1970 population figure. The average annual growth rate for the City of Oxnard from 1970 to 1975 was 3.26 percent or 2,778 persons per year. Table 9 provides a summary of essential social and economic characteristics of the city.

The proposed project site is contained within the boundaries of 1975 census tract number 34, which had a population of 5,177 people in January 1975.

2) Environmental Impact of the Proposed Project

The proposed project will have a population of

TABLE 9

Selected Demographic Characteristics of Oxnard[a]

Total Population	85,104[b]
Population Density per sq. mile	3,713[b]
Average Age of the Population	24[b]
Average number of people per DU	3.2[b]
Percent Black Population	5.98[b]
Percent Spanish Surname Population	31.95[b]
Median School Years Completed	12.1[c]
Percent of families with income below poverty level	10.8[c]
Average Annual Income	$10,751[c]
Percent of population less than 18 years of age	36.89[b]
Percent of population over 65 years of age	5.51[b]

[a]Data only for the City's incorporated area
[b]California Department of Finance, Special Census of Oxnard, 1975
[c]U.S. Department of Commerce, Bureau of the Census, Census Tracts, Oxnard, Ventura, California, Standard Metropolitan Statistical Area, 1970 Census of Population and Housing

approximately 545 persons living in 150 dwelling units on 29.04 gross acres of land. This represents approximately 124 percent population increase in South Neighborhood 1.[1] According to the Land Use Element of Oxnard General Plan the proposed project site is in an area of high density residential use; when the neighborhood is fully developed it will have a density of about 42 dwelling units per acre. The proposed population for South Neighborhood 1 in 1990 is 2,510 people. The proposed project will not require displacement of residents or business from the area. However this population growth in South Neighborhood 1 will create a demand for more public services and facilities. The project will not have any significant adverse impact on the social characteristics of the community as a result of this population growth.

3) Mitigation

None required.

b. Housing

1) Description of Environmental Setting

As of July 1975, there were 145,612 housing units in the County of Ventura, an increase of more than 77 percent from 1970. More than two-thirds of these new units were single family homes, with multiple-family dwellings (fiveplex and above) accounting for

[1]As of 1975 the total population of South Neighborhood 1 was 441 persons

about one-fifth of the total. The 1960 census showed that Oxnard contained 10,972 housing units of which 90.2 percent were classified as sound and 9.8 percent were either deteriorating or dilapidated. Owner-occupied housing comprised 61.3 percent and renter occupied comprised 38.7 percent. White occupied housing was 93.9 percent and non-white housing was 6.1 percent.

The State of California Department of Finance's Census of December, 1968, revealed that there was a dwelling unit increase of 81 percent since 1960. The increase of actual units was 8,892. The percent of occupied households which were multiple units was 29 percent or 5,556. The number of rented households increased to 44 percent of the total, or 7,672. Owner occupied households comprised 51 percent, or 9,787. Seventy-three percent of the city's population lived in single family dwellings, while 14,301 or 21 percent lived in multiple-family dwellings. As of April 1975 there was a total of 28,672 housing units in Oxnard. Recent trends indicate that the growth rate of multiples has surpassed that of single-family homes with the most significant gain made in the construction of buildings containing two to four units, as shown in Table 10.

As previously mentioned, the proposed project site is located in South Neighborhood 1 which contained 179 housing units in 1975. All of them are of two to four unit housing types. There are no single family units of the five or more housing type in this neighborhood. Household population of the neighborhood was 441 persons in 1975 with 2.74 persons per household.[1] Based on the population and employment distribution approved by City Council on September 30, 1975, South Neighborhood 1, as developed in 1990 is forecast to have 2,510 people occupying 9,010 dwelling units with approximately 12 dwelling units per gross acreage.

2) Environmental Impact of the Proposed Project

The proposed project will increase the total number of dwelling units in South Neighborhood 1 from 179 to 329, or an increase of 150 units. Within the City, this represents about 0.8 percent increase of existing single-family housing stock and 0.7 percent. increase of existing two to fourplex housing stock.[2]

The estimated total housing units increase (by type) in the City from all residential annexation proposals, approved residential projects, and the proposed project

[1]Oxnard, City Planning Department, 1975 Special Census State Department of Finance

[2]1975 State Special Census Single family housing units 16,031; and two to fourplex 3,661.

TABLE 10

EXISTING AND ESTIMATED CHANGE OF HOUSING STOCK[d]
IN THE CITY OF OXNARD

Housing Type	No. of Housing Units		
	S.F.	2-4	5+
1975[a]	16,031	3,661	6,664
1970[a]	14,524	1,709	3,770
Rate of change 1970-1975	+10.38%	+114.22%	+76.76%
1980[b]	18,859	5,503	8,552
1975[a]	16,031	3,661	6,664
Rate of change 1975-1980	+17.64%	+50.31%	+28.33%
Rate of change between 1970-1975 and 1975-1980 periods	+7.26%	-63.91%	-48.43%

[a]Data obtained from 1970 or 1975 Census of Housing, U.S. Dept. of Commerce
[b]Assuming that all residential annexation proposals, approved residential projects (under construction and no construction), and proposed project are to be completed within 1980.
[d]Present discussion limited to single-family, two to fourplex, and fiveplex and above housing types only.

are presented in Table 11. As indicated, at the completion of all these projects, the existing housing stocks of the City will be increased by approximately 18, 50, and 28 percent respectively in the categories of single-family, two to fourplex, and fiveplex and above.

Assuming that all residential annexation proposals, approved residential projects under construction and no construction, and the proposed project are to be completed by 1980, the percentage increase in the categories of two - fourplex and fiveplex and above would represent a slow-down of the 1970 - 1975 trends, except for the single family category.

The estimated rates of change between 1970 - 1975 and the forecast 1975 - 1980 period for two-fourplex and fiveplex and above both show a 64 and 48 percent decrease of their previous respective rate, while the rate of change for single-family category persists, and shows a 7 percent gain over its rate of change in the previous period (1970 - 1975).

The impact of proposed project to the existing housing stock of Oxnard will be insignificant in terms of its percentage to the City's total. However, the cumulative impact of all residential annexation proposals, approved residential project, and the proposed project would increase the City's existing housing stock by 23

TABLE 11

ESTIMATED TOTAL HOUSING UNITS INCREASE IN THE CITY BY
ALL RESIDENTIAL ANNEXATION PROPOSALS, APPROVED RESIDENTIAL PROJECTS
AND PROPOSED PROJECT

Housing Type	No. of Housing Units by Type			Percent Increase		
	S.F.	2-4	5+	S.F.	2-4	5+
City of Oxnard (1975)	16,031	3,661	6,664	-	-	-
Proposed Project	128[a]	24[a]	-	0.80%	0.65%	0
Annexation Projects (Resid.)	1,652[a]	650[b]	645[c]	10.31%	17.75%	9.68%
Resid. Projs., approved and under construction	191[a]	258[b]	317[c]	1.19%	7.05%	4.76%
Resid. Projs., approved and no construction	857[a]	922[b]	926[c]	5.35%	25.18%	13.90%
TOTAL	2,828[a]	1,854[b]	1,888[c]	17.65%	50.63%	28.34%[d]

[a]Single family units to be built on R-1 zoned land.
[b]Housing units to be built on R-2, R-W-2, R-2-PD zoned land.
[c]Housing units to be built on R-3, R-3-PD zoned land.
[d]Very slight percentage differences exist because of the rounding off of decimal figures.

percent[1] and a population increase of 24 percent, (20,364 people).

3) Mitigation

None required.

2. Land Use

a. Description of Environmental Setting

There presently are approximately 611.08 acres of undeveloped land zoned for single family use[2] within the City of Oxnard (of which 12.37 acres are in the Del Norte area). The land absorption rate for single family use in the City from 1970 through 1975 has averaged about 44 acres per year[3]. Assuming that future single family residential land absorption rates will be similar to those of the previous five years, the existing amount of undeveloped land within the City that is zoned for single family use represents an amount that can accommodate a maximum of 13.89 years of growth. The proposed project site[4] represents 4.8 percent of the total acreage of undeveloped land zoned for all types of single family use in the City and 5.9 percent of undevel-

[1]1975 Census of Housing. Total number of housing units in Oxnard is equal to 28,672 which includes single-family, two to fourplex, fiveplex and above, mobile homes, miscellaneous housing structures. 1975 Special Census Summary. April 9, 1975, a memorandum to the City Manager, City of Oxnard, Planning Department.

[2]This includes land zoned as R-1, R-1-PD, R-W-1, R-B-1 and M-H-PD as of August 1976. Oxnard City Planning Department.

[3]Some of this land is committed, however, and is not available for additional development.

[4]The project site, total 29.04 acres, is zoned for R-1.

oped and incorporated R-1 and R-1-PD zoned land in Oxnard.[1]

In addition, there are approximately 423.06 acres of undeveloped land zoned for multiple family use presently within the City of Oxnard.[2] The land absorption rate for multiple family use in the City over the past five years has been 107.6 acres per year. Assuming that future multiple family residential land absorption rates will be similar to those of the previous five years, the existing amount of undeveloped land within the City that is zoned for multiple family use represents and amount that can accommodate 3.9 years of growth. The portion of the project site being proposed to be rezoned as R-2[3] represents 0.004 percent of the total acreage of undeveloped land zoned for multiple family use in the City.

The proposed project site is surrounded by a variety of land uses. North of the proposed project site across Ninth Street the land is zoned as R-1 and R-3-PD, and is presently used in row crop farming. South of the property across Wooley Road the land had been developed

[1]There are presently 493.39 acres of undeveloped but incorporated R-1 and R-1-PD zoned land in Oxnard as of August 1976. City of Oxnard.
[2]This includes land zoned as R-2, R-2-PD, R-3, R-3-PD, R-3, and R-3-PD.
[3]Lots Number 1 through 12 as shown in Tract Map 2617 are duplex family lots of approximately 6,000 sq. ft. each. This gives a total of approximately 1.66 acres.

in accordance to its zone as single-family residential area. Directly to the west of the project site across Ventura Road the land is zoned as C-1, R-2, R-3 and R-2-PD Mixed. At the northwest corner of Ventura Road and Wooley Road, the land has been developed for apartments and neighborhood commercial. East of the project site across "J" Street the land has been developed for apartment complexes, (zoned R-4 and C-P-D).

b. Environmental Impact of the Proposed Project

The project site, like the land use in the general vicinity of the area, is undergoing a change from agriculture to urban uses. The approval of the project and consequent residential construction on the site will result in a permanent removal of 29.04 acres of prime agricultural land from farm production. This change is considered to be irreversible for at least the next 50 to 75 years (i.e., the length of an average housing cycle).

Using 1975 average crop values for various vegetables, lemons and field crops, (and the estimated agricultural productivity of the project site) the estimated gross income from the site is $78,367, with a range from $3,190 to $426,575, as shown in Table 12.

Each dollar of gross agricultural income induces additional income in a form of expenditures for labor,

TABLE 12

AGRICULTURAL PRODUCTIVITY AND VALUE OF PROJECT SITE

Vegetable or Fruit	County-wide Average[a]		Project Site (29.04 Acres)		Estimated Total Direct & Indirec
	Productivity (Tons/Acre)	Value ($/Ton)	Estimated Pro-ductivity (Tons)	Estimated Gross Income ($)	Site Income[b] ($
Vegetables:					
Beans (Green; Lima)	2.0	330	58	19,140	47,850
Cabbage	17.49	110	508	55,880	139,700
Cauliflower	5.70	375	166	62,250	155,625
Celery	31.0	132	900	118,800	297,000
Cucumbers	12.57	209	365	76,285	190,713
Lettuce	10.47	152	304	46,208	115,520
Peppers	9.39	170	273	46,410	116,025
Tomatoes	22.04	145	640	92,800	232,000
Fruits:					
Lemons	21.55	175	626	109,550	273,875
Strawberries	26.0	565	755	426,575	1,066,438
Field Crops:					
Bean (Dry Limas)	0.82	600	24	14,400	36,000
Hay	2.0	55	58	3,190	7,975
Grain	1.2	100	35	3,500	8,750
Sugar Beets	31.05	24.55	902	22,144	55,360
AVERAGE	13.81	224.47	401	78,367	195,918
RANGE	0.82 to 31.05	24.55 to 600.00	24 to 902	3,190 to 426,575	7,975 to 1,066,438

[a] Ventura County Agricultural Crop Report, 1975.

[b] Applies a 2.5 multiplier to gross income. Multiplier was derived from a formula developed by the California Department of Food and Agriculture, according to the County Agricultural Commissioner.

services, and equipment. According to the County Agricultural Commissioner,[1] each dollar of gross income (direct income) of vegetable and row crops produces an additional $1.50 of agricultural-related income (indirect income), for a total of $2.50 direct and indirect agricultural income. Using this economic "multiplier" of 2.5, the total estimated direct and indirect agricultural income from the proposed project site is $195,918, and could vary between $7,975 and $1,066,438.[2]

Rapid urbanization has had an impact on the local agricultural production, especially in respect to the loss of significant amounts of prime agricultural acreage to residential land use. Between 1949 and 1959, the total harvested crop land in Ventura County decreased by 8,543 acres, an average decline of slightly more than 850 acres per year. Between 1959 and 1969, the total harvested crop land declined by 26,374 acres, an average of more than 2,600 acres per year. During the twenty-year period between 1949 and 1969, harvested acreage declined by more than 34,900 acres, or nearly 1,746 acres per year, as shown in Table 13. By 1969, there were approximately 375,000

[1] 1973 Ventura County Agricultural Crop Report. (Letter of Transmittal).
[2] These figures represent gross income. The substantial costs of agricultural production have not been subtracted.

TABLE 13

HARVESTED CROPLAND IN VENTURA COUNTY, 1949-1969
(In Acres)

Year	Total Harvested Cropland	Net Acreage Change During Previous Ten Years	Average Annual Change During Previous Ten Years
1949	136,063		
1959	127,520	- 8,543	- 854.3
1969	101,146	- 26,374	- 2,637.4

Sources: University of California, The Projected Environment for Agricultural Extension in Ventura County, (Ventura Agricultural Extension Service, 1967), p. 50.

U. S. Bureau of the Census, U. S. Census of Agriculture, 1969, Volume I, Counties, Part 48, California (Washington, D.C., U. S. Government Printing Office, 1971), pp. 433-440.

residents living on about 45,000 acres of urbanized land in Ventura County. A substantial amount of this urbanized land was prime agricultural land.

An analysis of the spatial relationships of municipal areas and prime agricultural land indicates that cities have generally located and expanded on prime agricultural lands.[1] The impact of this municipal boundary expansion and urban growth on prime agricultural land is illustrated by the large amount of prime land located within corporate limits. By 1969, about one-third (47,647 acres) of Ventura County's prime agricultural land (developed and undeveloped) was within the corporate limits of cities, as shown in Table 14.

As of 1974, more than 85 percent, or 121,219 acres, of Ventura County's total crop acreage (141,577) was devoted to crop production. As of 1975, 48,874 acres were devoted to the production of vegetable crops, 49,282 acres to fruit and nut crops, and 31,305 acres to field crops.[2] The project would result in the loss of 29.04 acres of prime agricultural land, which is equivalent to the loss of 0.021 percent of the County

[1]Ventura County Planning Department, Land Conservation Act Impact Study, 1975.
[2]Ventura County Agricultural Crop Report, 1975.

TABLE 14

PRIME AGRICULTURAL ACREAGE
WITHIN INCORPORATED AREAS, VENTURA COUNTY, 1969
(In Acres)

Area	Total Prime[a] Agricultural Land	Incorporated Prime[a] Agricultural Land (Developed & Undeveloped)
Camarillo-Los Posas	39,000	8,074
Conejo-Coastal	7,500	6,752
Fillmore-Piru	14,000	1,101
Moorpark	3,750	-
Ojai	3,750	330
Oxnard-Port Hueneme	40,000	12,955
Santa Paula	9,500	1,468
Simi Valley	12,000	10,005
Ventura	19,500	6,962
TOTAL	149,000	47,647

[a]These figures were planimetered from the Soil Survey Map of the Soil Conservation Service, and are somewhat higher than the actual acreage (148,147 acres) in Class I and II soils located in the southern half of Ventura County.

Source: Ventura County Planning Division, 1970.

acreage in crop production (or 0.059 percent of County acreage in vegetable crops, or 0.059 percent of County acreage in fruit crops, or 0.093 percent of County acreage in field crops).

Annexation proposals filed with the City of Oxnard could amount to the loss of 662.30 acres[1] of prime agricultural land if developed. Other approved residential projects within the City of Oxnard that are pending, under construction or recently completed, would result in the loss of 350.17[2] additional acres of prime agricultural land. Other non-residential approved and pending projects within the City would result in the loss of 409 acres of prime agricultural land. The total potential loss of agricultural land that could result from the proposed projects and other location projects is approximately 1,451 acres. This loss would be equivalent to 1.02 percent of the County-wide crop acreage, or 2.97 percent of the County-wide acreage in vegetable crops in 1975.

Conversion of the project site to an urban use would result in the loss of an estimated yearly average gross

[1]Total acreage of annexation proposals filed with the City of Oxnard as of September 20, 1976. The majority of this land will likely be developed within the next five years. City of Oxnard Planning Department.
[2]Including residential, institutional, industrial and commercial projects within the City of Oxnard as of May, 1976. City of Oxnard Planning Department.

agricultural income of $78,367, and a total estimated yearly direct and indirect agricultural income of approximately $195,918, as was shown in Table 12.

Conversion of all annexation proposals, sites of pending projects, projects under construction, projects approved but have not started construction, and projects submitted but have not been approved in the City, to urban uses, would result in the loss of an estimated yearly average gross agricultural income of $3,469,026, and a total estimated yearly direct and indirect agricultural income of approximately $8,672,562, as presented in Table 15.

These losses must, of course, be weighed against the significant economic benefits of urban development (excluding the social costs or externalities of urban expansion) on the Oxnard Plain in recent years. These benefits would exceed, in a strictly economic sense, losses sustained as a result of the depletion of prime agricultural land.

c. Mitigation

The use of project site for residential development is compatible with existing land use in the vicinity of the project and in conformance with the land use element of the Oxnard General Plan.

TABLE 15

AGRICULTURAL PRODUCTIVITY AND VALUE OF ALL ANNEXATION PROPOSALS, PENDING AND APPROVED PROJECT SITES

Vegetable or Fruit	Countywide Average[a]		Total Acreage (1,451 Acres)[c]		Estimated Total Direct & Indirect Site Income[b] ($)
	Productivity (tons/acre)	Value ($/ton)	Estimated Productivity (tons)	Estimated Gross Income ($)	
Vegetables:					
Beans (Green; Lima)	2.0	330	2,902	957,660	2,394,150
Cabbage	17.49	110	25,378	2,791,580	6,978,950
Cauliflower	5.70	375	8,271	3,101,625	7,754,063
Celery	31.0	132	44,981	5,937,492	14,843,730
Cucumbers	12.57	209	18,239	3,811,951	9,529,878
Lettuce	10.47	152	15,192	2,309,184	5,772,960
Peppers	9.39	170	13,625	2,316,250	5,790,625
Tomatoes	22.04	145	31,980	4,637,100	11,592,750
Fruits:					
Avocado	3.63	650	5,267	3,423,550	8,558,875
Grapefruit	21.13	60	30,660	1,839,600	4,599,000
Lemons	21.55	175	31,269	5,472,075	13,680,187
Orange-Navel	13.74	135	19,937	2,691,495	6,728,738
Orange-Valencia	16.71	112	24,246	2,715,552	6,788,880
Strawberry	26.0	565	37,726	21,315,190	53,287,975
Walnut	0.67	450	972	437,400	1,093,500
Field Crops:					
Bean (Dry Limas)	0.82	600	1,190	714,000	1,785,000
Hay	2.00	55	2,902	159,610	399,025
Grain	1.2	100	1,741	174,100	435,250
Sugar Beets	31.05	24.55	45,054	1,106,076	2,765,190
AVERAGE	13.11	239.45	19,028	3,469,026	8,672,565
RANGE	0.67 to 31.05	24.55 to 650	972 to 45,054	159,610 to 21,315,190	399,025 to 53,287,975

[a] Ventura County Agricultural Crop Report, 1975.

[b] Applies a 2.5 multiplier to gross income. Multiplier was derived from a formula developed by the California Department of Food and Agriculture, according to the County Agricultural Commissioner.

[c] This includes the subject property. (Planning Department Study - October, 1976)

The approximate one-half of one acre parcel, located at the southwest corner of and adjacent to the project site, could be considered for inclusion in the proposed residential development. This parcel of land is bounded by Ventura Road and Wooley Road on its west and south sides respectively, and is separated from the proposed project by a 6-foot concrete wall erected at its north and east boundaries. This corner parcel is zoned for commercial (C-2-PD); currently a vacant gas station exists on this site. This corner parcel could be subdivided into three single family lots of about the same size as those in the proposed project. The developer of the proposed project indicated that attempts have been made to include this corner parcel in the development plan in order to achieve uniformity of land use in both properties.

The property owner of the corner parcel requested a price of $30,000 per lot in return for the development rights of the property. This land acquistion price of $90,000 has made the inclusion of the corner parcel in the proposed project economically infeasible for residential subdivision.

3. Transportation

a. Description of Environmental Setting

According to the Circulation Plan of the General Plan for the City of Oxnard, Wooley Road and Ventura Road, which are adjacent to the south and west side of the proposed project site, will be developed as major arterials. Ninth Street will be developed as a local street while "J" Street will be a collector street. Wooley Road will be 140 feet wide; Ventura Road on the west side of property will be 105 feet wide; "J" Street on the east, will be 80 feet wide; and Ninth Street on the north, will be 60 feet wide.

b. Environmental Impact of the Proposed Project

The principal routes utilized by the project's residents will be Ventura Road and "J" Street. Ninth Street will be used as primary access to the proposed project.

The proposed project will accommodate 126 single-family units and 24 duplex units when completed. Estimated on the base of 2 cars[1] per unit, there will be approximately 300 resident cars added to the traffic on surrounding streets. Approximately two-thirds of these would be going off site between six and eight in

[1]Conversation with Mr. Leonard Hayes, Traffic Engineer, City of Oxnard, October 14, 1976.

the morning (to go to work) and coming on site between four and six in the evening. The other third would probably be used for Sunday errands throughout the day and evening hours.

According to the project's tract map, lots number 1 through 12 (two dwelling units each), which are located along the west side of "J" Street, will have direct accesses open on "J" Street; and there will be no direct accesses on Ventura Road and Wooley Road from the project. The total ADT that will be generated by the proposed project is 1500.[1] The projected ADT on Ninth Street will be 1,260 in both directions, and 240 ADT on "J" Street. Projected 1980 peak hour traffic on the four streets near the site and project generated peak hour traffic in 1980 are presented in Table 16. It was found that the peak hour traffic generated from the proposed project will represent about 1.8 percent of the peak hour traffic on Ventura Road between Wooley Road and Ninth Street; 7.1 percent on "J" Street between Wooley and Ninth Street; and 54.3 percent on Ninth Street between Ventura Road and "J" Street. There will be no significant impact on the 1980 traffic

[1]Conversation with Mr. Leonard Hayes, Traffic Engineer, City of Oxnard, October 14, 1976. Estimated on the base of 10 trips/unit/day.

TABLE 16

PERCENT OF PROJECT GENERATED PEAK HOUR TRAFFIC ON SURROUNDING STREETS IN 1980

Projected Traffic in 1980	Total No. of Vehicules per hour (peak) in both directions on adjacent streets to the proposed project.			
	Ventura Rd.	Wooley Rd.	"J" St.	9th St.
Off-site	2,320	481	935	232
Project Generated[1]	42	---	66	126
Project Percent of Off-site	1.8%	---	7.1%	54.3%

[1]Peak Hour traffic is equal to 1/10 of ADT.
Ibid., October 14, 1976.

on Wooley Road between Ventura Road and "J" Street since the proposed project will not use Wooley Road as a direct access road to the project site. The major impact on local streets because of proposed project will be limited to Ninth Street, the section between Ventura Road and "J" Street. The proposed project will double the traffic on Ninth Street on the section between Ventura Road and "J" Street when it is completed. There will be no significant impact on the other streets which are adjacent to the site.

c. Mitigation

The streets surrounding the project site will be able to carry the increased traffic generated as a result of the proposed project. Consequently, no mitigation measures will be necessary.

4. Service Systems

a. Liquid Waste

1) Description of Environmental Setting

Presently, there is an 18-inch sewer in Ventura Road west of the project site, and an 8-inch sewer in "J" Street east of project site. The Oxnard Storm Drain west channel is in Ventura Road and on the west side of proposed project.

When the proposed project is connected with the City sewer system, its effluent will be conveyed to the Oxnard Wastewater Treatment Plant. This facility provides primary sewage treatment which involves removal of floatable and settleable solids (suspended solids are not removed) and discharge to the ocean through a combination 30-inch and 48-inch outfall that is 6,000 feet from the shoreline.

Currently, the treatment plant is having some difficulty meeting the discharge requirements of its National Pollution Discharge Elimination System (NPDES) permit (pursuant to the Water Pollution Control Act of 1972) due to plant operation and design difficulties. In order to meet current Federal and State standards, the treatment plant will have to upgrade its facilities to secondary sewage treatment. It is anticipated that a contract to complete these facilities will be awarded in December, 1976, and the upgraded treatment plant will be on stream by 1980. 3yrs

The design capacity of the Oxnard Wastewater Treatment Plant is 25 million gallons of sewage

When Ventura line due?

per day (MGD) for primary treatment. Once the plant is equipped with secondary treatment, design capacity will be reduced to 22.6 MGD peak flow.

When the incoming sewage flowrate is measured and recorded, the peak treatable capacity is defined as the maximum value determined by averaging the influent flow over a 5-day or 120-hour period during any yearly period.

There have been problems with incoming flow measurements at the treatment plant over the past few years. The flowmeter was out of service for several months in the 1975-1976 period. It has been replaced recently and measurements are again being recorded on a daily basis. Measurements for the average flowrate during July 1976 were 11.0 MGD. It is projected that the July 1976 flowrate value is a fair approximation of the average daily flowrate for the calendar year 1976.

Average flowrates should not be confused with peak flowrates. The peak seasonal dry weather flowrate for calendar year 1976 is estimated at 15.8 MGD (11 MGD average flowrate x 1.44 peak capacity factor = 15.8 MGD peak flowrate). The

peak capacity factor of 1.44 (ratio of daily peak flow to daily average flow), was obtained from recent measurements by the Sewer Master Plan Consultant in the two trunk lines immediately upstream of the treatment plant.

In the near future, the City of Port Hueneme, Point Mugu Naval Air Station and Port Hueneme Naval Base (CBC) will be allotted a percentage of the plant's design secondary treatment capacity. 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. Currently, the peak dry weather flow-rates for these agencies are approximately 3.1 MGD (Port Hueneme), 0.7 MGD (CBC) and 0.2 (NAS Point Mugu), for a total of 4.0 MGD peak dry weather flow.

2) Environmental Impact of Proposed Project

The proposed project is expected to discharge an estimated 54,500[1] gallons of sewage per day. The proposed project will use approximately 0.31 percent of the peak treatable capacity of the Oxnard Wastewater Treatment Plant. The cumulative

[1]The sewage demand is estimated on the base of 150 gallons/capita/day.

impact of the proposed project, other pending projects and other allocations on the capacity of the Oxnard Wastewater Treatment Plant is presented in Table 17.

The estimated sewage contributions from anticipated projects must be analyzed in terms of their probability of completion in the foreseeable future. The largest contributor to the increased sewage production is the Burlington Mills M-1 zoned project. This project was originally scheduled to be completed in 1976. This firm, however, has recently indicated that their schedule for the construction of the project is very indefinite at this time. Consequently, it is highly unlikely that their 9.56 percent of the plant's treatment capacity will be realized within the next few years.

Another large contributor to the projected over-capacity is the "other annexations--non-residential projects" category. These annexations could represent 8.1 percent of total plant capacity. The probability of having the entire 257+ acres yielding this sewage production is speculative, due to the uncertainties of what

TABLE 17

Oxnard Wastewater Treatment System
(projected 22.6 MGD peak secondary treatment capacity)[a]

Use	Average Daily Flowrate (MGD)	Peak Capacity Factor	Peak Dry Weather Flowrate (MGD)	% of Peak Cap.
Existing Use (Oxnard, CY 1976)	11.00	1.44	15.84	70.09
Proposed Project (Nachazel)	0.05	1.44	0.07	0.31
Annex.s (if developed)				
Residential projects	1.042	1.44	1.50	6.64
Non-residential projects	1.27	1.44	1.83	8.10
Resid. Projs., approved and Under Construction	0.22	1.44	0.32	1.42
Resid. Projs., approved and No Construction	0.81	1.44	1.17	5.18
Non-resid. Projs., approved				
Oxnard College (Instit.)	0.31	1.44	0.45	1.99
Burlington Mills (M-1)	1.50	1.44	2.16	9.56
Other Indus. (22.87 acres M-1)	0.14	1.44	0.20	0.88
Commercial (C-1, C-2, C-O-PD)	0.02	1.44	0.03	0.13
Non-resid. Projs. Pending				
Steel Mill	0.09	1.44	0.13	0.57
LNG	0.005	1.44	0.007	0.03
SUBTOTAL[b]	16.457	1.44	23.707	104.90
Other Allocations (worst case condition)				
City of Port Hueneme	-	-	3.7	16.37
Port Hueneme Naval Base	-	-	1.5	6.64
NAS Point Mugu	-	-	0.5	2.21
TOTAL	-	-	29.407	130.12

[a]Joe Yurko, Public Works Department, City of Oxnard, September 30, 1976.
[b]The rounding off of numbers result in certain mathematical discrepancies.

type of industries will occupy these areas.

Therefore, the addition of the pending and approved projects' wastewater requirements does not necessarily present an accurate picture of demands on the treatment plant's capacity since a large percentage of the plant's capacity is involved with unknown constraints of quantity and completion dates.

In addition, the rather substantial allocation of 5.7 MGD peak flow to CBC, Port Hueneme, and Point Mugu can be rather misleading. The mere allocation of plant capacity to other agencies does not mean that they will actually use that capacity. There is no reason to believe that CBC or Point Mugu will need additional requirements in the future, unless for example, a defense emergency should cause a large increase in their population. Thus, while the allocation to CBC and Point Mugu totals 2.0 MGD peak flow (8.8 percent of plant capacity), the existing peak flowrates are only about 0.9 MGD peak flow (4.0 percent of plant capacity). Consequently, 1.1 MGD peak flow (4.9 percent of plant capacity) could still be available, due to the low probability of these

agencies increased future usage of the plant's facilities.

The peak dry weather flows for the residential, commercial, and industrial sources, shown in Table 17, have a very low probability of occuring all at the same time. For example, of the 13 largest water and sewer users in the City, the majority contribute peak flows during the months of May-July and September-October, with the others having peak flows throughout the remaining months of the year. It can be seen that all sources do not peak at the same time, and the probability of such an event occurring would be unlikely. Therefore, the addition of all the peak flows in Table 17 is inappropriate and could lead to an overestimation and misinterpretation of existing and future projects' demands on treatment plant capacity.

3) Mitigation

The City of Oxnard proposes to reactivate the abandoned 24-inch line located in Ventura Road south of Channel Islands Boulevard, by undertaking the construction of a sanitary sewer transmission line that will be located along Hueneme Road from

the intersection of Ventura Road and Hueneme Road in the City of Port Hueneme easterly to the City Boundary near "J" Street and then continue along Hueneme Road in the City of Oxnard to Perkins Road and then southerly on Perkins Road to a point opposite the wastewater treatment plant.[1] Also included in the proposed project is the construction of a pumping plant which will be constructed on the southerly side of Hueneme Road west of the flood control channel near Surfside Drive, and the rehabilitation of the above mentioned 24-inch trunk line in Ventura Road.[2]

The proposed sewer project when constructed, will be a relief sanitary sewer line by combining newly constructed facilities in Hueneme Road and Perkins Road with an existing 24-inch line in Ventura Road to carry approximately five million gallons per day of wastewater. This line will relieve a severely overburdened condition in certain areas of the existing sanitary sewer system.

The City of Oxnard also is conducting an on-going study to determine the seasonal peak useage for various wastewater sources. This study includes

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[1] Wastewater Relief Line and Pump Station EIR, October 1976, pp. 1-6. City of Oxnard, California. Prepared by ASL consulting Engineers.

[2] Ibid.

an analysis of effluent flowrates from large contributors, an improved flow measurement system at the treatment plant, and the development of the relationship between water and sewer peaking factors (in order to determine wastewater demand patterns from water useage). Using the results of this study, the City will be able to predict with greater confidence the necessity for increased treatment plant capacity.

b. Solid Waste

1) Description of Environmental Setting

Oxnard is currently provided with refuse collection service by the City's Refuse Division, Public Works Department. Garbage and trash pick-up are provided on a weekly basis in residential areas for a charge of about $3.00 per month per dwelling. The City of Oxnard is currently disposing of approximately 80,000 to 90,000 tons of solid waste a year at the sanitary landfill operated by the Ventura Regional County Sanitation District on Ventura Road along the Santa Clara River. The landfill has a design capacity of one million cubic yards and generally accepts about 250 tons per day of residential waste and 200 tons of demolition

waste each day.[1]

2) Environmental Impact of Proposed Project

The proposed project consists of 126 single family units and 24 duplex units. Solid waste attributed to residential development is generated at a rate of about 7.8 pounds/unit/day for single family and 3.6 pounds/unit/day for multi-family.[2] Based on the generation rates listed above, the proposed residential project will generate 1,069 pounds/day of refuse. This represent about 0.2 percent of the average 250 tons per day of residential waste deposited into the Santa Clara River landfill.

3) Mitigation

The Santa Clara Sanitary Landfill is expected to be filled to capacity (1 million cubic yards) before the proposed project is completed. Alternative site(s) must be acquired to receive the resulting solid waste, not only from the proposed projects but also from other existing and proposed projects in Oxnard and other cities in Ventura County.

At this time, the Ventura County Regional Sanitation District is in the process of acquiring

[1] Draft EIR Specific Plan: Mandalay Beach, by Haworth, Anderson and Lafer, Inc. for the City of Oxnard. September 1976.
[2] EIR Manual for Private Projects, City of Los Angeles, Department of City Planning. August 1975.

such a site to replace the Santa Clara fill. According to district officials, there are several adequate, short-term disposal sites located in the Santa Clara River area which can be utilized until such time that a long-term sanitary landfill site is acquired.

c. Water Supply

1) Description of Environmental Setting

The water delivery system in the project area consists of a 16-inch water main in Ventura Road west of the project site, another 16-inch water main in Wooley Road south of the project site, and a 8-inch water main in "J" Street east of the project site.

The water supply system for the City of Oxnard consists of import water facilities (Calleguas Mutual Water District) and local water facilities (Oxnard wells and UWCD transmission line). The imported water is blended with the local water at each of three blending stations. These blending facilities maintain pressure in the distribution system and deliver water at 500 parts per million (ppm) total dissolved solids (TDS), in accordance with the Oxnard City Council

Policy Statement of 1970. Current TDS values of import and local waters result in a blend ratio of 3 parts import water to 1 part of local water at each blending station.

The import facilities from Calleguas MWD into the City of Oxnard consist of the Springville Reservoir (9 million gallon capacity), the Oxnard Conduit, which connects to Gonzales Road and Third Street Blending Station, and the Industrial Lateral, which connects to the Richmond Avenue Blending Station. The design capacity of the transmission line from the reservoir is 55 cubic feet per second. With the 3:1 blend ratio (import:local), the peak capacity of this feed system, including local flow, is 73.3 cubic feet per second (47.28 MGD), on a maximum day basis. This peak capacity figure (47.28 MGD) of the combined water delivery system (import and local facilities) is obtained by multipling the daily average demand flowrate by a peaking factor of 1.50 (CY 1975 data), to obtain a direct comparison with the peak capacity.

2) Environmental Impact of the Proposed Project

Based upon a standard of 150 gallons/capita/day, the project could ultimately demand an average flow

of 81,750 gallons of water per day (122,625 MGD peak flow).

The proposed project will use approximately .25 percent of the capacity of the Oxnard water supply system. The cumulative impact of the proposed project, annexation proposals, residential projects approved, and other nonresidential projects which are pending are presented in Table 18. As was shown in Table 18, the Oxnard water supply system has ample capacity for the proposed project and all other pending and approved developments.

3) Mitigation

None required.

d. Utilities

1) Electrical Supply

(a) Description of Environmental Setting

Electricity for the City of Oxnard is provided by the Southern California Edison Company. There are two steam generating plants in Oxnard which provide electrical output for the various substations. A substation is located in the vicinity of Hemlock and Victoria which supplies electricity to the area of the proposed project.

TABLE 18

OXNARD WATER SUPPLY SYSTEM[1]
(47.28 MGD maximum day capacity)

Use	Average Daily Flowrate MGD	Peak Capacity Factor	Max. Day Flowrate MGD	% of Peak Cap.
Existing Use (Oxnard, CY 1976 Projected from first 9 months data)	15.90	1.5	23.85	50.44
Proposed Project (Nachazel)	0.08	1.5	0.12	0.25
Annexations (if developed)				
Residential projects	1.44	1.5	2.16	4.57
Non-Residential projects	1.91	1.5	2.87	6.06
Resid. Projs., approved & under construction	0.33	1.5	0.50	1.05
Resid. Projs., approved & no construction	1.21	1.5	1.82	3.84
Non-resid. Projs., approved				
Oxnard College (Instit.)	0.47	1.5	0.71	1.49
Burlington Mills (M-1)	1.80	1.5	2.70	5.71
Other Indus. (22.87 acres M-1)	0.21	1.5	0.32	0.67
Commercial (5.53 acres C-1, C-2, C-O-PD)	0.02	1.5	0.03	0.06
Non-resid. Projs. Pending				
Steel Mill	1.16	1.5	1.74	3.68
LNG	0.37	1.5	0.56	1.17
TOTAL[2]	24.90	1.5	37.38	78.99

[1]Prepared by Joe Yurko and Joe Minneci, Public Works Department, City of Oxnard, October 15, 1976.
[2]The rounding off of percentages results in certain mathematical discrepancies.

(b) Environmental Impact of the Proposed Project

The proposed project will demand an electrical energy supply between 818,700 KWH and 2,275,650 KWH per year[1] from the Southern California Edison Company which serves the area. The Edison plants are now burning low-sulfur fuel (from Indonesia). The proposed project will not have any direct adverse impact because of its energy demand on the Southern California Edison Company, however, it indirectly will, in a very minor way, increase the fuel consumption of Edison plants and attendant air pollution.

(c) Mitigation

Measures to reduce electrical consumption are presented in the Energy Conservation section of this report. The monitoring and control of air pollution generated from power plants is the responsibility of the VCAPCD and the State Air Resources Board.

2) Gas Supply

(a) Description of Environmental Setting

Natural gas service will be provided to the proposed project by the Southern California

[1]The amount of electricity consumed varies greatly from family to family. It is assumed that 5,458 KWH to 15,171 KWH per dwelling unit per year will be consumed. EIR 75-13, Oxnard Planning Department.

Gas Company.

(b) Environmental Impact of the Proposed Project

Using the Gas Company's average annual consumption rates of natural gas for its residential customers,[1] the proposed project might have a demand for gas of 164,250 therms/year. This consumption rate represents an insignificant impact upon our natural gas reserves.

Extension of gas service to the proposed project might require the installation of new pipelines in or near the project area. The environmental impact of such installation will be miminal.

(c) Mitigation

Measures to reduce natural gas consumption are presented in the Energy Conservation section of this report.

e. Energy Conservation Measures

According to the estimations made in the Utilities section of this report the proposed project will have the following energy demands:

Electricity	818,700 to 2,275,650 KWH/year
Gas	164,250 therms/year

[1]Estimated on the bases of 1095 therms/year/DU for single family and 640 therms/year/DU for multi-family (4 units or less); one therm equals 100 cubic feet. Draft EIR for Specific Plan: Mandalay Beach. Haworth, Anderson, and Lafer, Inc., 1976.

The consumption of this amount of energy could be partially reduced by the following mitigation measures:

1. Energy can be conserved through the careful design and construction of residential units to meet the California Energy Commission's requirements for residential buildings. This includes thermal wall and ceiling insulation to prevent adverse heat loss and gain. (California Administrative Code; Title 25, Chapter 1, Subchapter 1, Article 5, Section 1094)
2. It would probably be possible to design the homes to use solar energy. The feasibility and economics of such a program in this area have not been investigated. The use of wind and moving water to conserve nonreplenishable forms of energy should also be investigated. Energy efficient building design might include such factors as natural ventilation, orientation of structures (particularly window space) to summer and winter sunlight, color and reflecting properties of paints,

and prevention of air infiltration that would reduce heating load. These could be implemented at the building design stage. In addition, where it is feasible, consideration should be given to:

a) Partially underground structures

b) Landscaped and/or sod roofs.

3. Research by the Southern California Gas Company indicates substantial savings can be realized in order to conserve the use of natural gas. The following features should be included whenever possible:

a) Provide a minimum of one inch or equivalent (max. "U" factor of .22) on supply and return air ducts.

b) Provide comfort heating thermostats with semi-automatic night set-back capacity.

c) Install range exhaust hood with positive automatic damper.

d) Include pilotless range and furance.

e) Install pilotless dryer.

f) Install tight-fitting dampers in fire places.

4. Conservation of electrical energy will result in the inclusion of gas comfort heating, water heating and cooking facilities. For water heating, consider the use of:

   a) Solar plate collectors

   b) Heat recovery for pre-heating from process water and from air conditioning

   In addition, the following features should be included whenever possible:

   a) Use of high efficient fluorescent fixtures wherever possible.

   b) Use of fluorescent, mercury vapor, metal halide, quartz-iodine or other high energy efficient lamps in lieu of incandescent.

   c) Use of interior and exterior public lighting controlled to minimum time and wattage consistent with public safety.

   d) Use of task-orient lighting.

   e) Inclusion of high efficiency exhaust fan and furnace blower motors.

   f) Use of high efficiency electrical systems.

5. Public Facilities

a. Police

1) Description of Environmental Setting

The Oxnard Police Department provides law enforcement services for the City. Presently, the department employs 104 full-time officers, 81 of whom answer calls while the remainder work in administrative and other capacities. According to the Crime Prevention Unit, the Police Department has been undermanned for the past few years.

2) Environmental Impact of the Proposed Project

The proposed project will have a population of 545 residents when completed. Based upon the City's existing undermanned staff of 1.19[1] police officers per 1000 population the proposed project will demand about an 0.65 officer increase in the Oxnard Police Department.

The proposed project will not pose any adverse impacts in terms of providing adequate police protection. However, the development of the proposed project and other residential projects that will

[1]City of Oxnard has a ratio of 1.19 officers/1,000 population.

be developed in the City of Oxnard will necessitate a substantial increase in the number of officers in the Oxnard Police Department.

Based upon the City's police to population ratio, the population increase due to the development of these residential projects (including the proposed project) will be 20,399. This population increase will require the Oxnard City Police Department to have an additional 24 officers in order to provide adequate law enforcement for residents in the City of Oxnard. This represents a 23 percent increase of manpower over the existing situation in the Department.

3) Mitigation

Mitigation measures specially for the proposed project are not mandatory. However, the City should consider increasing its police force and/or support equipment in order to provide adequate protection for the existing and anticipated future population of Oxnard.

b. Fire

1) Description of Environmental Setting

Fire protection service is provided to residents throughout the City by the Oxnard Fire Department. There are five stations located in the City. The

nearest station to the proposed project is located at 150 Hill Street below Wooley Road. The Fire Station which is located at 206 West Second Street, in the Civic Center, is also within a one mile distance from the project site. The City was recently surveyed by the Insurance Service Office. This Office rated the Fire Department Class III (Class I being the most efficient). Ratings primarily come from an evaluation of water supply, fire personnel, communications, and fire safety controls. Response time to a fire in the proposed project would be within a 3-4 minute period.

The existing number of fireman and related personnel in the City is 87,[1] which represents about one fireman per 1000 population. The Fire Department indicates that a plan has been developed to locate a new fire station at the southwest corner of the intersection of Peninsula Road and Channel Islands Boulevard. It is scheduled to be in service by fall 1977;[2] at that time it will add 10 persons to the existing Fire Department Staff.

2) Environmental Impact of the Proposed Project

Based on the City average of one fireman per 1000 population, the proposed project will require an increase of personnel in the Fire Department by approximately one-half person. The proposed project will not pose

[1]Telephone conversation with Mrs. Colby, Secretary, Fire Department. October 18, 1976.
[2]Conversation with H. A. Gustafson, Fire Chief, Oxnard Fire Department. October 18, 1976.

any adverse impacts to the City's existing fire protection service. The development of proposed project, in addition to other residential projects that will be developed within the City, however, will require a substantial increase of personnel in the Oxnard Fire Department.[1] Based upon the above firemen to population ratio, these projects will require an increase of 20 fireman in the department (i.e., a 23 percent increase in the personnel of the existing Fire Department Staff).

3) Mitigation

The developers should meet the criteria and standards set forth by the Oxnard Fire Department. In addition, developers should use fire resistant building materials, walls, and roofing on structures. Automatic fire detection systems, and automatic sprinkler systems for buildings will reduce the likelihood of extensive damage resulting from fire.

c. Education

1) Description of Environmental Setting

The proposed project site is located within the Oxnard Union High School and Oxnard Elementary School Districts. Students from the proposed project would

[1]Ibid, according to Fire Chief Gustafson. One fireman per 1000 is the standard most often used in fire protection.

attend the schools shown in Table 19, some of which are approaching full-capacity operation.

Using the student generation factors for single family dwelling units, of 0.56 students/DU for elementary, 0.21 students/DU for junior high, and 0.4 students/DU for high school, and for two to fourplex units of 0.43 students/DU for elementary, 0.10 students/DU for junior high, and 0.18 students/DU for high school.[1] It is estimated that the proposed project will generate 81 elementary students, 29 junior high students, and 55 high school students.

According to the Superintendent for the Oxnard Elementary School District, during the next two years no new schools will be built in the area, and any future construction will depend upon pasage of school bonds.[2] The Oxnard Union High School District also has indicated that its future building plans are subject to voter approval of financing.

2) Environmental Impact of the Proposed Project

The maximum capacities of Juanita Elementary, Curren Elementary, McKinna Elementary, Driffill Elementary, Haydock Junior High and Oxnard Senior High Schools are 630, 750, 733, 827, 1,050 and 2,300

[1] Basis for Planning: Economic Potential, City of Oxnard Planning Department, December, 1975.
[2] Telephone conversation with Norman Brekke, School Superintendent, Oxnard Elementary School District, September 9, 1976.

TABLE 19

ENROLLMENT AND CAPACITY OF AFFECTED SCHOOLS

School	Present Capacity	Enroll-ment	Percent of Capacity	Excess Capacity	Students Generated from Proj.[c]	Amount Over (+) or Under (-) Capacity With Project
Juanita (K-3)	630	611[a]	97%	19		
Curren (K, 4-6)	750	706[a]	94%	44		
McKinna (K, 4-6)	733	713[a]	97%	20	81	-18
Driffill (K, 1-6)	827	811[a]	98%	16		
Haydock Jr. High (7-8)	1,050	998[a]	95%	52	29	-23
Oxnard High School (9-12)	2,300	2,299[b]	100%	1	55	+54
TOTAL	6,290	6,138	98%	152	165	-13

[a]Projected 1975-76 enrollment, Mrs. Bryan, Attendance Coordinator, Oxnard Elementary School District, October, 1975.

[b]As of June, 1976

[c]Projected on the base of 126 S.F. units and 24 duplex units on the proposed project site and student generation factors for single family units of 0.56 students/D.U. for elementary school students, 0.21 students/D.U. for junior high, and 0.40 students/D.U. for high school students; and for duplexes 0.43 students/D.U. for elementary, 0.10 students/D.U. for junior high, and 0.18 students/D.U. for high school. 1975 Special Census for Oxnard, State of California, Department of Finance, 1975.

students, respectively. The enrollments of all the schools are over ninety percent of their capacity, as was shown in Table 19. A total of 165 new students (including elementary, junior high and high school) will be generated from the proposed project. All the 81 project-generated elementary school students, and the 29 project-generated junior high school students will be accommodated by Juanita, Curren, McKinna, and Driffill Elementary Schools and Haydock Junior High School. However, neither Oxnard High School nor the Oxnard Union High School District have vacancies for the 55 project-generated high school students. If accommodations for the remaining students cannot be made, they will have to be educated within other schools or school districts.

The anticipated new students within the Oxnard Elementary School District and the Oxnard Union High School District that could result from the proposed project, annexation proposals and residential projects for the City of Oxnard that are approved and under construction, approved but have not started construction, or submitted but not approved at this moment, are shown in Tables 20 and 21.

TABLE 20

OXNARD ELEMENTARY SCHOOL DISTRICT IMPACT

(10,212 students maximum capacity with present classrooms)

Source	No. of Students	Percent
Existing number of students in the District.	9,763	95.60
Project-generated students in the District (Nachazel).[a]	110	1.07
Potential students generated by approved annexations in the District.[a]	0	0
Potential students generated by proposed annexations in the District.[a]	542	7.25
Potential students generated by approved residential projects that are under construction in the District.[a]	313	3.07
Potential students generated by approved residential projects that are pending, recently completed, and have not started construction in the District.[a]	1,130	11.07
Total	12,056	118.06
Amount Exceeding District Capacity	1,844	18.06

[a]Using student generation factors as follows:

For Single Family - 0.56 Students/DU (Elementary); 0.21 Students/DU (Junior High)
For Two to Fourplex - 0.43 Students/DU (Elementary); 0.10 Students/DU (Junior High)
For Fiveplex or above - 0.20 Students/DU (Elementary); 0.04 Students/DU (Junior High)

TABLE 21

OXNARD UNION HIGH SCHOOL DISTRICT IMPACT

(10,600 students maximum capacity with present classrooms)

Source	No. of Students	Percent
Existing number of students in the District.	11,408	107.62
Project-generated students in the District.[a] (Nachazel)	55	0.52
Potential students generated by approved annexations in the District.[a] (Nachazel)	151	1.42
Potential students generated by proposed annexations in the District.[a]	640	6.04
Potential students generated by approved residential projects that are under construction in the District.[a]	155	1.46
Potential students generated by approved residential projects that are pending, recently completed, and have not started construction in the District.[a]	602	5.68
Total	13,011	122.74[b]
Amount Exceeding District Capacity	2,411	22.74

11,408
10,600
808

[a]Using student generation factors as follows:

For Single Family - 0.40 Students/DU (High School)

For Two to Fourplex - 0.18 Students/DU (High School)

For Fiveplex or above - 0.10 Students/DU (High School)

[b]This figure does not include students from outside the City of Oxnard that are within the school district (e.g. students generated from Camarillo and Port Hueneme).

will student coming in equal those graduating?

The proposed project and the cumulative impact of all other potential new residential developments are expected to result in an overcrowding of both the Oxnard Elementary School District and the Oxnard Union High School District.

At the present time, the Oxnard Elementary School District (95.60 percent of capacity) barely has a sufficient ability to accommodate elementary school children growth as a result of the proposed project, but not enough for other potential annexation proposals and residential projects in the District.

The Oxnard High School, which would ordinarily accommodate the estimated 55 new high school students from the proposed project (under present attendance boundaries), is at 99.99 percent capacity, and has no vacancies for the new students at the present time. The student load of the entire Oxnard Union High School District is at approximately 108 percent of the District capacity. The proposed project would contribute a 0.52 percent increase to the currently overcrowded situation. The cumulative impact of the proposed project and other annexation proposals and residential projects within the City of Oxnard could

raise the student load to approximately 122.74 percent of the District capacity.

3) Mitigation

The only long-term solution to the critical school situation is the acquistion of necessary funds and the construction and staffing of new facilities. In order to reduce the overcrowded conditions in the Oxnard Elementary School and Oxnard Union High School Districts in the short-term, the following measures are suggested for the school board's consideration:

(a) Incorporate a year-round education system throughout the schools in both districts to maximize the use of existing facilities.

(b) Utilize double sessions or extended day sessions for overcrowed or near capacity schools.

(c) Use available community facilities such as boys club, or facilities which belong to civic groups such as League of Woman Voters, Veteran organizations, etc. to increase existing school capacity.

d. Health

1) Description of Environmental Setting

St. John's Hospital and Oxnard Community Hospital

in the City of Oxnard, and Ventura County General Hospital in City of Ventura could serve the residents of the proposed development. The capacities of the above three hospitals are 316 beds, 48 beds, and 278 beds, respectively. St. John's Hospital is located at 333 North "F" Street approximately 2 miles from the project site. Oxnard Community Hospital is located at 540 South "H" Street less than one-half mile from the site, and Ventura County General Hospital is located in Ventura City approximately 7 miles from the site. The present capacities of these hospitals (in terms of number of beds filled) are 100 percent for Oxnard Community Hospital, 85 percent for St. John's and 80 percent for Ventura County General.[1]

2) Environmental Impact of the Proposed Project

Previous studies done in California have recommended a range of from 1 to 3 hospital beds per 1,000 population.[2] Based on an estimated ratio of 1.5 hospital beds per 1,000 population and the estimated population of 545 people for the proposed project, an estimated additional 0.8 hospital beds would be desirable. The proposed project will not have any significant impact on existing health facilities due to number of available

[1] Final EIR for proposed Annexation 75-16 (A) McGrath Property, for the City of Oxnard by Eugene D. Wheeler and Associates, Inc. September 1975.

[2] California City Health and Medical Plan for Great Western Cities, Eugene Wheeler and Associates, Inc. 1969.

hospital beds (103 beds available). Using the above average (of 1.5 beds/1000 population), the development of the proposed project and other residential projects that are taking place in the City will require 31 hospital beds. This future demand also will be met by the existing supply of available hospital beds.

3) Mitigation

None required

e. Parks and Recreation

1) Description of Environmental Setting

In the Parks and Recreation Element of the adopted Oxnard 2000 General Plan, a standard of ten acres of space per 1,000 population is recommended. Based upon this recommended standard, the proposed project's implementation will require 5.45 acres of land be dedicated to parks and recreational purposes. According to the tract map submitted, the proposed project did not indicate any land within project site being used for parks and recreation.

The proposed project site is located in Oxnard South Neighborhood 1. In the summary of proposed land uses in the Oxnard 2000 General Plan, land for parks is not suggested in this neighborhood.[1] In

[1] Oxnard 2000-The General Plan for the City of Oxnard, California. By Gruen Associates, February 1976, City of Oxnard, p. II-36, Figure 3.

accordance with the Quimby Act, the project's applicant will be giving the City the dollar equivalent value of 1.4 acres of land in lieu of park land dedication.

2) Environmental Impact of Proposed Project

The proposed project will create a demand of 5.45 acres for park and recreation pruposes. Since the Oxnard General Plan does not suggested any site for parks in the south neighborhood 1, residents of proposed project will have to travel to other neighborhoods in order to obtain such facilities. The community park which is proposed in the Oxnard General Plan will be located in southwest neighborhood 5 about one-half mile west of project site. The need for open space and recreation facilities by project residents may be met with the construction of the proposed community park and nearby neighborhood parks.

3) Mitigation

None required.

6. Archaeology

a. Description of Environmental Setting

The proposed project site has been involved for at least 50 years in intensive agricultural production. Records of known archaeological sites for the Oxnard

Plain show only 46 sites to be currently filed in the combined repositories of the University of California, Santa Barbara, and the University of California, Los Angeles. Of the 46 sites known, six are near Saticoy, four are near the City of Ventura, twenty-six are part of the Mugu logoon site complex, and ten are known in random inland localities. None of the sites are near the proposed development, and, it is doubtful, therefore, that the project site will contain any valuable artifacts.

b. Environmental Impact of the Proposed Project

On the basis of the past history of the site and the present knowledge of the area relative to archaeological characteristics no, impact is expected

c. Mitigation

If deeply buried archaeological resources are uncovered during excavation or construction of the proposed project, work should be halted in the immediate area of the discovery and a qualified archaeologist should be called in for an evaluation and recommendation of mitigation measures concerning the find.

IV. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IF THE PROPOSED PROJECT IS IMPLEMENTED.

The irreversible environmental changes resulting from the development of this project are directly related to the impact on nonrenewable natural resources such as air, soil, agricultural/open space and energy. Construction of the proposed project will irreversibly alter the physical and biological characteristics of the site and prevent it from again being used as productive agricultural land.[1] Which represents an irretrievable committment (at least 50-75 years) of 29.04 acres of land to an urban use.

A minor decrease in air quality as a result of emissions from project related vehicles, and heating and cooking activities will occur. The City's water supply will incur a permanent increase in demand as a result of maintenance and operations of daily activities within the proposed residential project.

There will be a permanent loss of natural resources from the building materials used to construct and furnish the structures. The commitment of manpower, energy, and materials used in the construction of proposed project will be irreversible. In addition to the resources cited above, there also will be a permanent commitment of energy resources, particularly natural gas and electricity, and other community services such as sewage, police and

[1]The land will be committed for a minimum of 50-75 years (urban housing cycle).

fire services for the continuous operation and maintenance of the proposed project once it is completed.

V. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The proposed project will develop the 29.04 acre site into 126 single family units and 24 duplex units. In the short-term, minor adverse air, noise and traffic impacts will occur during the projects' construction. Construction, however, will also result in increased employment in the home construction industry and result in related secondary employment and income.

In the long-term, the project will generate a minor increase in project related traffic and attendant increases in noise and air pollution. Additionally, the projects' development will eleminate the site's agricultural production and "open/rural" character.

The decision to convert the site to future residential use, however, was made long before the project was proposed, as evidenced from the property's zoning as R-1 and the General Plan's designation of the site as residential use. In addition, the following is a justification for the development of the project site at this time, rather than reserving the site for future options:

1. The proposed development is in conformance with the General Plan and will have uses similar to those in the surrounding areas.
2. According to the General Plan Neighborhood Analysis, the property is located in South Neighborhood 1. This neighborhood is about one-fourth developed. Development of the project will help to complete the neighborhood and would be in conformance with the City's policy--to encourage urban development in existing City land which has easy access to public services and facilities.
3. Oxnard has been experiencing an increased housing demand in recent years, which is in part due to the rapid expansion and urban "spillover" effects from the south Los Angeles County area. The availability of existing housing in Oxnard to meet this increased demand is limited. The current vacancy rate for single family units is only 4.8 percent.[1] The limited availability of housing will not decrease demand, since other factors such as employment opportunities, environmental amenities, etc., play a stronger role in a family's locational decision. The project will add to the City's available housing

[1]1975 Special Census for City of Oxnard, California, State Department of Finance.

stock and in turn help offset inflationary housing prices that result from excessive demand and limited supply.

4. The development of the project site will expedite the completion of South Neighborhood 1 and the objectives of the Circulation Element of the General Plan.

5. Once the proposed project is approved, the site is "locked" into low and medium density residential development (R-1 and R-2) and "closed out" to the possibility of any future high intensity land use and its associated environmental problems.

VI. GROWTH-INDUCING IMPACT OF THE PROPOSED PROJECT

The primary growth-inducing impact of the proposed project will be to the already crowded elementary school district and overcapacity high school district. The proposed project will generate 81 elementary, 28 junior high, and 54 high school students. The increased student loads from proposed project and other residential projects will either increase class sizes or demand additional staff or facilities.

The proposed project will have a minor growth-inducing effect on other public facilities (i.e., police, fire protection, health, parks and recreation, etc.) and on public services (i.e., liquid and solid waste service, water supply,

etc.) because of its increase to population and concomitant service demands.

Short-term, beneficial growth-inducing effects are related to an increase in the demand for construction trade services. Long-term, beneficial growth-inducing impacts are related to increased demands on local business and merchants for goods and services.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

A. No Project

If the residential project does not occur on the project site the property will likely remain as 29.04 acres of productive agricultural land. This use would have no further impact on the road and sewer system, the existing school system, public services and facilities, or environmental resources. Its present demand on the City's water supply, however, would continue.

According to the Ventura County Agricultural Extension,[1] row crops demand between 2 and 2.5 acre feet of irrigation water per year.[2] Using a 2.25 acre foot per year figure, the 29.04 acres of row crop land would continue to demand 21,001,974 gallons of irrigation water per year (about 58,339 gallons per day). The proposed project when developed for residential uses would demand 81,750 gallons of water per day (545 persons x 150 gallons/person/day = 81,750). Thus row

[1] Final EIR for proposed Annexation 75-11, Swift property, by Eugene D. Wheeler and Associates, Inc. October 1975, p. 4.4-54.

[2] One acre foot per year is approximately equivalent to 321,426 gallons/year.

crop farming would use about 71 percent of the proposed project's water demand.

B. Alternative Uses

Land in the neighborhing area of the project site is zoned for residential uses such as R-1, R-2, R-2-PD, R-3, R-3-PD, R-4 and certain limited uses for commercial (C-P-D, C-1). The proposed project site itself, is zoned for R-1. Uses other than single family dwellings are specifically prohibited by the City's Zoning Ordinance. Other residential uses having higher densities, such as town house and apartments are possible but will have a higher demand of public services and facilities and induce a larger population increase than the proposed project. Commercial and/or industrial uses are not in conformance with the General Plan and would have a greater potential for incompatibility with the surrounding neighborhood.

C. Alternative Locations

There presently are 493.39 acres of undeveloped incorporated R-1 and R-1-PD zoned land in Oxnard. Only a portion of their acreage is available in large parcels. These parcels, acreage sizes and neighborhood locations are listed below:

Neighborhood Northwest 9	1 parcel, 40 acres
Neighborhood Central 4	1 parcel, 30 acres
Neighborhood South 32	2 parcels, 20 acres
Neighborhood South 1 (project site)	1 parcel, 30 acres

In addition to the above, there are several R-1 parcels from approximately 15 to 25 acres available, and the balance of the R-1 zoning is mixed with other residential zonings and in various 205-foot-wide annexation corridors. The parcel in S-1, listed above is, the proposed project site. Of the other parcels in the above list, two (NW 9 and C-4) are large enough to accommodate the proposed project. Similar to the project site, however, these parcels do not have the necessary R-2 zoning to accommodate the proposed project's 24 duplex units.

VIII. ORGANIZATIONS AND PERSONS CONSULTED

Norman Brekke, Oxnard Elementary School District

Lori Colby, Fire Department, City of Oxnard

Leonard Hayes, Traffic Engineer, City of Oxnard

Henry Gustafson, Fire Department, City of Oxnard

Joe Minneci, Public Works Department, City of Oxnard

Joe Yurko, Public Works Department, City of Oxnard