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STATE OF CALIFORNIA
State Energy Resources
Conservation and Development Commission

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| In the Matter of: |) | Docket No. 15-AFC-01 |
| |) | |
| APPLICATION FOR CERTIFICATION |) | |
| OF THE PUENTE POWER PROJECT |) | |

Exhibit No. 4020



CITY OF

OXNARD

CALIFORNIA

2030 GENERAL PLAN

GOALS & POLICIES



October, 2011

**City of Oxnard
California**

2030 General Plan

Goals and Policies

*Development Services
Department
Planning Division*

*Adopted
October 2011*

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October 11, 2011



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Acronyms

| | |
|-----------------|--|
| AB 32 | Assembly Bill 32 “California Global Warming Solutions Act” |
| ACSCs | Areas of Critical State Concern |
| ADWF | Average Dry Weather Flow |
| AIPDs | Airfield Influence Planning Districts |
| AQMP | Air Quality Management Plan |
| AWPF | Advanced Water Purification Facility |
| BEACON | Beach Erosion Authority for Control Operations and Nourishment |
| BRAC | Base Closure and Realignment Commission |
| CAAP | Climate Action and Adaptation Plan (also Climate Action Plan) |
| CARB | California Air Resources Board |
| CBB | City Buffer Boundary |
| CBC | Construction Battalion Center (Seabees) |
| CBD | Central Business District |
| CCR | California Code of Regulations |
| CCRP | Central City Revitalization Project |
| CDFG | California Department of Fish and Game |
| CEQA | California Environmental Quality Act |
| CERT | Citizen Emergency Response Teams |
| CH ₄ | methane |
| CLUP | Coastal Land Use Plan |
| CMP | Congestion Management Program |
| CMWD | Calleguas Municipal Water District |
| CNDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CO ₂ | carbon dioxide |
| CPUC | California Public Utilities Commission |
| CSI | California Solar Initiative |
| CUPA | Certified Unified Program Agency |
| CURB | City Urban Restriction Boundary |
| DOF | California Department of Finance |
| DNCE | Del Norte Community Extension |
| EAP | Energy Action Plan |
| EIR | Environmental Impact Report |
| EOC | Emergency Operations Center |
| EPA | U.S. Environmental Protection Agency |
| FAA | Federal Aviation Administration |
| FAR | Floor Area Ratio |
| FAR | Federal Aviation Regulations |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Maps |

| | |
|--------|---|
| GHG | greenhouse gas |
| GREAT | Groundwater Recovery Enhancement and Treatment Program |
| HCFCs | hydrochlorofluorocarbons |
| HFCs | hydrofluorocarbons |
| IPCC | Intergovernmental Panel on Climate Change |
| ISO | Insurance Services Office |
| ITS | Intelligent Transportation Systems |
| LAFCO | Local Agency Formation Commission |
| LCP | Local Coastal Program |
| Ldn | Average Sound Level |
| LID | low impact development |
| LOS | Level of Service |
| MAC | Mobile Activity Center |
| MGD | million gallons per day |
| MIDDs | Military Influence Disclosure Districts |
| MIODs | Military Influence Overlay Districts |
| MIPDs | Military Influence Planning Districts |
| MOU | Memorandum of Understanding |
| MRF | Materials Recycling Facility (Oxnard) |
| MW | Megawatt |
| MXD | Mixed Use Development |
| N2O | nitrous oxide |
| NAS | Naval Air Station |
| NBVC | Naval Base Ventura County |
| NCBC | Naval Construction Battalion Center |
| O3 | ozone |
| OES | Office of Emergency Services |
| OPR | Office of Planning and Research |
| OTC | Oxnard Transit Center |
| OWWTP | Oxnard Wastewater Treatment Plant |
| PAL | Police Activities League |
| PEIR | Program Environmental Impact Report |
| PFCs | perfluorocarbons |
| POU | Publicly Owned Utilities |
| RHNA | Regional Housing Needs Assessment |
| RMI | Regions of Military Influence |
| SB 375 | Senate Bill 375 “Linking Regional Transportation Plans to State Greenhouse Gas Reduction Goals” also referred to as “Sustainable Communities Strategy Bill” |
| SF6 | sulfur hexafluoride |
| SOAR | Save Open Space and Agricultural Resources |
| SOI | Sphere of Influence |

| | |
|--------|---|
| SUA | Special Use Airspace |
| TDM | Transportation Demand Management |
| UPRR | Union Pacific Railroad |
| USCG | United States Coast Guard |
| UWCD | United Water Conservation District |
| UWMP | Urban Water Management Plan |
| VCAPCD | Ventura County Air Pollution Control District |
| VCREA | Ventura County Regional Energy Alliance |
| VCTC | Ventura County Transportation Commission |
| VCWPD | Ventura County Watershed Protection District |
| VOCs | Volatile Organic Compounds |
| WWTP | Waster Water Treatment Plant |



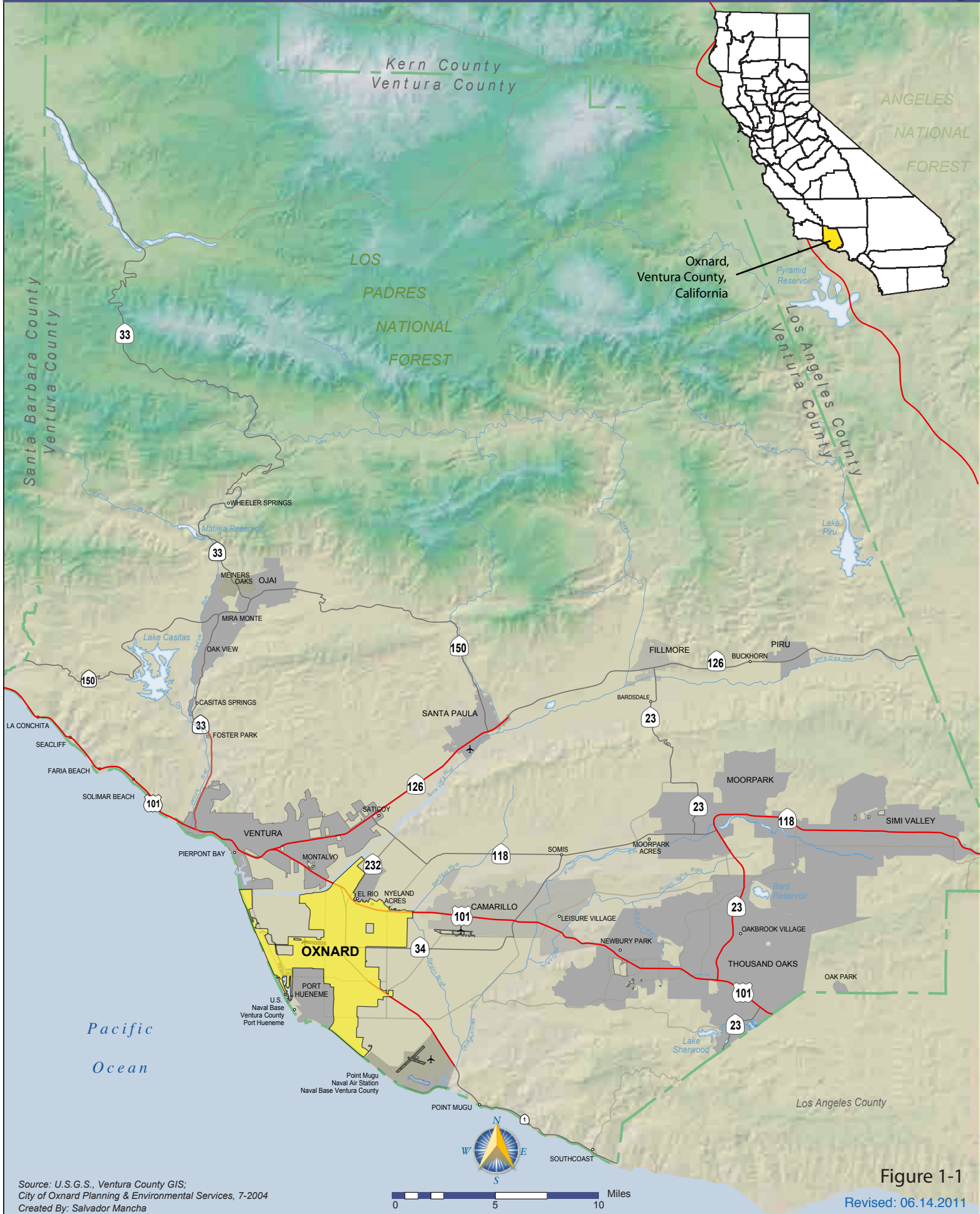
INTRODUCTION

1.1 Introduction

The City of Oxnard is located about 60 miles northwest of Los Angeles along a beautiful stretch of the Pacific Ocean coastline (Figure 1-1). The largest city within Ventura County, Oxnard is the center of a regional agricultural industry and a progressive business center while, at the same time, a relaxed seaside destination with a variety of neighborhoods and community services. Bordered by mountains and the Pacific Ocean, West Ventura County provides a seaside environment with expansive mountain views. Oxnard incorporates both of these attributes through its pattern of relatively compact urban development focused on the downtown, coastline and harbor, and the Highway 101 corridor. The moderate Mediterranean climate, fertile topsoil, and generally adequate groundwater supply lead to year-round agricultural production in the surrounding Oxnard Plain.

Adjacent communities are the cities of San Buenaventura (Ventura), Port Hueneme, and Camarillo. Naval Base Ventura County (NBVC), consisting of Naval Air Station (NAS) Point Mugu and Construction Battalion Center (CBC) Port Hueneme is located to the south of Oxnard. The Oxnard Plain is bordered by mountains with numerous public recreation areas while the Channel Islands National Park frames the western horizon.

City of Oxnard 2030 General Plan Regional Setting



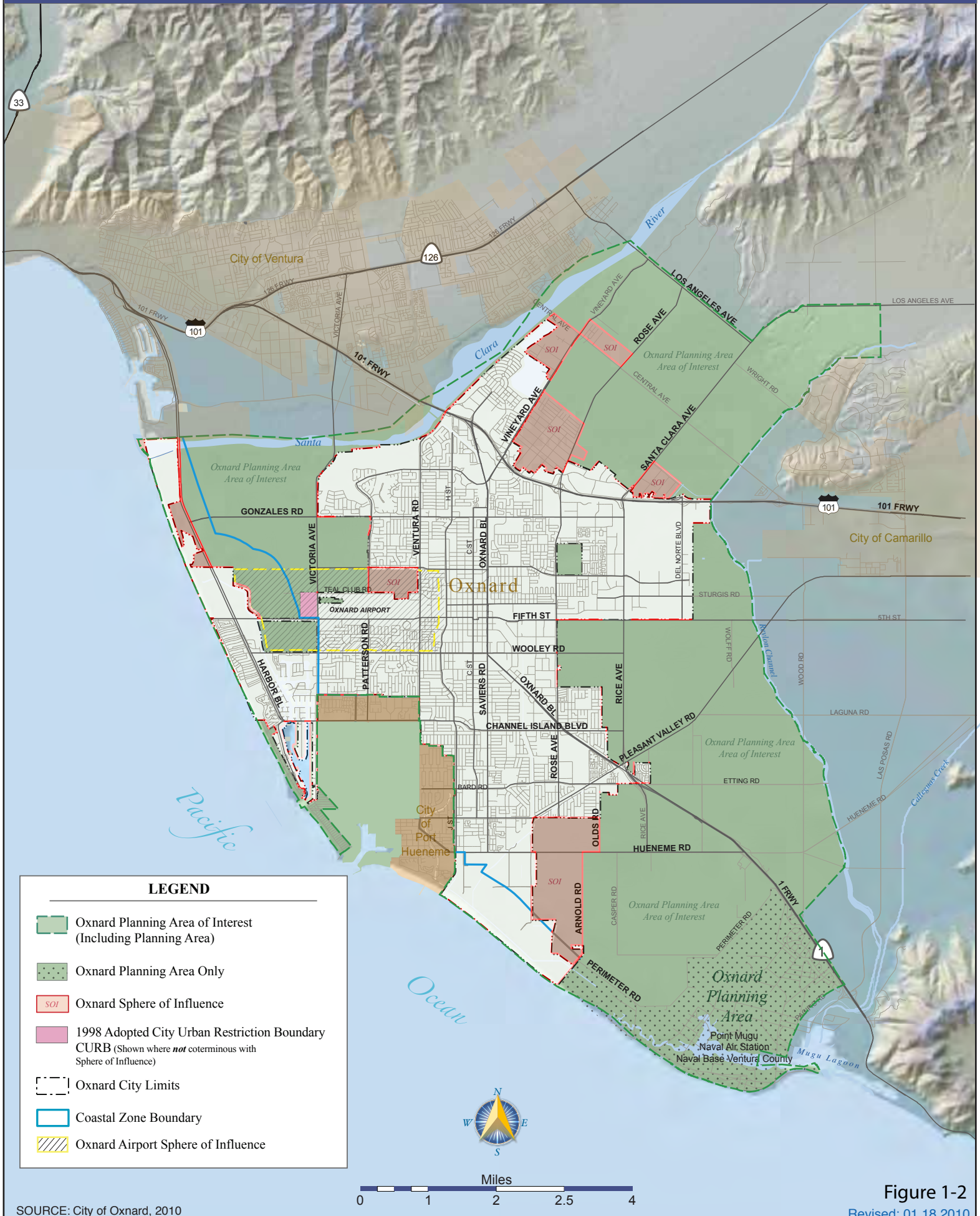
Source: U.S.G.S., Ventura County GIS;
City of Oxnard Planning & Environmental Services, 7-2004
Created By: Salvador Mancha

Figure 1-1
Revised: 06.14.2011

1.2 Oxnard Planning Boundaries

Formal planning and jurisdiction boundaries described below define geographic aspects of the 2030 General Plan. The City continues the same Planning Area from the 2020 General Plan that includes surrounding unincorporated county areas “which in the planning agency’s judgment bears relation to its planning” (Government Code Section 65300). The Planning Area and other relevant geographies are depicted on Figure 1-2.

- **Oxnard Planning Area.** Established by the City of Oxnard, the Planning Area includes unincorporated areas surrounding the City that have a relation to the City’s existing and future development. It is the same area as used in the 2020 General Plan and the same as the Area of Interest, with the addition of the Point Mugu Naval Air Station area.
- **Oxnard Area of Interest.** Areas of Interest were adopted by the Ventura County Local Agency Formation Commission (LAFCO) to define major geographic areas where only one incorporated city is permitted. Significant development proposals in the unincorporated areas of the Oxnard Area of Interest are referred by Ventura County to the City of Oxnard for review.
- **Oxnard Sphere of Influence.** The Oxnard Sphere of Influence (SOI) was determined by the Ventura LAFCO on June 8, 1983 (amended June 2000) as the probable future physical boundaries and service areas of the City. The SOI is 29.9 square miles. The SOI may be amended with the approval of LAFCO.
- **City Urban Restriction Boundary (CURB) and City Buffer Boundary (CBB).** In 1998, the voters of the City of Oxnard adopted the SOAR (Save Open Space and Agricultural Resources) initiative establishing the City Urban Restriction Boundary (CURB) and re-designating as “Agriculture (AG)” all land previously designated “Agricultural Planning Reserve (AG/PR).” CURB defines the urban development boundary for the City of Oxnard until December 31, 2020. The SOAR initiative also established a City Buffer Boundary (CBB) which lies outside of the CURB line and is coterminous with the Oxnard Area of Interest. Change to the CURB line or an agricultural land use designation within the CBB generally requires majority approval of Oxnard voters, with certain exceptions, including but not limited to an exception to allow up to 20 acres per year to be brought into the CURB for affordable housing needed to meet the City’s Regional Housing Needs Assessment (RHNA) target production. This Oxnard 2030 General Plan expressly preserves these SOAR requirements.





- **Oxnard City Limits.** As of 2009, the City of Oxnard incorporates and has land use jurisdiction of 26 square miles. Annexations and/or de-annexations are possible as part of the 2030 General Plan, subject to review by the Ventura County Local Agency Formation Commission (LAFCO).
- **Oxnard Coastal Zone.** Established by the 1976 Coastal Act, the boundary of the Oxnard Coastal Zone generally extends 1,000 yards inland from the Pacific Ocean and includes the Channel Islands Harbor and the Edison Canal. Land uses in the Oxnard Coastal Zone are governed by the Coastal Land Use Plan (CLUP) and its zoning regulations adopted pursuant to the California Coastal Act and certified by the California Coastal Commission. Selected General Plan land use designations and related policies will not be effective in the Coastal Zone until certified by the California Coastal Commission and are included to indicate the City's intent and direction leading to future CLUP amendments.
- **Oxnard Airport Sphere of Influence.** The Oxnard Airport Sphere of Influence is a designated area for the coordination and review of land use proposals which may affect or be affected by the operations of the Oxnard Airport.

1.3 General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). A city may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the city must ensure that the general plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The choice of the planning horizon is up to each city, but is usually at least 20 years. Oxnard's planning horizon is the year 2030, 10 years beyond 2020 that was used by the previous general plan adopted in 1990.

The 2030 General Plan includes the seven State-required elements (land use, circulation, housing, open-space, conservation, safety, and noise (Government Code Section 65302)) within five chapters, each divided into two parts: 1) Background and 2) Goals and Policies. The 2006-2014 Housing Element, and subsequent housing elements as directed by State Law, are incorporated by reference into the 2030 General Plan document as Chapter 8. This plan also includes a separate chapter on sustainable community development that addresses recently emerging topics of climate change, alternative energy, and the implementation of Senate Bill (SB) 375. General plans may also include other topics that reflect the city's concerns (Government Code Section 65303). This plan is formatted differently than the 2020 General Plan (adopted in 1990) and readers

should read the corresponding chapters of the Background Report (2006) and Goals and Policies (2011) in tandem, as shown in Table 1-1.

The land use element (within Chapter 3) designates the general distribution and intensity of land uses within the planning area. The circulation element (within Chapter 4) identifies the general location and extent of existing and proposed transportation facilities. The housing element (Chapter 8) is a comprehensive assessment of current and future housing needs for all segments of the city population, as well as a program for meeting those needs. The open-space element (within Chapter 5) describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for recreation and public health and safety. The conservation element (within Chapter 5) addresses the conservation, development, and use of natural resources. The safety element (within Chapter 6) establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildfire hazards, and air pollution. The noise element (within Chapter 6) identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive general plan provides a city with a consistent framework for land use and other decision-making. The general plan has been called the “constitution” for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for city zoning, subdivision, and public works actions. Under California law, most local government development, public works, and related decisions are required to be consistent with the adopted general plan.

1.4 2030 General Plan Documents

OPERATIVE DOCUMENTS

The *City of Oxnard 2030 General Plan* includes two Operative documents:

1. **Background Report (2006).** This report provides a detailed description of the conditions and trends that existed within the Planning Area during the development of the 2030 General Plan, generally as of 2005. It also serves as the existing conditions for California Environmental Quality Act (CEQA) review.
2. **Goals and Policies (2011).** This document contains goals and policies that will guide future decisions within the City and the land use and circulation diagrams. Many goals and policies are continued from the 2020 General Plan. Goals and policies are assigned to City departments and/or divisions for implementation.

SUPPORTING BACKGROUND DOCUMENTS

The 2030 General Plan is supported by three background documents:

3. **Map Atlas (2007).** This document is a series of maps and images with accompanying explanation, excerpted from the Background Report.
4. **Issues and Alternatives Report (2006).** This report discusses the major planning issues facing the City and presents three alternative approaches and land use scenarios, reflecting the input of the public, staff, Planning Commission, and City Council. Alternative B was defined as the project for purposes of CEQA environmental review.
5. **Program Environmental Impact Report (2010).** The program environmental impact report (PEIR) prepared for the 2030 General Plan meets the requirements of the CEQA. The Planning Commission, City Council, community, and public agencies refer to the PEIR to identify and understand potential CEQA environmental impacts.

VISIONING REPORT

The results of a citizen survey, workshops, and public hearings were summarized in the **Visioning Process for the 2020 General Plan Update (2002)** as the vision that guided subsequent planning. The 2020 General Plan Update was subsequently changed to become a new 2030 General Plan.

2006-2014 HOUSING ELEMENT

The Housing Element has a State-mandated content, format, and specific time horizon for periodic updates. To meet these mandated State timelines, the Housing Element was prepared for separate adoption by the City Council on a separate schedule and then will be incorporated as Chapter 8 of the 2030 General Plan. State Law may require one or more subsequent housing elements within the 2030 planning period which would respectively replace the preceding element as Chapter 8.

GENERAL PLAN FORMAT

The 2030 Oxnard General Plan sets out a vision to guide future development in the City to the year 2030. A visioning program was completed in 2002 that was based on updating the 2020 General Plan. During the subsequent planning steps, the City Council decided to extend the planning period to 2030 to coincide with regional planning and in recognition that development of major public works projects would extend past 2020.

The Background Report was completed in 2006 and presented a detailed description of the City and the Planning Area in a wide range of topic areas. The report serves as the existing conditions for the PEIR. In other general plans, background information is often included with the goals and

policies in one document. In this case, the background information was prepared separately and may be combined with the Goals and Policies into one document after final adoption.

The Goals and Policies document contains the actions (i.e. policies) needed to achieve the vision expressed in terms of specific goals. The Goals and Policies document is divided into nine chapters. Each chapter contains an introduction, definitions, and goals and policies numbered according to the topic they address. An abbreviation or acronym is given for each element to identify which policy and implementation measures go together. For example, the Safety and Hazards abbreviation is “SH” and used to subsequently identify Safety and Hazards goals and policies.

The Goals and Policies document is intended to be used as a decision making tool for City officials in day-to-day and long-term strategic planning and operations. For a full understanding of the various issues, the reader should also refer to the corresponding 2006 Background Report section. The two documents have a parallel format for Chapters 3 to 6 of each document.

Chapter 2, **Sustainable Community**, was created in response to the emergence of global warming, climate change, and renewable and alternative energy production and conservation as critical issues related to long-term sustainable development. This chapter includes background information as these topics were not anticipated when the 2006 Background Report was prepared.

Chapter 3, **Community Development**, establishes goals and policies for the distribution and intensity of land use types. The focus of this element is on revitalization of existing neighborhoods and new development within the community, and continued greenbelt and agriculture uses within the surrounding Planning Area.

Chapter 4, **Infrastructure and Community Services**, sets goals and policies for traffic and circulation, long-term water supply, parks, public safety, schools, and other public and semi-public facilities and services.

Chapter 5, **Environmental Resources**, addresses the conservation, development, and use of natural resources, and also explores the managed production of resources, significant buildings and historic sites, water resources, biological, and agricultural resources.

Chapter 6, **Safety and Hazards**, addresses seismic and geologic hazards, flooding, tsunami, hazardous materials and wastes, emergency preparedness, and other hazards.

Chapter 7, **Military Compatibility**, is a State-recommended element focused on the City’s geographic and functional relationship to the NBVC facilities and operations.

Chapter 8, **2006-2014 Housing Element**, is a stand-alone document that is separately required by the State Department of Housing and Community Development. To meet mandated State requirements and timelines, the Housing Element was prepared for adoption by the City Council on a separate schedule.

Chapter 9, **Implementation**, assigns the policies to various City departments for implementation. This chapter includes a procedure for determining consistency with the 2030 General Plan.

1.5 California Environmental Quality Act Review

As required by the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the Planning Commission and City Council must consider the findings of a Program Environmental Impact Report (PEIR) prior to adopting the 2030 General Plan. Both documents were prepared concurrently, as allowed under Section 15166 of the State CEQA Guidelines, with common organization and numbering. The Background Report is the environmental setting for the 2030 General Plan PEIR, the Goals and Policies is the PEIR project description, and the PEIR discusses impacts and mitigation measures as well as other CEQA required content. PEIR mitigation measures are incorporated as policies and programs within the 2030 General Plan. A new CEQA Thresholds Guidelines document derived from the 2030 General Plan PEIR will be used for future CEQA reviews.

1.6 2030 General Plan Format

The Goals and Policies document has nine chapters which contain the State-required elements. Correspondence between the State-required elements, 2020 General Plan, and 2030 General Plan is shown in Table 1-1 below.

Table 1-1. 2020 to 2030 General Plan Correspondence

| Required, Optional , or New Element | 2020 General Plan | 2030 General Plan |
|-------------------------------------|----------------------------------|----------------------------------|
| Optional | I. Introduction | Chapter 1 |
| Optional | II. The General Plan Process | Chapter 1 |
| Optional | III. Regional Planning Framework | Chapter 1 |
| New | | Chapter 2, Sustainable Community |
| Optional | IV. Growth Management Element | Chapter 3, Sections 3.4 and 3.5 |
| Required | V. Land Use | Chapter 3, Sections 3.1 to 3.3 |

| Required, Optional , or New Element | 2020 General Plan | 2030 General Plan |
|-------------------------------------|--|---|
| Required | VI. Circulation | Chapter 4, Section 4.4 |
| Required | VII. Public Facilities | Chapter 4, Sections 4.3, 4.5, and 4.6 |
| Required | VIII. Open Space and Conservation | Chapter 4, Section 4.7 Chapter 5 |
| Required | IX. Safety | Chapter 6 |
| Required | X. Noise | Chapter 6 |
| Optional | XI. Economic Development | Chapter 3, Section 3.6 |
| Optional | XII. Community Design | Chapter 3, Section 3.5 and Section 3.6 |
| Optional | XIII. Parks and Recreation | Chapter 4, Section 4.7 |
| New | | Chapter 7, Military Compatibility |
| Required | XIV. Housing | Chapter 8 (separate adoption by Oxnard City Council) |
| New | Implementation Measures (were within each chapter) | Chapter 9 |

Each chapter is organized using the following structure.

GOAL

A goal is a statement that describes, in general terms, a desired future condition or end state. A goal serves as a general direction-setter. In this update, goal statements will be formatted in a blue box with the goal's reference number: "ER" refers to an Environmental Resources topic and the "2" means this is the second goal under this topic. Each topic area will have one or more goal.

POLICY

A policy is an active tense statement that sets a specific course of action for decision-makers to achieve its respective desired goal (policies may contribute to more than one goal but are placed under their principal objective). The letters and first number (e.g., "ER-2.1") show which goal the policy primarily supports.

Below is an example of a goal and an implementing policy:

Goal ER-2

Maintenance and enhancement of natural resources and open spaces.

Example

ER-2.1 *Preservation of Wetlands*

Encourage the preservation, restoration, and enhancement of the Ormond Beach wetlands and Mugu Lagoon.

1.7 City Overview

History. This section is a brief summary of the history of Oxnard taken largely from the 2006 Background Report. There are four general periods:

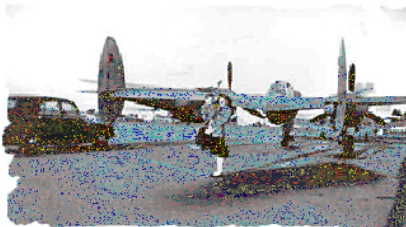
- **Pre-European (11,500 BC to 1542 AD).** The earliest residents of the region were the Chumash Indians, known for their well constructed canoes, fine basket work, and one of the most complex hunter-gatherer cultures. The Ventureno Chumash occupied the area from Topanga Canyon northwest to San Luis Obispo. The Chumash achieved a high degree of social complexity, including at least two major chiefdoms, and a population size without dependence on the need for agriculture.
- **The Spanish and Mexican Era (1542 to 1850).** European presence began in 1542 when Portuguese explorer Juan Rodriguez Cabrillo sailed into Point Mugu lagoon and described the area as “the land of everlasting summers.” After a number of Spanish explorations, Mission San Buenaventura was established in 1782 as a midway point between the San Diego and Monterey Missions. By 1822, the Mexican government gained control of California. Ranchos created by the Mexican government in the Planning Area ranged from north of the Santa Clara River to the coast and down to El Rio in the southern portion of the Planning Area, which included the Rancho el Rio de Santa Clara o la Colonia, Rancho San Miguel, Rancho San Pedro, and Rancho Santa Clara. Many of the place names have been preserved. In addition, the original name for the City of Oxnard, La Colonia, still remains as a neighborhood within the city.
- **Statehood and Emergent Commercial Agriculture (1850 to 1903).** With the addition of California to the United States in 1850 and the Gold Rush, immigrants flocked to the west coast from the eastern states and Europe. Agriculture quickly became the dominant local industry, with lima beans and barley the major crops produced. By the early 1860’s, many non-Hispanics began purchasing rancho lands for the first time. When plans to build the terminus for the Southern Pacific Railroad in western Ventura



*American Beet Sugar Company Factory
(Courtesy of Oxnard Library)*



*West side of "A" Street from 5th Street
(Courtesy of Oxnard Library)*



*Oxnard Airport Flying School, 1950
(Courtesy of Oxnard Library)*



Carnegie Library

County failed, the land was used for agriculture. As a result of irrigation development, the increasing economic importance of agriculture, and the cultivation potential of the area, many of the new settlers to the region became farmers.

By the late Nineteenth Century, the agriculture potential of the Oxnard Plain became more and more evident. More crops were rotated in with lima beans, including sugar beets, barley and citrus. In addition, this success in the sugar beet industry led to the construction of the American Sugar Beet Factory in La Colonia. The local farming industry quickly reoriented to focus on the sugar beet industry, which created unprecedented economic growth. A town quickly developed in close proximity to the beet factory to provide services for the factory and its workers. The Oxnard Improvement Company was created in 1898 to design the town site, focused around a town square called "the Plaza" (presently Plaza Park). Businesses and residences were constructed around the town square, followed by schools and churches.

- **Incorporation to Current Period (1903 to Present).** Incorporated in 1903, the City of Oxnard took its name from the Oxnard Brothers who founded the local sugar beet factory. Diversification of the agricultural base of Oxnard occurred in conjunction with the arrival of Chinese, Japanese, and Mexican workers attracted to the area by the numerous job opportunities. Major crops of the day included beans, beets, and more recently, strawberries. Businesses in town expanded to include general merchandise, restaurants, laundries, saloons, and banks. By the early 1920's, lemons outstripped lima beans and sugar beets as the number one crop. As urbanization and economic growth increased, the demands on the river and the land around it also grew. Agriculture in the region became agribusiness. During the 1930's, commercial shipping increased with formation of the Oxnard Harbor District. Canneries were also developed in this area. Like many other California communities, Oxnard experienced its greatest growth during World War II, with establishment of the U.S. Naval Construction Battalion Center.

The establishment of military bases at Port Hueneme and Point Mugu, coupled with the rise of electronic, aerospace, and other manufacturing, led Oxnard to experience a period of intense growth during and after World War II. In more recent years, the attraction of Oxnard's coastal location led to the development of tourism as a significant industry. Oxnard is now the largest city in Ventura County and lies in the center of 180 square miles of some of the richest prime agricultural land in the State of California.

Population. On April 1, 2010, Oxnard had a population of 197,899 and was the 21st largest city within California (Census 2010) with a density of

over 7,600 persons per square mile. Oxnard has experienced fluctuations in population growth. Since 1984, the annual change in population has been about two percent. Table 1-2 presents summary population and density data for Ventura County and Oxnard.

Table 1-2. 1990-2010 Population: Oxnard and Ventura County

| | Oxnard | Ventura County |
|---|---------------|-----------------------|
| 1990 Population (Census Bureau) | 142,216 | 669,016 |
| 2000 Population (Census Bureau) | 170,358 | 753,197 |
| 2010 Population (Census Bureau) | 197,899 | 823,318 |
| Annual Percentage Population Growth (2000-2010) | 1.6% | 0.9% |
| Land (square miles) | 26 | 1,873 |
| Population Density per Sq. Mile | 7,611 | 439 |



Housing. The DOF estimated the city had 52,185 housing units as of January 1, 2009. Of this total, 29,446 were single-family detached (56.4%), 4,633 were single-family attached (8.8%), 4,558 were in structures with 2 to 4 units (8.7%), 10,602 were in structures with five or more units (20.3%), and 2,946 were mobile homes (5.6%). This 2009 estimate is an increase of 7,019 units from Census 2000 data, an increase of 15.5%. This nine-year change occurred almost entirely with the addition of 4,537 single-family detached units and 2,213 units in multifamily structures. Mobile homes and small multifamily structures had a very small increase. About two percent of the population lives in Group Homes, such as nursing homes. Population and housing growth between 2000 and 2009 occurred at about the same rate, and persons per household remained stable at 3.8.

Land Use. Oxnard's historic land use pattern reflects the City's central location in the Oxnard plain with surrounding agriculture, as Oxnard grew in all directions from the original small town. Land within the City limits is currently classified into one of five broad categories: residential, commercial, industrial, open space, and other. Each of these categories is further subdivided into uses correlated with specific standards. With the exception of several high rise buildings in north Oxnard, the City is characterized by one or two story residential and commercial buildings and several industrial areas. Most of the City's higher intensity development lies adjacent to primary thoroughfares such as Highway 101, Gonzales Road, Rose Avenue, Rice Avenue, Oxnard Boulevard, Hueneme Road, Ventura Road, Victoria Avenue, Saviers Road, and in the central business district.

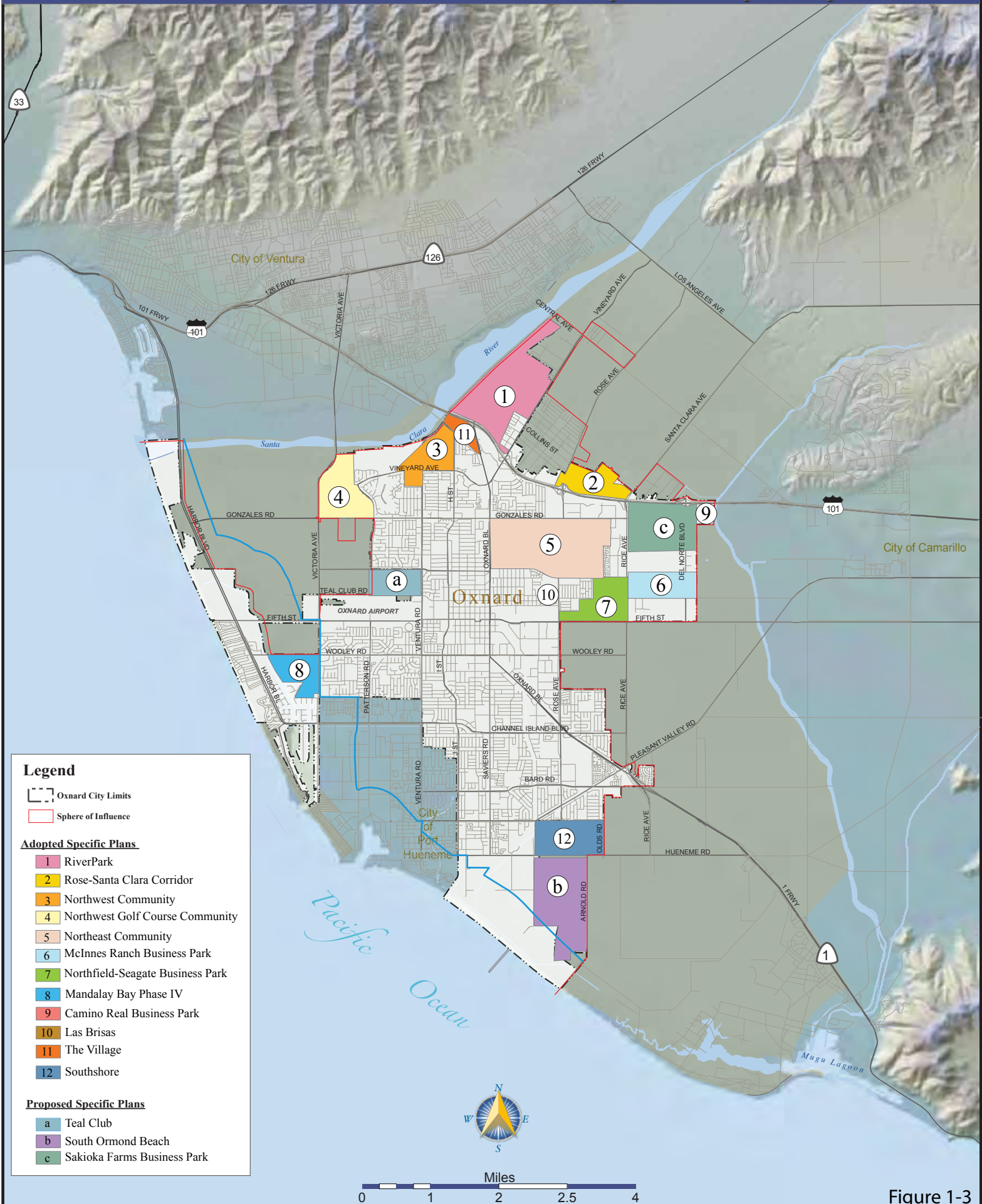
Specific Plans. Beginning in the 1980's, the City planned its larger expansions by use of specific plans. Several specific plans are in development and continued over from the 2020 General Plan. Specific

Plans in the City of Oxnard are summarized in Table 1-3 and shown on Figure 1-3.

Table 1-3. Specific Plans as of September 2011

| Specific Plan | Acreage | Land Use Mix |
|--|----------------|---|
| Las Brisas | 45 | Residential and Park |
| Northfield/ Seagate Business Park | 252 | Light Industrial, Limited Industrial |
| Mandalay Bay Phase IV | 220 | Residential and Coastal Visitor Service |
| Rose-Santa Clara Corridor | 204 | Auto Sales and Service, Business Park, Retail Commercial, Commercial/ Manufacturing |
| Northwest Community | 255 | Residential, Golf Course |
| McInnes Ranch Business Park | 236 | Industrial, Business / Research, Industrial Service Centers |
| Northwest Golf Course Community | 324 | Golf course, Institutional, Residential, Public School |
| Northeast Community | 737 | Residential, Industrial, Commercial, Schools, Park, and Hospital |
| Riverpark | 701 | Residential, Commercial, Parks, Open Space, Schools |
| Camino Real Business Park | 40 | Business and Research, Light Industrial |
| The Village (Wagon Wheel) | 56 | Residential, Mixed Use, Commercial, Parks |
| South Shore | 323 | Residential, Mixed-Use, Parks, Open Space |
| Teal Club (Proposed) | 175 | Residential, Commercial, Public Use, Park |
| Sakioka Farms Business Park (Proposed) | 430 | Business and Research, Light Industrial |
| S. Ormond Beach (Proposed) | 595 | Industrial, Open Space, Wetlands Preserve |
| TOTAL | 4,593 | |

City of Oxnard 2030 General Plan Adopted and Proposed Specific Plans





Redevelopment. Redevelopment is specialized government programs and funding in specific areas of the city focused on public/private partnerships to increase economic development, public amenities, housing opportunities, and public health and welfare. Redevelopment benefits the immediate project area and the entire community. There are seven Redevelopment Project Areas, as shown in Table 1-4.

Table 1-4. Redevelopment Project Areas

| Redevelopment Area | Size (Acres) |
|--|---------------------|
| Historic Enhancement and Revitalization of Oxnard (HERO) | 2,117 |
| HERO Amended 2004 | 85 |
| Central City Revitalization Project (CCRP) | 568 |
| Central City Revitalization Annexed | 129 |
| R-108 Redevelopment Area | 20 |
| Southwinds Redevelopment Area | 153 |
| Ormond Beach Redevelopment Area | 1,214 |
| TOTAL | 4,286 |

Streets and Highways. Initially, transportation planning efforts within Oxnard focused on moving agricultural produce to market by rail. As the City grew, a grid system of neighborhood and major streets developed to serve residents and businesses and connect to other areas of the county. Alternative transportation modes, including public transportation, bicycling, and passenger rail facilities, are becoming more important as the City focuses on reducing dependency on the automobile.

Oxnard builds, operates, and maintains arterials, collectors, and local neighborhood streets. Many recent developments have private streets and driveways that are not maintained by the City, although the City sets their design and capacity standards. Several county roads, state highways, and the 101 Freeway connect Oxnard to agricultural fields, surrounding cities, and the Southern California and Central Coast regions.

Level of Service (LOS). The purpose of Level of Service (LOS) is to determine how much traffic during rush hours is acceptable at our major intersections and on segments of major streets. As shown in Table 1-5, LOS is identified by letter grades A through F. LOS A represents the best driving conditions, while LOS F represents the worst conditions. LOS A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. LOS D and E are progressively worse peak hour operating conditions, and LOS F is where demand exceeds the capacity of an intersection. As in the 2020 General Plan, the

minimum acceptable LOS for Oxnard intersections is C unless specifically excepted by the City Council.

Table 1-5. Traffic Level of Service (LOS)

| Level of Service | LOS Description | Traffic Delay (seconds) |
|------------------|-------------------|-------------------------|
| A | Wide Open | Less than 10 |
| B | Minimal Delays | 10 - 20 |
| C | Acceptable Delays | 20 - 35 |
| D | Moderate Delays | 35 - 55 |
| E | Heavy Delays | 55 - 80 |
| F | Excessive Delays | More than 80 |

Source: Highway Capacity Manual, 2000

Public Transit. The City of Oxnard has two public transportation transfer centers where transit and rail passengers can access local bus lines, commuter buses or trains: the C Street Transfer Center at the Centerpoint Mall and the Oxnard Transportation Center (OTC). The OTC includes rail service provided by Metrolink and Amtrak. There are also a number of locations where commuter buses meet local transit services.

In 2011, there were six public transit operators operating in the City (Gold Coast Transit, Oxnard Harbors and Beaches Dial-a-Ride, Intercity Express Service, VISTA, Conejo Connection, and Clean Air Express) and three private bus operators (Greyhound, Transportes Intercalifornias, and Ventura County Airporter). Oxnard also offers Paratransit, a local service for people who are unable to use fixed route bus service. In 2009, Gold Coast Transit ACCESS was the sole operator of Paratransit within the City of Oxnard.

Bicycle Routes. Oxnard has approximately 66 miles of designated bike paths, lanes and routes for work, school, recreation, and sport. Team and special event bicyclists frequently pass through Oxnard as they travel the Pacific Ocean coast between Malibu and Santa Barbara.



Air Transportation. Air transportation service in the City of Oxnard is available for commuter commercial travel, general aviation and agricultural users. The County owned and operated Oxnard Airport operates as a commuter service airport. The Oxnard Airport is presently FAA certified.

Goods Movement. Freight is moved within and through Oxnard by both rail and commercial vehicles. The goods movement function is essential for Oxnard and the continued economic development of the City and the region. Rail lines within the City include the Union Pacific Railroad (UPRR) connecting Oxnard to all major west coast destinations and markets, and the Ventura County Railroad which serves to transfer freight

from the Port of Hueneme to the UPRR main line. As the City's industrial areas expanded, truck routes expanded to include most of the major east-west and north-south arterials. As the Port of Hueneme expanded its operations, the City designated Victoria Avenue, Hueneme Road, and Rice Avenue for port-related trucking access to the 101 Freeway.



Water Supply. The City of Oxnard owns and operates its own municipal water supply system which relies on local groundwater and imported water supplies. Groundwater is purchased from the United Water Conservation District (UWCD) and imported water is purchased from the Calleguas Municipal Water District (CMWD) which obtains the water from the State Water Project.

The City's water system includes five blending stations where imported water from CMWD is blended with local water, either from UWCD or City wells. Based on the draft 2010 Urban Water Management Plan (UWMP), the City of Oxnard had available 2010 water supplies of 41,658 acre-feet of water from all sources, including 5,500 acre-feet from the Ferro Pit program. The estimated 2010 demand distribution is detailed in Table 1-6 below. The City had 11,393 acre feet of additional water supply available in 2010.

Table 1-6. 2010 Water Demand

| Water Use Type | Acre-Feet / Year |
|---------------------------------------|------------------|
| Baseline 2010 Demand | 25,675 |
| Non-Revenue Water (6% of total water) | 1,540 |
| Ocean View system | 1,135 |
| Port Hueneme Water Agency | 841 |
| Proctor and Gamble | 1,544 |
| Conservation and reduction programs | (470) |
| TOTAL | 30,265 |

Source: Oxnard Water Division, Draft 2010 UWMP (June, 2011)



Wastewater Systems. The City of Oxnard provides wastewater collection and treatment services through the Public Works Wastewater Division. The Oxnard Wastewater Treatment Plant (OWWTP), located in southwest Oxnard, serves the cities of Oxnard and Port Hueneme, Naval Base Ventura County, and some adjacent unincorporated areas. The City owns, operates, and maintains over 425 miles of sewer pipeline and 15 wastewater lift stations. Three additional pumping stations owned and operated by other entities also discharge to the City's system. The OWWTP has an average design capacity of 31.7 million gallons per day (MGD) Average Dry Weather Flow (ADWF), with provisions for an ultimate ADWF design capacity of 39.7 MGD, and 75.4 MGD Peak Wet Weather Flow.

Storm Drainage System. Oxnard's relatively flat topography has a major bearing on the drainage needs of the area. The City is located in the Ventura County Watershed Protection District (VCWPD) Flood Zone 2. This drainage area includes the City and surrounding environs. Currently, the City uses storm drainage facilities maintained by the Public Works Department Operations Division and the County of Ventura to accommodate storm water runoff. In addition, it is a common practice for agricultural operations to use private underground lines to drain perched water from shallow soil zones. These lines empty into storm drains or natural drainage courses.

Fire Prevention and Response. The Oxnard Fire Department provides a full range of emergency and non-emergency services to the community and is staffed by 103 personnel, which include 9 civilians and 94 safety positions. Eighty-seven of the safety positions are assigned to the Suppression Division which provides emergency services to our residents. The mission of the Oxnard Fire Department is to serve the public and safeguard the community by preventing or minimizing the impact of emergency situations to life, the environment, and property by responding to both emergency and non-emergency calls for service.

In 2000, the City had a staffing ratio of 0.48 firefighters per 1,000 residents. Currently, the ratio is 0.46 per 1,000 residents, below the national average of 1.5 firefighters per 1,000, and below the California average of 1.0 per 1,000 residents. The department prepared a 10-year strategic plan in 2003 which indicated that it would need an additional 17 firefighters to equal the ratio of comparable cities within the state. In 2011, with a population of just under 200,000, the department would require an additional 106 firefighters to equal the California average of 1.0 firefighter per 1,000 residents.

The Oxnard Fire Department is currently rated as a Class 2 fire department by the Insurance Services Office (ISO). The ISO rating evaluates the fire department, the City's water system, and the fire departments communication capabilities. ISO rating is important to communities since most property insurance companies determine the fire risk portion of property insurance premiums on the City's ISO rating. Oxnard was last rated by the ISO in 1994. Although commercial businesses might see benefits in a Class 1 rating, residential structures would not.

Law Enforcement. Within the City limits, law enforcement and police protection services are provided by the Oxnard Police Department. In the unincorporated area, the Ventura Sheriff's Department provides patrol services and the California Highway Patrol provides traffic control on SR 101. In 1990, the City had a staffing ratio of 1.22 officers per 1,000 residents. Currently, the ratio is 1.3 officers per 1,000 residents, below the national average of 1.9 officers per 1,000. In 2005, there were 237 sworn officers and over 150 civilians providing law enforcement services for the City of Oxnard. The Oxnard Police Department's Five Year Staffing Plan

(January 2004 to June 2009), projects the need for an additional 49 to 102 sworn officers and 36 to 46 civilian staff members in order to meet the projected additional calls for service based on the City's increasing population and desired service levels.

Marine Safety. The Ventura County Harbor Patrol provides rescue and emergency services within the Channel Island Harbor and Mandalay Bay water areas. Services provided include first response, fire suppression assistance for maritime incidents, boating and safety education, vessel inspections, limited law enforcement, and management of all commercial activity permits. The United States Coast Guard (USCG) Channel Islands Harbor Station provides maritime safety, security, homeland security, and preservation services in order to protect the public, environment, and national economic interests in the nation's ports, waterways, and coastal areas.

Environmental Resource Management. The City of Oxnard currently collects and disposes in excess of 203,000 tons of refuse annually through the City-owned Del Norte Regional Recycling and Transfer Facility (MRF). In 2005, Oxnard exceeded the state-mandated diversion rate with a 67 percent diversion rate. The MRF accepts refuse from Oxnard and several other cities and areas in western Ventura County and is capable of recycling 50 to 80 percent of the refuse. Refuse incapable of being recycled is presently hauled to other landfill sites in Ventura County. Approximately 80 percent of Oxnard's non-recycled waste goes to the Simi Valley landfill with the remaining 20 percent to the Toland Road landfill. The Environmental Resources Division has a vision to develop a material recovery facility next to the MRF that would expand its current recycling capabilities. In addition, the City is in discussions with the Ventura Regional Sanitation District to design and construct a conversion technology capable of converting municipal solid waste into alternative sources of energy.

The County of Ventura Countywide Integrated Waste Management Plan estimates that approximately 12,609 tons of hazardous waste per year is generated within the City of Oxnard. These Class I wastes are currently exported from the county and taken to disposal, treatment, or recycling facilities in other counties.

Library. The Oxnard Public Library operates three facilities: the Main Library (251 South A Street), the Colonia Mini Library (1500 Camino del Sol), and the South Oxnard Center Branch Library (200 East Bard Road). The Oxnard Public Library contains nearly 400,000 items (books, periodicals, cassettes, videos, etc.) in its collection. Additional services include technology resources and Internet access, literacy information for adults and materials for beginning readers, meeting facilities, and U.S. Passport services.

Museum. The Carnegie Art Museum is the only museum in Ventura County devoted to the Fine Arts. The permanent collection was established in the 1920's and consists of approximately 1,700 paintings, photographs, prints, drawings, and eclectic artifacts. The museum serves the City and county as a lifelong learning resource with classes, workshops, poetry readings, lectures, tours, and artist events.

City Hall/Civic Center. The City of Oxnard City Hall/Civic Center is located in six buildings in the Central Business District. These buildings house Council Chambers, the City Clerk, the City Treasurer, the City Manager, the City Attorney, Code Compliance, Finance, Human Resources, Public Works Administration, Development Services, and the Fire and Police Departments.

Corporate Yard. The City of Oxnard's Corporate Yard consists of one Public Works building and three General Services buildings located on approximately 10 acres of land. The site houses three Public Works divisions: Parks and Facilities, Equipment Maintenance, and Streets and Waterways.



Parks and Recreation. Oxnard residents enjoy access to a variety of Oxnard parks and open space areas as well as nearby Federal, State, County of Ventura, and City of Port Hueneme parks and beaches. The Channel Islands National Park, Santa Monica National Recreation Area, NBVC Golf Course (132 acres), McGrath State Beach (312 acres), and Point Mugu State Beach (13,925 acres) are all close enough for day and weekend use by City residents. County parks and beaches adjacent to Oxnard total about 146 acres and Oxnard residents often use 83 acres of Port Hueneme parks and beaches. Oxnard City existing, under development, or planned parks total about 759 acres. There are a variety of public and privately held areas that are available for limited public use or enjoyable as undeveloped open space, including the Ormond Beach wetlands and Mandalay dunes, totaling about 1,086 acres. The harbor water area and River Ridge golf course add another 643 acres of open space, and recreation for golfers and boaters. In total, there are about 2,700 acres of traditional parks and beaches, open space, and limited access preserve areas available to Oxnard residents. With a City 2010 population of about 200,000, the available or planned recreation acreage per 1,000 residents is 13.5 acres.

Traditional city and county parks, beaches, golf course, and parks now under construction total about 1,637 acres, giving a ratio per 1,000 population of 8.1 acres, a ratio 17 percent higher the 6.9 acres per 1,000 residents calculated in the 2006 Background Report (pg. 4-100), marking recent progress the City has made in developing recreation opportunities for residents. Oxnard city parks are classified according to the following categories:

- **Mini-Parks** – Serve a limited target population (youth, senior citizens, etc.) living within a short radius of the park.

- **Neighborhood Parks** – Serve the surrounding neighborhood, are easily accessible to local residents and provide recreational activities.
- **Community Parks** – Geared for intense use and provide diverse recreational opportunities to meet the needs of several surrounding neighborhoods. These facilities often include sports complexes, picnic areas, and other amenities.
- **Special Purpose Facilities** – Areas reserved for specific or single-purpose recreation activities. Oxnard's special purpose facilities include the River Ridge Golf Course, the Oxnard Tennis Center, and Oxnard Beach Park.

Oxnard also offers a wide variety of youth and adult recreational programs designed to meet the needs of residents of all ages. Programs include: After School Program, Mobile Activity Center (MAC), Oxnard Police Activities League (PAL), and the City Corps Program. The City of Oxnard maintains eight community facilities that provide a variety of programs and services to the community. The City also provides specialized services for youth and senior residents at its three Youth Centers and three Senior Centers.

Numerous additional recreational opportunities exist within the City. These opportunities include performing arts, museums, and cultural centers and are provided by local non-profit and private organizations. Given Oxnard's coastal location, activities extending outside city boundaries, including whale watching, water sports, fishing, and other activities, are also available from numerous businesses. Lastly, the City is host to a wide range of special events that celebrate a variety of cultural, historical, and seasonal topics and represent the diversity of the community.

Aesthetic Resources. Oxnard is defined by open spaces, beaches and coastline, agricultural areas, low rise commercial and residential development, and several tall buildings that define the City's skyline. Key view corridors include local waterways, agricultural open space, beaches, and mountains, in addition to a variety of urban landscapes.

- **Local Waterways.** The primary waterway in the Planning Area is the Santa Clara River, which forms part of the northern boundary of the City. Over 4,000 acres of high-quality riparian habitat are present along the entire length of the river, whose large sediment deposits contribute to Pacific Ocean beaches. Smaller waterways and drainage channels traverse the Planning Area, providing natural scenery and wildlife habitat. Many of these local waterways are visible from several view points along local roadways.

- **Agricultural Greenbelts.** The Oxnard-Camarillo Greenbelt and the Oxnard-Ventura Greenbelt largely define the City's north, east, and western boundaries. These areas are intended for long-term agricultural use and generally cannot convert to urban development without voter approval.
- **Beaches and Coastline.** Oxnard's beaches and coastline are recognized as the City's primary natural scenic resource, with two State beaches located within the Planning Area: McGrath State Beach and Mandalay Beach State Park. City, County, and State beaches provide views of the Pacific Ocean and the offshore Channel Islands on clear days. Other visual resources in the Coastal Zone include tall sand dunes near Mandalay Beach and the wetlands in the Ormond Beach area. In order to preserve the aesthetic quality of the Planning Area's coastline, the City's Coastal Land Use Plan guides development along the Coastal Zone.

Cultural Resources. Two historic districts have been designated in the City in order to honor significant historic periods and persons of significance. These are:

- The Henry T. Oxnard National Historic District is a residential neighborhood located west of the central business and commercial center of Oxnard. The neighborhood is comprised of mainly Bungalow and Craftsman style homes along with Mediterranean/Spanish Revival styles.
- The Leonard Ranch Historic District consists of 3.45 acres of what remains of the original ranch building: the Ranch House, the Main Residence, and a Cook's Cabin.



Agriculture. The City of Oxnard lies in the Oxnard Plain, which contains some of the most fertile land in California. Agricultural areas are found in the northeastern and eastern edges of the City, and the northwestern portion of the Planning Area. About half of the Oxnard Planning Area is designated for agricultural use.

Farming in Ventura County has always been a major contributor to the nation's food supply, as well as an important part of the rural lifestyle, which exists throughout much of the County. Agriculture also generates a substantial number of jobs ranging from crop production to processing, shipping and other related industries. Ventura County is recognized as one of the principal agricultural counties in the State, with gross revenues from the sales of agricultural commodities in the billions of dollars.

Mineral Resources. Important mineral / sand / gravel deposits are primarily located along the Santa Clara River channel, along Route 101 (Ventura Freeway) corridor and along the eastern edge of the City extending as far west as Oxnard Boulevard in several areas.

Seismic Hazards. The Planning Area is located within Seismic Risk Zone 4. Earthquakes occurring in Seismic Risk Zone 4 have the potential to create the greatest impacts compared to other risk zones. Areas within Seismic Zone 4 have a one in ten chance that an earthquake with an active peak acceleration level of 0.04 g (4/100 the acceleration of gravity) will occur within the next fifty years. Peak ground accelerations in the Planning Area could range from 0.50 g to 0.80 g (California Geological Survey, 1998). There are several active or potentially active faults that affect the Planning Area. An active fault is one that has had surface displacement within the last 11,000 years (Holocene period) and a potentially active fault is one that has experienced surface displacement during the last 2 million years (Quaternary period).



Military Bases. The City of Oxnard is located near Naval Base Ventura County (NBVC), which is comprised of three facilities: 1) Naval Air Station (NAS) Point Mugu, 2) Naval Construction Battalion (Port Hueneme), and 3) San Nicolas Island. Since the establishment of these facilities during World War II, the City has served as the home community to the U.S. Navy and their dependents stationed at the NBVC bases. Currently, there are about 19,000 military, civilian, and contract personnel working or stationed at NBVC. As a result, there are strong physical, economic, and social ties between NBVC and the City of Oxnard.



2

SUSTAINABLE COMMUNITY

2.1 Vision

The Oxnard 2030 General Plan sets out a vision to guide future development in the City to the year 2030. This chapter, Sustainable Community, was added to better understand and address the cutting edge environmental and energy issues of climate change mitigation and adaptation, sea level rise, and energy conservation and generation (“green” buildings). This chapter also states the City’s commitment to supporting implementation of Senate Bill 375 (Sustainable Communities Strategy Bill), the State’s primary legislation related to local planning that implements Assembly Bill 32 (“California Global Warming Solutions Act”). Background information on these topics is included below as there is no corresponding chapter in the Background Report for this chapter.

Oxnard faces both challenges and opportunities related to sustainable development as we work to fulfill a vision of responsibly living with Nature, rather than living off of Nature.

- Our moderate climate reduces our need for energy for heating and cooling. We should push ourselves to further reduce our need for traditional carbon-based power and utilize renewable local sources of energy when feasible.

- Our local groundwater, water conservation practices, and increasing reuse of wastewater should greatly reduce our reliance on imported water.
- Our relatively compact development pattern lends itself to a much greater use of local transit, small electric or similar urban vehicles, and bicycles.
- Our flat terrain and predictable periods of rain favor a much greater use of bicycles and walking, leading to better health as well as reduced traffic congestion, energy consumption, and air pollution.
- Our agricultural economy suggests we may increasingly reduce the carbon footprint of our food consumption by eating what we grow locally, and growing what we eat locally.
- Oxnard's large industrial parks and industrial areas yet to be developed is an opportunity to not only develop "green" industrial parks but also create jobs in the green economy.

Taken as a whole, Oxnard is uniquely poised to take a leading role in sustainable living and development. This chapter presents goals, policies, and an implementation program that bring leading edge and innovative sustainable topics into one place, leading to a coordinated approach to a healthy, humane, and harmonious way of life that respects and preserves the environment.

The Sustainable Community chapter is related to the Environmental Resources chapter as they share some issues. The Sustainable Community chapter focuses on the 'big picture' of achieving a sustainable community. Its purpose is to explore, analyze, and promote new and innovative sustainable growth and energy practices that will help the City of Oxnard flourish today and well into the future. In contrast, Chapter 5 is more the "day-to-day" environmental activities of programs and policies largely already in place and being implemented by appropriate City departments.

Furthermore, this chapter addresses intent and objectives outlined in recent state legislation and planning initiatives, such as the California Global Warming Solutions Act of 2006 (AB 32 and the follow-up SB 375) and "green building" practices. This section should be used in conjunction with the other chapters in formulating future land use decisions affecting the City.

The Sustainable Community Chapter is organized under the following categories:

- **Background** addresses current environmental circumstances and state laws not included and/or updated since the Background

Report was published in 2006. There is no corresponding chapter in the Background Report for sustainable community.

- **Goals and Policies** direct the City in various ways to research, evaluate, demonstrate, implement, and monitor various new and more innovative ways to achieve a sustainable community.

2.2 Key Terms

The following are key terms and their definitions:

AB 32. The **Global Warming Solutions Act of 2006**, requires that by 2020 the state's greenhouse gas emissions be reduced to 1990 levels, a roughly 25 percent reduction compared to business as usual estimates.

Agrifiber. Any fibrous material generated from agricultural / bio-based products. Agrifiber may be used with binders to create bio-composite agriboard. Generally wood is not included in this definition.

Average Dry Weather Flow. The Average Dry Weather Flow is the average non-storm flow over 24 hours during the dry months of the year (May through September). It is composed of the average sewage flow and the average dry weather inflow/infiltration.

California Air Resources Board (CARB). The California Air Resources Board is the State's lead air quality agency consisting of an eleven-member board appointed by the Governor and several hundred employees. CARB is responsible for attainment and maintenance of the state and federal air quality standards, and is fully responsible for motor vehicle pollution control. It oversees county and regional air pollution management programs.

California Code of Regulations (CCR), Title 24. The California Code of Regulations, Title 24 is also known as the California Building Standards Code. This code dictates the building standards and design requirements for structures in California.

Carbon Dioxide (CO₂). Carbon Dioxide is a naturally occurring gas, and also a by-product of burning fossil fuels and biomass, as well as land-use changes and other industrial processes. It is the principal greenhouse gas that affects the Earth's radiative balance.

Fossil Fuel. Fossil fuels are fuels such as coal, oil, and natural gas; so-called because they are the remains of ancient plant and animal life.

Fossil Fuel Combustion. Fossil fuel combustion is the burning of coal, oil (including gasoline), or natural gas. This burning, usually to generate energy, releases carbon dioxide, as well as combustion by-products that can include unburned hydrocarbons, methane, and carbon monoxide.

Carbon monoxide, methane, and many of the unburned hydrocarbons slowly oxidize into carbon dioxide in the atmosphere. Common sources of fossil fuel combustion include cars and electric utilities.

Global Warming (Climate Change). Global warming is an overall increase in the temperature of the Earth's troposphere. Global warming has occurred in the past as a result of natural influences, but the term is most often used to refer to the warming predicted by computer models to occur as a result of increased emissions of greenhouse gases. The various models show that climate and weather patterns will change as the earth warms, resulting in more severe weather behavior in many areas.

Green Building. A green building, also known as a sustainable building, is a structure that is designed, built, renovated, operated, or reused in an ecological and resource-efficient manner. Green buildings are designed to meet certain objectives such as protecting occupant health; improving employee productivity; using energy, water, and other resources more efficiently; and reducing the overall impact to the environment.

Greenhouse Gas Emissions (GHG). Greenhouse gas emissions are the release of any gas that absorbs infrared radiation in the atmosphere. Generally, when referenced in terms of global climate, they are considered to be harmful. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydro chlorofluorocarbons (HCFCs), ozone (O₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Groundwater. Groundwater is water in the saturated zone beneath the land surface.

Megawatts. Megawatts are a unit of power equal to one million watts. A watt is a unit used to measure power, equal to one joule per second. In electricity, a watt is equal to current (in amperes) multiplied by voltage (in volts).

Mixed-Use Development. Mixed-use development incorporates a range and variety of uses within a single development site, for example, retail, residential and business.

Permeable Surface. A permeable surface is a surface that allows water to infiltrate into the ground instead of blocking it and causing runoff.

Power Plant. A power plant is a generating facility that produces energy.

Publicly Owned Utilities. Publicly Owned Utilities are utility services and companies that are owned by customers and better cater to needs and satisfaction of customers than Investor Owned Utilities. Publicly Owned Utilities provide approximately 25 percent of California's electricity.

SB 375. The Sustainable Communities Strategy Bill, passed in 2008, builds on AB 32 and the regional “blueprint plan” developed in the Sacramento region. The bill’s core provision is a requirement for regions and cities to develop a “Sustainable Communities Strategy” in order to reduce greenhouse gas emissions from cars and light trucks.

Sustainability. Sustainability refers to development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Tidal Power. Tidal power is a renewable energy source that uses water and ocean tides to generate electricity.

Urea Formaldehyde. Urea formaldehyde is a transparent thermosetting resin or plastic used as an adhesive for wood products and other building materials. Formaldehyde gas can cause several health problems in humans, ranging from difficulty breathing to cancer.

Volatile Organic Compounds (VOCs). Volatile Organic Compounds are carbon-containing compounds that evaporate into the air (with a few exceptions). VOCs contribute to the formation of smog and / or may themselves be toxic. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints.

2.3 Existing Conditions

GLOBAL WARMING / CLIMATE CHANGE ADAPTATION

Global warming and the resulting climate change have occurred many times throughout the course of Earth’s existence caused naturally or, as is the current argument, by human “anthropomorphic” actions. Global warming is occurring to some degree regardless of the natural and/or human cause and must be considered in long range planning.

Greenhouse Gas Emissions. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. Of all the GHG emissions, CO₂ is the most abundant climate change pollutant. CO₂ resulting from fossil fuel combustion comprised 81.0 percent of the total GHG emissions in California in 2002, and non-fossil fuel combustion CO₂ comprised 2.3 percent. California is considered the second largest emitter of GHG in the United States next to Texas. California generates about half as much in CO₂ emissions as Texas. However, when considered at the individual’s level, California is second lowest per capita CO₂ emitter in the nation; only the District of Columbia’s per capita emissions are lower.

The State of California has adopted several GHG laws, regulations, and policies. For example, State Law mandates development and adoption of regulations to achieve the maximum feasible reduction of GHG emitted from vehicular and other mobile sources to accomplish the attainment of

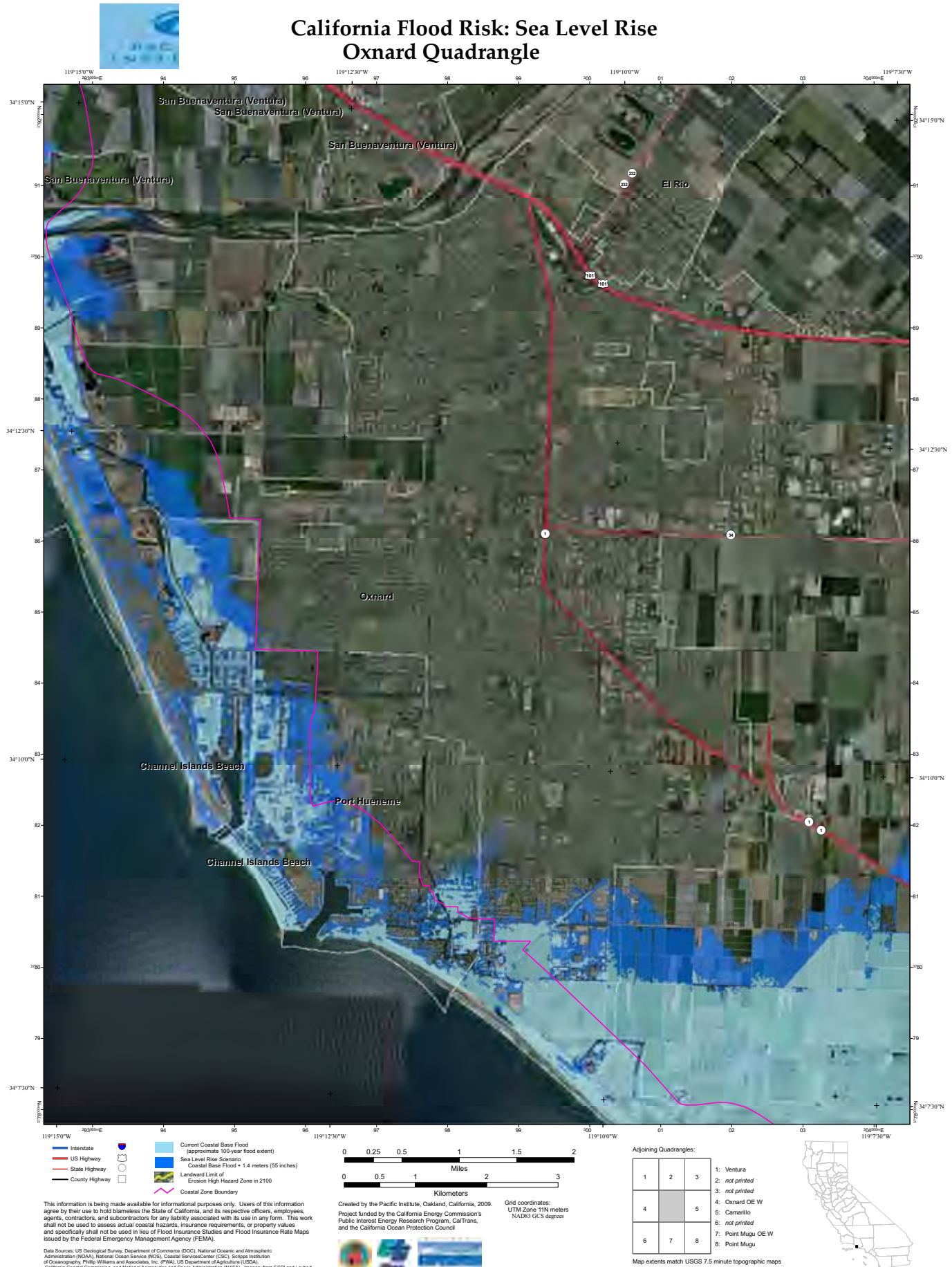
the State standards (AB 1493). Similarly, the State imposes a GHG emission standard on private electric utilities (SB 1368). The California Air Resources Board (CARB) is required to adopt regulations for the reporting and verification of statewide GHG emissions and to enforce compliance with a GHG emissions limit equivalent to 1990 levels (AB 32).

Sea Level Rise. According to tide gauge data, the sea level has been rising at an average global rate of approximately 1.8 mm per year for the past century. Satellite images starting in the early 1990's indicate an annual rate of approximately 2.8 mm per year. The rate of sea level rise may be increasing due to global warming. The actual amount of land lost to a rising sea level varies based on geography, since the land mass itself may be changing its relative elevation. The effects of rising sea level and warmer water include loss of beachfront, larger and more powerful coastal waves, relocation and/or migration of wildlife, and possible loss and/or damage of waterfront properties, including docks and piers. The Intergovernmental Panel on Climate Change (IPCC) estimates that the global average sea level will rise by 7.2 to 23.6 inches (18-59 cm or 0.18-0.59m) by 2100 relative to 1980-1999 under a range of scenarios (IPCC, 2007). Figure 2-1 is a map of the Oxnard shoreline from the March 2009 Pacific Institute's report, *The Impacts of Sea-Level Rise on the California Coast*. The map depicts the extent of a coastal storm flood event after sea level has increased by 1.4 meters (55 inches) by the year 2100. This information is included for informational purposes only. The map is not intended to assess actual coastal hazards, insurance requirements, or property values and specifically shall not be used in lieu of Flood Insurance Studies and Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA). The Pacific Institute study was the first of what will be many subsequent studies of sea level rise that will guide the State, County, and City of Oxnard in developing responses.

ENERGY EFFICIENCY

The California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code, is a compilation of three types of building standards from three different origins:

- Building standards that have been adopted by State agencies without change from building standards contained in national codes.
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions.
- Building standards, authorized by the California Legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.



Most buildings can reach energy efficiency levels far beyond California Title 24 standards, yet many meet only the standard. Energy demands can be greatly reduced through encouraging the use of green building design, including materials, equipment, lighting, alternative energy sources, and structure maintenance. The building design should also consider building shape and site orientation to take advantage of solar power and natural lighting to boost energy-efficient heating and cooling systems.

By using and encouraging alternative forms of energy and energy usage, the community can be an active participant in the reduction of GHG emissions that contribute to global warming.

POWER GENERATION

A large source of GHG emissions is electricity generation. A shift from conventional power generation methods, such as fossil fuel power plants, would have a positive impact on sustainability. Governor Brown signed a bill (SBX1-2) in April 2011 that sets a renewable source goal of 33 percent by 2020. Publicly Owned Utilities (POU) are offering incentive programs to their customers to install solar panels.

HEALTHIER LIFESTYLE BY DRIVING LESS

Another large source of CO₂ emissions comes from gasoline-powered automobiles. There are many ways to move to a more sustainable automotive community, since we are likely to be relatively dependent on automobiles for the near future. The first step is to emphasize pedestrian-friendly environments. Many cities around the country have already adopted this type of development by designating pedestrian thoroughfares, wider sidewalks, and mixed-use development that allows people to walk to and from destinations. Similarly, another idea is to promote bicycle use. This can be done similarly to the pedestrian zones, and if executed properly will encourage bicycle usage and decrease auto dependency. Educational materials can also be prepared and distributed about the benefits of biking and walking, as well as the effect of cleaner air as a result.

OCCUPANT HEALTH AND SAFETY

Recent studies have revealed that buildings with good overall environmental quality can reduce the rate of respiratory disease, allergy, asthma, and sick building symptoms; and enhance worker performance. The potential financial benefits of improving indoor environments have been proven to exceed costs by a significant factor. Providing adequate ventilation and a high-efficiency, in-duct filtration system ensures a dramatic and positive impact on indoor air quality. Air contaminant sources can be greatly minimized by the use of green building materials that feature low solvent adhesives and caulking, composite wood with no urea formaldehyde, and agrifiber products. Paints, stains and finishes containing lower levels of Volatile Organic Compounds (VOC's) also improve indoor air quality for building occupants and should be utilized.

Volatile Organic Compounds are chemicals that out-gas to form smog and pollute the indoor air.

MATERIALS EFFICIENCY

Materials efficiency is a hallmark of sustainable development. The reuse of existing buildings and building materials conserves land and limited natural resources. The reuse and recycling of construction and demolition materials reduces construction costs while keeping additional materials out of landfills. Some common materials that can be reused for new construction products include concrete, asphalt, and steel. Also, the use of recycled-content products helps develop markets for recycled materials that are being diverted from California's landfills.

WATER EFFICIENCY

Water quantity, quality, availability, and wastewater treatment for current and future development are addressed in Chapter 5. The Groundwater Recovery Enhancement and Treatment (GREAT) program recycles wastewater for irrigation and industrial use that then frees up existing potable water for long term reliable water supply. The Oxnard Wastewater Treatment Plant is capable of treating 39.6 million gallons per day (mgd) Average Dry Weather Flow and 75.4 mgd Peak Wet Weather Flow. The newly completed adjacent Advanced Water Purification Facility will further treat 6.25 mgd to replace potable water use and/or inject into the aquifer to create withdrawal credits. These facilities service the cities of Oxnard and Port Hueneme, the Naval Base Ventura County, and several unincorporated areas.

Another water conservation-related method is the use of permeable surfaces whenever possible for paved areas required with development. In addition to helping maintain underground water resources, permeable surfaces help to naturally filter storm water, and reduce run-off to catch basins and flood channels. Encouraging the use of green building standards, recycled water, and permeable paving materials within residential, commercial and industrial project designs would aid immensely in increasing the reliability of Oxnard's water supply.

LANDSCAPING EFFICIENCY

Trees and other non-woody vegetation are a natural air filtering system, which clean the air by filtering pollutants and producing oxygen. Strategic planting and conscientious stewardship of the existing tree cover allows for natural absorption of precipitation, and prevents rain from washing oil, auto coolant, pesticides and other chemicals into storm drains, wetlands, and the Pacific Ocean. Proactive planting and maintenance of trees lowers energy cost by providing shade and cooling the air, vehicles and structures. Open space and landscaping required by the City Code for public and private facilities is intended to create functional and hospitable settings for the building occupants. Green infrastructure is a public asset that must be strategically planned, encouraged and maintained by the City and its citizens.

Landscaping efficiency is also directly related to water efficiency when certain types of plants and trees are selected and landscapes are designed with Oxnard's climate and water supply in mind. Oxnard's mild Mediterranean climate allows for a large variety of plants and trees to grow, and choosing water efficient varieties that do not require large amounts of water will further add to City's sustainability. In southern California, 40 to 60 percent of residential water use is applied outdoors to irrigate landscapes. Without proper design and maintenance, landscape irrigation is notoriously inefficient, wasting up to 30 percent of all water applied. Fortunately, there are many new technologies and techniques available to greatly increase irrigation efficiency, providing an opportunity to reduce water consumption, protect the reliability of the City's water supply, and, in turn, increase overall sustainability.

PROJECT DESIGN EFFICIENCY

Of the total expenditures an owner will make over the course of the building's service lifetime, design and construction expenditures, the so-called "first costs" of a facility, will account for 5-10 percent of the total life-cycle cost of the structure. In contrast, operations and maintenance costs will account for 60-80 percent of the total life-cycle costs, with land acquisition, conceptual planning, renewal or revitalization, and disposal accounting for the remaining 5-35 percent.

Key elements of design pertaining to green building are performance standards, cost issues, materials selection, and building placement. Through implementation of the Improvement Measures noted below, the City intends to actively inform, encourage and guide the use of green building standards in remodeling and designing new and existing developments and public facilities within the city.

SOLID WASTE

Solid waste management, waste prevention, and recycling services goals and policies are addressed in Chapter 5. The City utilizes a Three Cart System for household solid waste. Every single-family residential household is allocated a recycling bin, a refuse bin, and a yard waste bin. Certain hazardous waste materials, such as paints and electronics, are prohibited from being placed in refuse carts and must be picked up separately by appointment or taken to designated drop-off locations. This new Three Cart System replaces the previous split carts with individual refuse and recycling bins. The former program also included a separate yard waste bin. The new system is geared to better promote recycling to encourage sustainability.

2.4 Components of the Oxnard Climate Action and Adaptation Plan



Goals and policies in other chapters identified by the icon are identified for possible incorporation into an Oxnard Climate Action and Adaptation Plan.

2.5 Goals and Policies

Climate Change and Global Warming Awareness

Goal SC-1

Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.

SC-1.1 Inventory and Monitor GHG Emissions

Inventory and monitor GHG emissions in City operations and in the community consistent with Ventura County Air Pollution Control District and/or State guidelines.

SC-1.2 Support Statewide Global Warming and Climate Change Mitigation

Continue to monitor and support the efforts of the California Air Resources Board and other agencies as they formulate Global Warming and Climate Change adaption and mitigation strategies and programs.

SC-1.3 Develop a Climate Action and Adaptation Plan (CAAP) That Supports the Regional SB 375 Sustainable Communities Strategy

Develop a Climate Action and Adaption Plan that implements requirements adopted by the California Air Resources Board and/or the Ventura County APCD that establishes a GHG emissions qualitative and quantitative threshold of significance, establishes GHG reduction targets, and supports the regional SB 375 Sustainable Communities Strategy.

SC-1.4 Awareness of Environmental Justice

Advise other agencies regarding and incorporate environmental justice within City planning, policies, programs, projects, and operations.

Sea Level Rise Awareness and Planning

Goal SC-2

Sea level rise is routinely considered relative to coastal areas and other City decisions, as relevant.

SC-2.1 Sea-Level Rise and Updating the Local Coastal Program

Include best-available information regarding possible sea-level rise in the next revision of the Local Coastal Program, which should be initiated within one year of adoption of the 2030 General Plan.

SC-2.2 *Sea Level Monitoring System*

Consider installation of a sea-level monitoring system that detects small changes to coastal sea level and tidal change.

SC-2.3 *Sea Level Rise Consideration in Decision-Making*

Ensure that all planning, public works, and related decisions take rising sea level into consideration and take steps to reduce risk of damage or loss of life and property.

SC-2.4 *Avoidance of Coastal Armoring or Hardening*

Wherever feasible, avoid coastal armoring or hardening in new development or in mitigating current and future risk to existing development.

Energy Generation and Increased Efficiency (Energy Action Plan)

**Goal
SC-3**

Energy efficiency performance standards and generation from renewable sources.

SC-3.1 *New Residential Development*

Encourage incorporation of passive and active energy and resources conservation design and devices in new residential development and substantial remodels and/or expansions.

SC-3.2 *Develop a City Energy Action Plan*

Develop an Energy Action Plan (EAP) that identifies feasible programs that reduce energy consumption within City government facilities and the City vehicle fleets by at least ten percent below 2005 levels.

SC-3.3 *Develop a Community Energy Action Plan*

Develop a Community Energy Action Plan that identifies feasible programs that reduce private sector and institutional consumption of energy.

SC-3.4 *Alternative Energy for Public Buildings*

As part of the City and Community EAP's, transition City and other semi-public and large energy users to solar and wind energy sources over a reasonable and feasible time period.

SC-3.5 *Load Shifting Devices*

As part of the City EAP, consider installing devices on municipal buildings that reduce the power required to operate equipment and for shifting the equipment usage to off-peak hours.

SC-3.6 *Targets for Zero-Emission Vehicles*

As part of the City EAP, meet or exceed state targets for zero-emission fuel vehicle miles traveled within the City by supporting the use of zero-emission vehicles (low speed “neighborhood electric vehicles”, utility low-range battery electric vehicles, mid-range “city electric vehicles”, full function battery electric vehicles, and fuel cell vehicles) within City departments and divisions.

SC-3.7 *Renewable Energy Production Requirement*

As part of the City and Community EAP’s, require that master planned commercial and industrial developments incorporate solar, wind, and other renewable energy generation and transmission equipment unless demonstrated to the satisfaction of a qualified renewable energy consultant to be infeasible.

SC-3.8 *Require Use of Passive Energy Conservation Design*

As part of the City and Community EAP’s, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.

SC-3.9 *Promote Voluntary Incentive Programs*

Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings, including continued participation in the Ventura County Regional Energy Alliance (VCREA).

SC-3.10 *Alternatives to Power Plant Generation*

Evaluate the feasibility of incorporating alternative sources of power generation such as wind and tidal power into the regional existing power supply grid to reduce reliance on GHG emission producing public utility and privately-owned power plants.

SC-3.11 *Waste Conversion to Energy Facility*

As part of the City and Community EAP’s, evaluate the feasibility for the design and construction of a conversion technology capable of converting municipal solid waste into alternative sources of energy.

SC-3.12 *Encourage Natural Ventilation*

Review and revise applicable planning and building policies and regulations to promote use of natural ventilation in new construction and major additions or remodeling consistent with Oxnard’s temperate climate.

Green Building Code

| | |
|----------------------------|---|
| Goal SC-4 | Implementation of the California Green Building Code. |
|----------------------------|---|

SC-4.1 *Green Building Code Implementation*

Implement the 2010 California Green Building Code as may be amended (CALGREEN) and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.

Partnerships

| | |
|----------------------------|---|
| Goal SC-5 | Share ownership and responsibility for designing, developing, and delivering a successful sustainable community by creating planning and implementation partnerships. |
|----------------------------|---|

SC-5.1 *Green Business Council*

Support the creation of a local green business council that provides information exchange and promotes sustainable business practices that balance environment, equity, and economy.

SC-5.2 *Organize Volunteer Work Days*

Set up days where citizens can volunteer and participate in “green practices” such as planting trees, cleaning up parks, or updating public areas or buildings with new sustainable amenities.

SC-5.3 *Community Gatherings and Workshops*

Encourage community involvement by hosting community events such as picnics and educational workshops that will promote sustainability and encourage public involvement.

SC-5.4 *Coordinate with Local Utility Providers and VCREA*

Coordinate with local utility providers and the Ventura County Regional Energy Alliance (VCREA) to promote public education and energy conservation programs to increase the use of solar photovoltaic systems and other technology in new and existing residential, commercial, institutional and public buildings.

SC-5.5 *Local Food Partnerships*

Foster the development of a local foods program in cooperation with the agricultural industry and food wholesalers and retailers that reduces the “carbon footprint” of harvesting, processing, and delivering food to Oxnard and area residents, especially for schools and other large scale operations.



COMMUNITY DEVELOPMENT

3.1 Vision

The Oxnard 2030 General Plan sets out a vision to guide future development in the City. The 2002 visioning program includes community development concerns and direction that are incorporated in this chapter, taking into account the 2006 Background Report which presents a detailed description of community development topics (land use, design, growth management, and economic development). Implementation and determination of internal consistency with the remainder of the general plan is presented in Chapter 9.

Oxnard's existing land use patterns reflect the City's unique coastal location and agricultural history. With the exception of several high rise buildings in north Oxnard, the City is characterized by one or two story buildings, low and medium density residential, and several industrial areas surrounded by agricultural land, the Pacific Ocean, and the Santa Clara River. Most of the City's higher intensity development lies along Highway 101 and primary arterials.

Beginning in 1995, residents within Ventura County began enacting initiatives that generally require voter approval for expansive outward growth with the goal of preserving agricultural and open space resources. Oxnard adopted the Save Open Space and Agricultural Resources (SOAR) Ordinance on November 3, 1998 that created a City Urban Restriction Boundary (CURB) around the City until December 31, 2020.

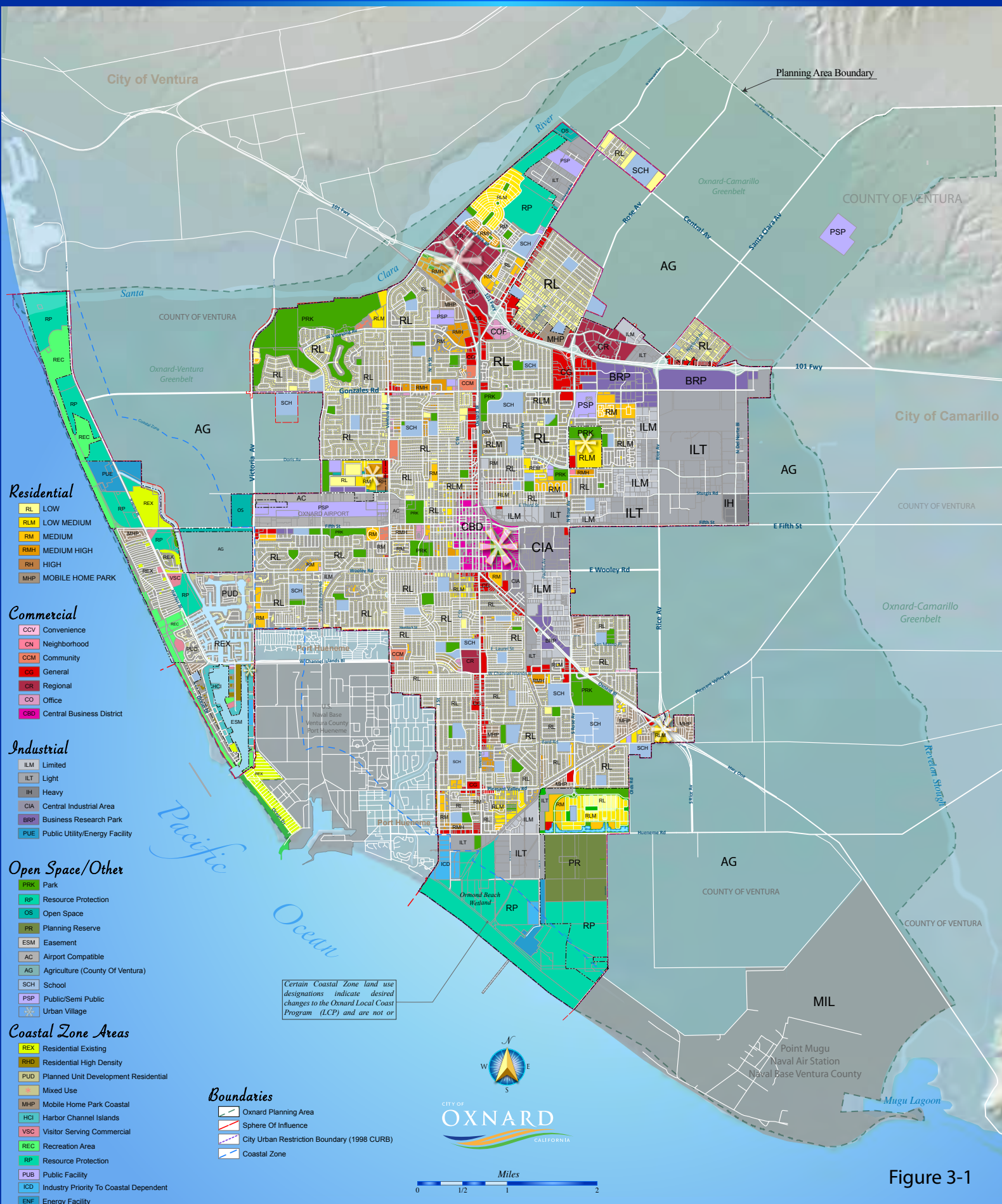
Several large undeveloped areas were left within the Oxnard CURB that either have developed or are likely to fully develop by 2030. Once these within-CURB areas are developed, additional development would have to be largely redevelopment within the CURB or by amending and expanding the CURB with voter approval.

Proposed land use changes and related regulations that directly or indirectly affect properties and/or activities in the Oxnard Coastal Zone may be subject to the Local Coastal Program (LCP) and may not be effective until certified by the California Coastal Commission.

The 2030 General Plan has four major themes: 1) development within the CURB anticipated by the 2020 General Plan, 2) development or reinvestment within CURB with an “urban village” concept, 3) transition of the area south of the Oxnard Transit Center from industrial to mixed use (Downtown East Transit Oriented District), if feasibility studies support the concept, and 4) participation in the restoration of the Ormond Beach wetlands. The urban villages would incorporate private and public redevelopment, mixed land uses, affordable and workforce housing, and transit connectivity and are intended to be a key strategy for meeting GHG emission reduction targets and implementing the Southern California Association of Governments regional Sustainable Community Strategy (SB 375). The Urban Village theme replaces the 2020 General Plan Infill Area and Major Study Areas approach.

This chapter replaces and augments the Growth Management, Land Use, Economic Development, and Community Design elements of the 2020 General Plan.

CITY OF OXNARD 2030 GENERAL PLAN MAP



3.2 Key Terms

The following are key terms used in this chapter:

Downtown East Transit Oriented District (DETOD). An approximately 100-acre area generally bordered by Oxnard Boulevard, the Oxnard Transit Center and Fifth Street, Richmond Avenue, and Wooley Road.

Floor Area Ratio (FAR). A floor area ratio is often used to describe the intensity of commercial, office, and industrial land usage. The FAR is a ratio created by dividing the total gross square footage of the building by the net square footage of the lot. FAR is a macro-level tool used to estimate traffic generation and municipal service demand and is not intended to be used as a strict development standard.

Gross Acreage. The total area of a development site expressed in acres, usually including the area to be devoted to streets.

Net Acreage. The gross area less the area required for roadway or other dedication to public use.

Height Overlay District. A designation in addition to other land use classifications with supplemental regulations that may modify the underlying designation and/or introduce additional height regulations.

Live/Work. A residential unit, part of which may be used as an accessory commercial use by the occupant.

Local Coastal Program (LCP). Two documents, Coastal Land Use Plan and Coastal Zoning (Chapter 17 of the City Code), apply in selected regulatory areas in the Coastal Zone and are subject to the Coastal Act and certification and review by the Coastal Commission.

Mixed Use. Mixed-use development incorporates a range and variety of uses within a single development site, for example, retail, residential and business.

SOAR. Save Open Space and Agricultural Resources (SOAR). An uncodified ordinance adopted November 3, 1998 that created a City Urban Restriction Boundary (CURB) around the City until December 31, 2020.

Urban Village. A mix of transit and pedestrian oriented residential, commercial, and/or other uses, with a sense of place and identity.

Work/Live. A commercial or industrial use that includes a small apartment for optional residential use by the business owner or employee.

Zoning. Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed and development standards are defined. Zoning is the principal tool for implementing the goals and policies of the general plan by translating land use categories and standards into regulations.

3.3 Land Use Map

The 2030 Land Use Map (Figure 3-1) classifies and displays envisioned community land uses and intensity. The 2030 Land Use Map depicts the CURB line established by the 1998 SOAR ordinance. Proposed land use changes within the Coastal Zone are not effective until an updated LCP is certified by the California Coastal Commission.

3.4 City Urban Restriction Boundary

In 1998, the voters of the City of Oxnard adopted the SOAR (Save Open Space and Agricultural Resources) initiative establishing the City Urban Restriction Boundary (CURB) and re-designating as “Agriculture (AG)” all land previously designated “Agricultural Planning Reserve (AG/PR).” The CURB defines the urban development boundary for the City of Oxnard until December 31, 2020. The SOAR initiative also established a City Buffer Boundary (CBB) which lies outside of the CURB line and is coterminous with the Oxnard Area of Interest. Change to the CURB line or an agricultural land use designation within the CBB generally requires majority approval of Oxnard voters, with certain exceptions, including but not limited to an exception to allow up to 20 acres per year to be brought into the CURB for affordable housing needed to meet the City’s Regional Housing Needs Assessment (RHNA) target production.

This Oxnard 2030 General Plan expressly preserves these SOAR requirements and incorporates the 1998 SOAR ordinance as shown in Table 3-1 below.

Table 3-1: SOAR 2020 to 2030 General Plan Correspondence

| 1998 SOAR Ordinance | 2020 General Plan | 2030 General Plan |
|--------------------------|---|---|
| 1 Title | Uncodified (Not included) | Remains Uncodified |
| 2 Purpose and Findings | Uncodified (Not included) | Remains Uncodified |
| 3 General Plan Amendment | Chapter IV, Growth Management Element | Included |
| 4 Conforming Amendments | Various sections, to conform the Oxnard 2020 General Plan to SOAR | Incorporated into the 2030 General Plan |
| 5 City Buffer Boundary | Uncodified (Not included) | Included |
| 6 Exemptions | Uncodified (Not included) | Included |
| 7 Insertion Date | Uncodified (Not included) | Not applicable |
| 8 Severability | Uncodified (Not included) | Remains Uncodified |
| 9 Amendment or Repeal | Uncodified (see No. 3) | Uncodified (see No. 3) |
| 10 Competing Measures | Uncodified (Not included) | Remains Uncodified |

OXNARD CITY URBAN RESTRICTION BOUNDARY

Introduction

The voters of the City of Oxnard have, through the initiative process, established and adopted an urban growth boundary line denominated the Oxnard City Urban Restriction Boundary (CURB) as an amendment to the Oxnard 2020 General Plan. Its purpose, principals, implementation procedures, and methodologies for amendment are set forth in this Section 3.4 of this Oxnard 2030 General Plan.

1. PURPOSE

The City of Oxnard and surrounding area, with its unique combination of soils, micro-climate and hydrology, has become one of the finest growing regions in the world. Agricultural production from the County of Ventura and in particular production from the soils and silt from the Santa Clara River, Calleguas Creek, Conejo Creek and Revolon/Beardsley Wash, and alluvial plains adjacent to the City provides beneficial food and fiber to local inhabitants and to the world at large and has achieved international acclaim, enhancing the City's economy and reputation.

The purpose of this CURB ~~is~~ *was and remains* to ensure that the development policies, and underlying goals, objectives, principles and policies set forth in the Oxnard 2020 General Plan relating to Growth Management (Chapter IV), Land Use (Chapter V) and Open Space and Conservation (Chapter VII) are inviolable against transitory short-term political decisions and that agricultural, watershed and open space lands are not prematurely or unnecessarily converted to other non-agricultural or non-open space uses without public debate and a vote of the people.

2. PRINCIPLES

Continued urban encroachment into agricultural and watershed areas will impair agriculture and threaten the public health, safety and welfare by causing increased traffic congestion, associated air pollution, and potentially serious water problems, such as pollution, depletion, and sedimentation of available water resources. Such urban encroachment would eventually result in both the unnecessary, expensive extension of public services and facilities and inevitable conflicts between urban and open space/agricultural uses.

The unique character of the City of Oxnard and quality of life of City residents depend on the protection of a substantial amount of open space, natural resource and agricultural lands. The protection of such lands not only ensures the continued viability of agriculture, but also contributes to flood control and the protection of wildlife, environmentally sensitive areas, and irreplaceable natural resources. As importantly, adopting a CURB will promote the formation and continuation of a cohesive community by defining the

boundaries and by helping to prevent urban sprawl. Such a CURB will promote efficient municipal services and facilities by confining urban development to defined development areas.

3. IMPLEMENTATION

- a.) The City of Oxnard hereby establishes and adopts a CURB. The CURB is established generally coterminous with and in the same location as the Sphere of Influence line established by the Local Agency Formation Commission as it existed as of January 1, 1998 except (1) that certain property of approximately 247 acres at the northwest corner of the City bounded on the South by Gonzales on the west by Victoria, adjacent to the Northwest Community, and (2) that certain property of approximately 79 acres of the west edge of the City bounded by the South by 5th Street on the west by Harbor Avenue, and generally southwesterly of the Edison Canal, generally referred to as "North Shore" and (3) that certain property of approximately 41 acres located within the City limits west of Victoria Avenue at the northwest corner of 5th Street directly west of the Oxnard Airport are additionally encompassed with the CURB. The Sphere of Influence line and the CURB line are illustrated in Figure 3-2.
- b.) Until December 31, 2020, the City of Oxnard shall restrict urban services (except temporary mutual assistance with other jurisdictions) and urbanized uses of land to within the CURB, except as provided herein. Other than for the exceptions provided herein, upon the effective date of this Oxnard 2030 General Plan, the City and its departments, boards, commissions, officers and employees shall not grant, or by inaction allow to be approved by operation of law, any general plan amendment, rezoning, specific plan, subdivision map, special use permit, building permit or any other ministerial or discretionary entitlement which is inconsistent with the purposes of this Oxnard 2030 General Plan, unless in accordance with the amendment procedures of the SOAR Ordinance.
- c.) "Urbanized uses of land" shall mean any development which would require the establishment of new city sewer systems or the significant expansion of existing city sewer infrastructure; or would create residential lots less than 10 acres in area per primary residence; or would result in the establishment of commercial or industrial uses which are neither exclusively related to agriculture nor exclusively related to the production of mineral resources.
- d.) Until December 31, 2020, all land designated as "Agriculture (AG)", as shown on Figure 3-2 must not be re-designated unless in accordance with the amendment procedures of this Section 3.4 herein.

4. IMPLEMENTATION

SOAR Ordinance conforming amendments to the 2020 General Plan have been incorporated into relevant provisions of this 2030 General Plan.

5. CITY BUFFER BOUNDARY (CBB)

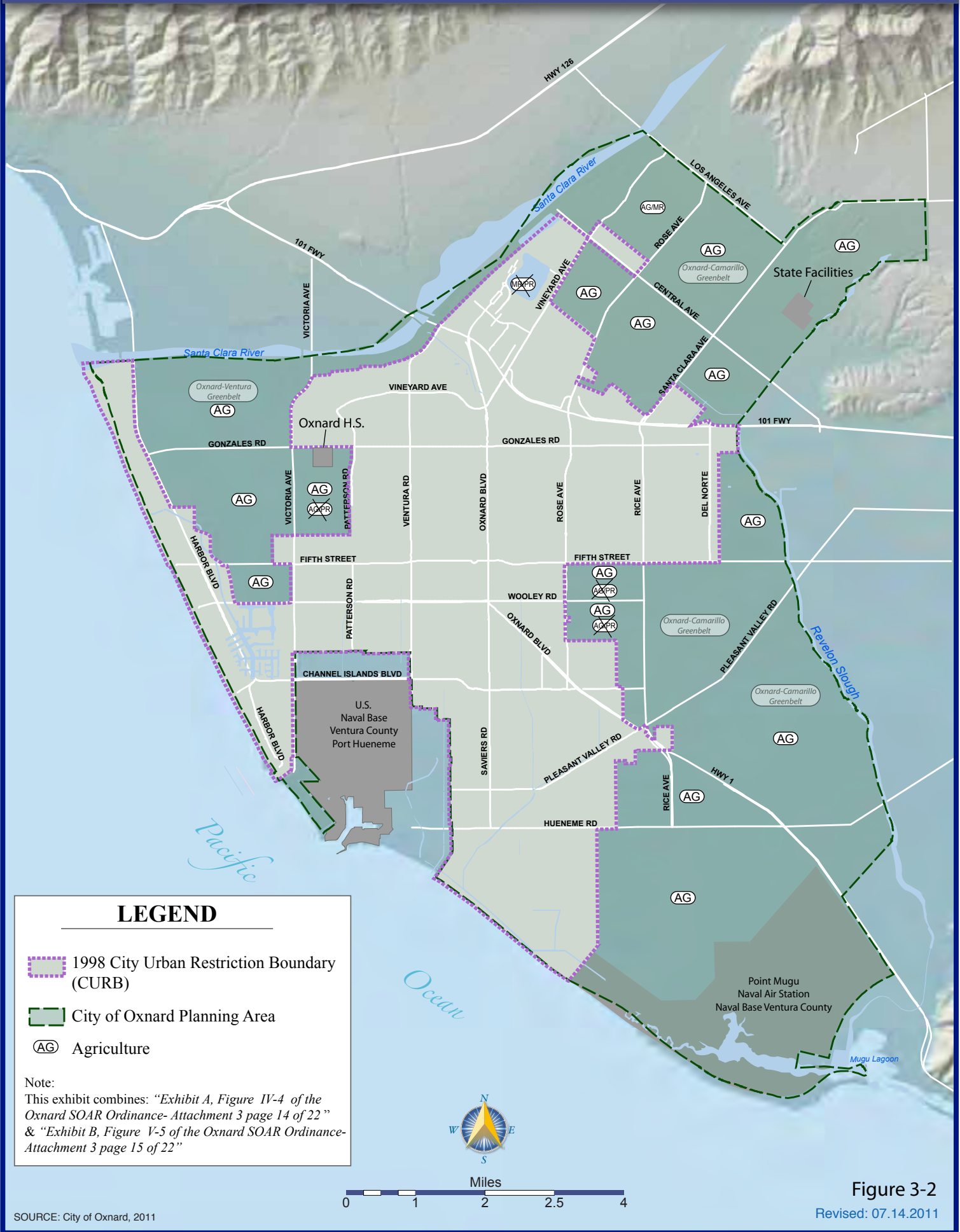
The CBB is established outside the CURB and within the Oxnard Planning Area, as shown on Figure 3-3. The CURB may be amended to include land within the CBB as provided in this ordinance. Until December 31, 2020, the City of Oxnard shall not change the designation of land within the CBB that is designated "Agriculture" in the 2030 General Plan, unless the change is approved by the voters of the City of Oxnard pursuant to Article 1, Chapter 2 of Division 9 of the Elections Code, or as set forth below:

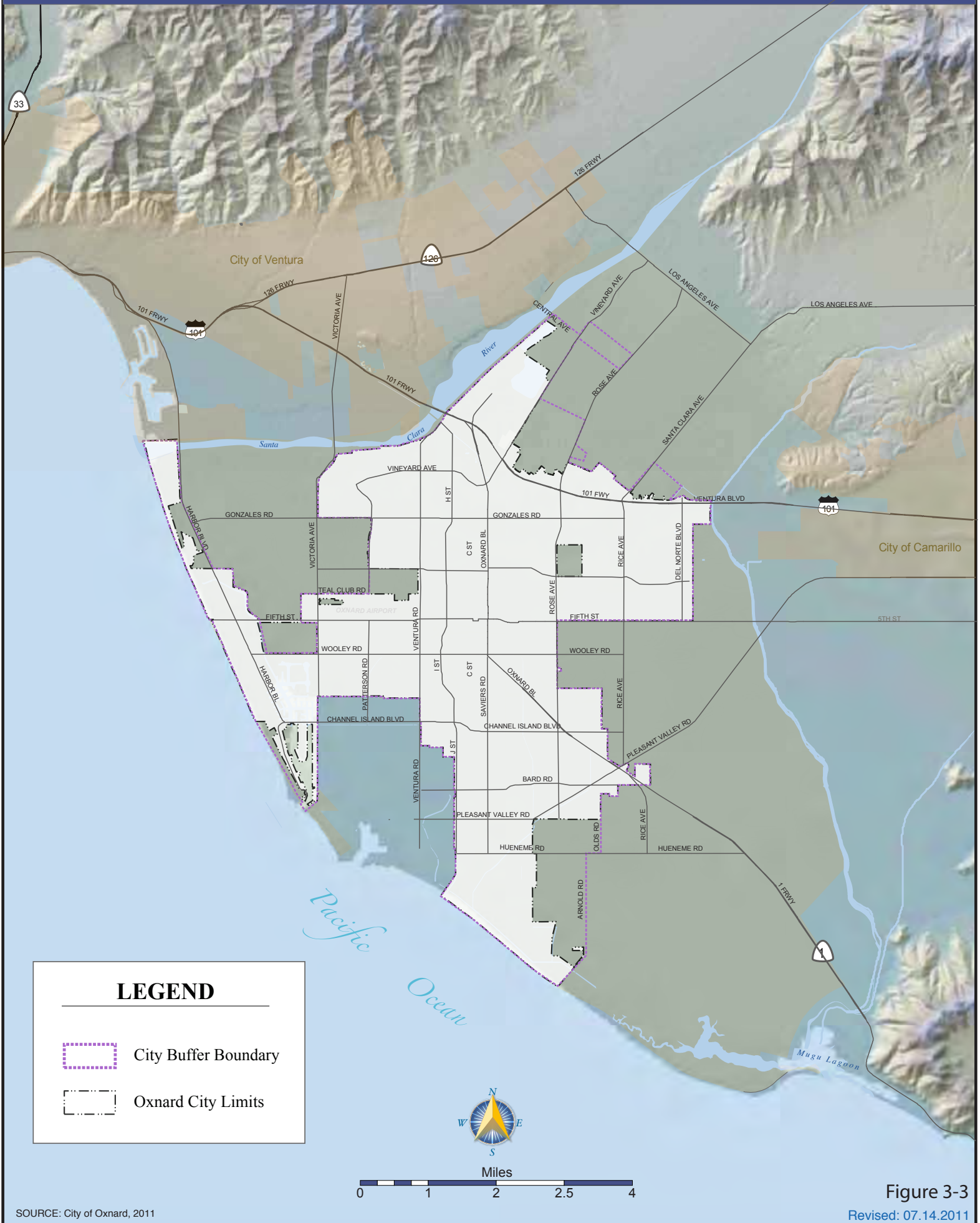
1. The City Council may change the designation of land that is placed within the CURB.
2. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may redesignate land within the CBB if the City Council makes each of the following findings:
 - a. Failure to change the designation of a specific parcel of land would constitute an unconstitutional taking of a landowner's property for which compensation would be required, and
 - b. The redesignation will allow new land uses only to the minimum extent necessary to avoid an unconstitutional taking of the landowner's property.

6. EXEMPTIONS

The provisions of this ordinance otherwise requiring a vote of the people do not apply to nor affect the authority and discretion of the City Council with respect to any roadways designated in Chapter 4, Infrastructure and Service of the 2030 Oxnard General Plan as of adoption and subsequent amendments, construction of public potable water facilities, public schools, public parks or other government facilities, or any development project that has obtained as of the effective date of this initiative a vested right pursuant to state or local law.

City of Oxnard 2030 General Plan SOAR Ordinance (Exhibits A&B Combined)





7. AMENDMENT PROCEDURES

Until December 31, 2020, the foregoing Purposes, Principles and Implementation provisions may be amended only by a vote of the people commenced pursuant to Article I of Chapter 3 of Division 9 of the Elections Code, or pursuant to the procedures set forth below:

1. The City Council may amend the CURB described herein if it deems it to be in the public interest, provided that the amended boundary is within the limits of the CURB.
2. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may amend the CURB to comply with state law regarding the provision of housing for all economic segments of the community. For that purpose the City Council may amend the CURB as described herein on Figure 3-2 in order to include lands to be designated for residential uses, provided that no more than 20 acres of land may be brought within the CURB for this purpose in any calendar year. Such amendment may be adopted only if the City Council makes each of the following findings:
 - a) The land is immediately adjacent to existing compatibly developed areas and the applicant for the inclusion of land within the CURB has provided to the City evidence that the Fire Department, Police Department, Department of Public Works, the Community Services Department, applicable water and sewer districts, and the school districts with jurisdiction over such land have or will provide adequate capacity to accommodate the proposed development and provide it with adequate public services; and
 - b) That the proposed development will address the highest priority need identified in the analysis by which the City has determined it is not in compliance with state law, i.e., low and very low income housing; and
 - c) That there is no existing residentially designated land available within the CURB to accommodate the proposed development; and
 - d) That it is not reasonably feasible to accommodate the proposed development by redesignating land within the CURB.
3. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may amend the CURB, if the City Council makes each of the following findings:
 - a) The land proposed for inclusion within the CURB is immediately adjacent to areas developed in a manner comparable to the proposed use;
 - b) Adequate public services and facilities are available and have the capacity and capability to accommodate the proposed use;
 - c) The proposed use will not have direct, indirect, or cumulative adverse significant impacts on the area's agricultural viability, habitat, scenic resources or watershed;

- d) The proposed use will not adversely affect the stability of land use patterns in the area (i.e., the land affected will not introduce or facilitate a use that is incompatible with adjoining or nearby uses);
 - e) The land proposed for inclusion within the CURB has not been used for agricultural purposes in the immediately preceding two years and is unusable for agriculture due to its topography, drainage, flooding, adverse soil conditions, inaccessibility to appropriate water or other physical reason;
 - f) The land proposed for inclusion within the CURB does not exceed 40 acres for any one landowner in any calendar year, and one landowner's property may not similarly be removed from the restrictions contemplated by this Section 3.4 of the Oxnard 2030 General Plan more often than every other year. Landowners with any unity of interest are considered one landowner for purposes of this limitation; and
 - g) Including the land within the CURB will not result in more than 160 acres being added to the CURB in any calendar year.
4. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may amend the CURB if the City Council makes each of the following findings:
- a) Application of the provisions of subsections 1, 2, or 3 of these amendment procedures are unworkable as applied to a specific parcel and failure to amend the CURB would constitute an unconstitutional taking of a landowner's property for which compensation would be required; and
 - b) The amendment and associated land use designations will allow new land uses only to the minimum extent necessary to avoid an unconstitutional taking of the landowner's property.
5. The City Council, following at least one public hearing for presentations by an applicant and the public, and after compliance with the California Environmental Quality Act, may place any amendment to the CURB or the provisions of this Section 3.4 on the ballot in the manner provided by state law.
6. The City Council may amend the CURB to include land contemplated for construction of public potable water facilities, public schools, public parks or other government facilities, or to include any development project that has obtained as of the effective date of the initiative a vested right pursuant to state or local law, all uses exempted from the provisions of this Section 3.4 of the Oxnard 2030 General Plan, but only to the minimum amount of land reasonably necessary to accommodate said uses.
7. The City Council may reorganize, reorder, and renumber General Plan provisions, including the General Plan provisions of the SOAR Ordinance.

3.5 Land Use Designations and Standards

Land Use Designations

State planning law requires general plans to establish land use designations (Government Code 65302[a]). The 2030 General Plan establishes new land use designations as follows:

Medium-High Density Residential
Height Overlay District
Urban Village
Mobile Home Park
Heavy Industrial

The following 2020 General Plan land use designations are discontinued:

Rural Residential
Very Low Density Residential
Mobile Home 1
Mobile Home 2
Factory Built
Specialized Commercial
Open Space Buffer
Mineral Resources
Mixed Use Overlay

As a result of the above additions and deletions, the following 30 uses are established by the 2030 General Plan:

Residential

1. Low
2. Low-Medium
3. Medium
4. Medium-High
5. High
6. Mobile Home Park

Commercial

1. Convenience
2. Neighborhood
3. Community
4. General
5. Regional
6. Office
7. Central Business District

Industrial

1. Limited
2. Light
3. Heavy
4. Central Industrial Area
5. Business Research Park
6. Public Utility/Energy Facility

Open Space/Other

1. Park
2. Resource Protection (non-coastal)
3. Open Space
4. Planning Reserve
5. Easement
6. Airport Compatible
7. Agriculture
8. School
9. Public/Semi-Public
10. Urban Village
11. Height Overlay

Table 1-3 in Chapter 1, Specific Plans as of September 2011, lists adopted and proposed specific plans that augment the 2030 General Plan within their respective specified geographic areas. Specific plans may allow variation in uses and development standards compared to the General Plan and/or Zoning Code. Adopted specific plans are incorporated by reference.

The Oxnard LCP land use designations are included for reference purposes and land use changes in the Coastal Zone indicate legislative intent but are not effective until and unless certified by the California Coastal Commission.

1. Residential Existing
2. Residential High Density
3. Planned Unit Development Residential
4. Mixed Use
5. Mobile Home Park Coastal
6. Harbor Channel Islands
7. Visitor Serving Commercial
8. Recreation Area
9. Resource Protection (Coastal)
10. Public Facility
11. Industrial Priority to Coastal Dependent
12. Energy Facility

The 2030 General Plan Land Use Map includes the following descriptive land use designations within the unincorporated Planning Area:

1. Ventura County
2. Pt. Mugu Naval Air Station
3. Residential
4. Industrial
5. School
6. Agriculture
7. City of Port Hueneme

Land Use Designation Standards

RESIDENTIAL

Low [up to 7 units per acre]. Generally single-family detached housing with front, side and rear yard setback requirements, but may also include patio and zero lot line homes and planned unit developments. Live/work prohibited.

Low-Medium [7 to 12 units per acre]. Low-rise apartments and detached and attached single-family residences. Live/work prohibited.

Medium [12 to 18 dwelling units per acre]. Apartments, townhomes, and other forms of attached housing. Live/work may be permitted.

Medium-High [18 to 30 dwelling units per acre]. Mid-rise residential buildings, usually with surface or sub-surface parking. Live/work may be permitted.

High [30 or more units per acre]. Mid to high-rise residential buildings, preferably as part of a mixed-use or urban village area or where high-rise residential development is appropriate. Live/work, work/live, and mixed use development is strongly encouraged.

Mobile Home Park [up to 12 units per acre]. Mobile home parks as defined by City Code.

COMMERCIAL

An average Floor Area Ratio (FAR) is listed for each commercial and industrial land use for purposes of traffic and related modeling. The FAR within a project area may vary so long as the average FAR is not exceeded.

Convenience. [FAR is 0.35:1] Limited retail and other commercial services primarily oriented towards and compatible with nearby residential areas, typically one-story, up to 26,000 square feet in size. Residential use up to 12 units per acre. Live/work may be permitted.

Neighborhood. [FAR is 0.35:1] Wider range of services oriented toward two or more residential neighborhoods, typically with a major anchor located on an arterial. Residential up to 18 dwelling units per acre, live/work, work/live, and mixed uses are allowed.

Community. [FAR is 0.35:1] Two or more anchor retailers located at intersections of arterials. Residential up to 18 dwelling units per acre, live/work, work/live, and mixed uses are allowed.

General. [FAR is 0.35:1] Retail centers and free-standing commercial uses along arterials, may also include office, residential uses up to 18 dwelling units per acre, live/work, work/live, and mixed uses.

Regional. [FAR is 0.60:1] Major multi-tenant shopping centers that may include offices, hotels, and other services. Residential, live/work, work/live, and mixed uses are strongly encouraged.

Office. [FAR is 0.60:1.] Located along arterials and between arterials or retail commercial uses and residential areas. Limited related retail and service uses and work/live may be allowed.

Central Business District (CBD). [FAR is 1.5:1 with the exception of office uses which may not exceed 3:1.] Retail and office uses in the downtown area. Special architectural and site design guidelines apply.

Residential up to 39 dwelling units per acre, live/work, work/live, and mixed uses are strongly encouraged.

INDUSTRIAL

Limited. [FAR is 0.45:1] Light manufacturing, assembly, work/live, and warehousing uses developed to high performance and development standards. All activity occurs within buildings with the exception of incidental outdoor uses.

Light. [FAR is 0.45:1 for manufacturing, 0.60:1 for warehousing] Manufacturing uses where the principal activity occurs within a building, but also permits outdoor assembly, fabrication, work/live, public services, and storage. Uses must follow high development and performance standards. Wholesale and retail sales and services related to the principal uses permitted.

Heavy. [FAR is 0.45:1] Industrial uses that are primarily outdoor and/or within specialized structures that may involve transportation, storage, or use of hazardous materials. Public services permitted.

Central Industrial Area. [Maximum FAR is 0.45:1] Also referred to as Heavy Industrial. The Central Industrial Area is characterized by uses which often involve outdoor use and storage. Agricultural processing and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent CBD and redevelopment plans, higher development standards may be applied to new uses and the rehabilitation of existing uses. Public services permitted.

Business and Research Park. [FAR is 0.60:1] Professional, administrative, research, and limited manufacturing uses along with limited commercial activities intended to support such uses, integrated into campus-like environments that are oriented towards arterials, freeways, airports, and harbors, and developed to high property and development standards.

Public Utility/Energy Facility. Applies to large electrical generating and transmission facilities. Due to the uniqueness of these types of facilities, the development intensity is established on an individual basis. Renewable energy production facilities do not require this land use designation if they are considered accessory to an underlying use.

OPEN SPACE

Park. City, County, State, and National-owned parks, beaches, regional parks, community parks, neighborhood parks, special purpose facilities, golf courses, athletic fields, and open space areas.

Resource Protection (non-coastal). Sensitive habitats such as wetlands, areas with endangered species activity, and riparian areas found primarily in the Coastal Zone and along the Santa Clara River. May allow agricultural and related uses that do not negatively impact sensitive habitats in areas not in the Coastal Zone.

Open Space. Lands in passive and active recreation uses, resource management, flood control management, wetlands, intended for wetlands restoration, and stormwater management facilities and buffer zones separating urban development and other sensitive resources.

Planning Reserve. Areas considered likely to urbanize during the planning period, subject to additional environmental evaluation and the provision of adequate public infrastructure and services. This land use designation would be changed during a subsequent planning process.

Easement. Generally linear land uses for waterways, canals, railroads, storm drains, and similar uses.

Airport Compatible. [Maximum FAR of 0.40:1] Low intensity commercial and industrial uses which are compatible with airport operations and activities in that they do not pose unreasonable hazards to aircraft operations nor do they subject large numbers of persons to hazards from aircraft. Airport compatible uses need not be directly related to or be dependent upon the adjacent airport.

Agriculture. Row and tree crops, grain products, ornamental horticulture (green houses, nurseries, etc.) hydroponic agriculture and the growing of sod.

School. This designation is for campuses of the elementary and secondary public school districts that serve Oxnard. Post-secondary institutional public uses are included under the Public/Semi-Public designation. Private schools may occur in other zone designations.

Public/Semi-Public. Private, quasi-public, and public buildings and facilities owned by the City, County, State, Federal agencies, or other organizations that serve the general public such as a civic center, flood control channels, rail lines, community college, museum, performing arts center, community center, city yard, library, fire station, public school and /or district support facility, private and parochial school, cemetery, or hospital.

Urban Village. Urban Villages are mixed use areas designed to encourage persons to live near their place of employment and/or support services. Urban Villages should occur in the designated areas but may be proposed in other areas as a General, Specific, Coastal, or County Public Works Plan Amendment. The integration of complementary land uses is intended to promote a pedestrian orientation to reduce trips and vehicle miles traveled and reduce greenhouse gas emissions. Urban Villages are implemented with a specific plan, a strategic plan similar to the Central Business District Strategic Plan, or by the Ventura County Harbor Public Works Plan.

Height Overlay. All new structures and/or remodels are limited to six stories except in areas designated as Low Density Residential, Low-Medium Density Residential, Mobile Home Park, Airport Compatible, and areas subject to the Ventura County Harbor Public Works Plan which are limited by their respective development standards. All entitlements that

exceed six stories as of the adoption of the 2030 General Plan are exempt from the Height Overlay District unless they propose project modifications that create new development more than six stories, as defined by Chapter 16 of the City Code. Development located within the Height Overlay District may be permitted to exceed six stories by application and/or as part of an Urban Village specific plan or strategic plan. Exceeding six stories includes an impact fee and/or equivalent mitigation as required by the City Council. The granting of additional stories may require environmental review that includes shade and shadow and local wind impact analyses.

GENERAL PLAN / ZONING CONSISTENCY

Zone designations are created within Chapter 16 of the Oxnard City Code and are intended to implement the 2030 General Plan through the zoning ordinance. Table 3-1 shows which zone designations implement the 2030 General Plan land use categories and whether work/live, live/work, and/or Height Overlay are applicable.

Table 3.2: General Plan/Zoning Consistency

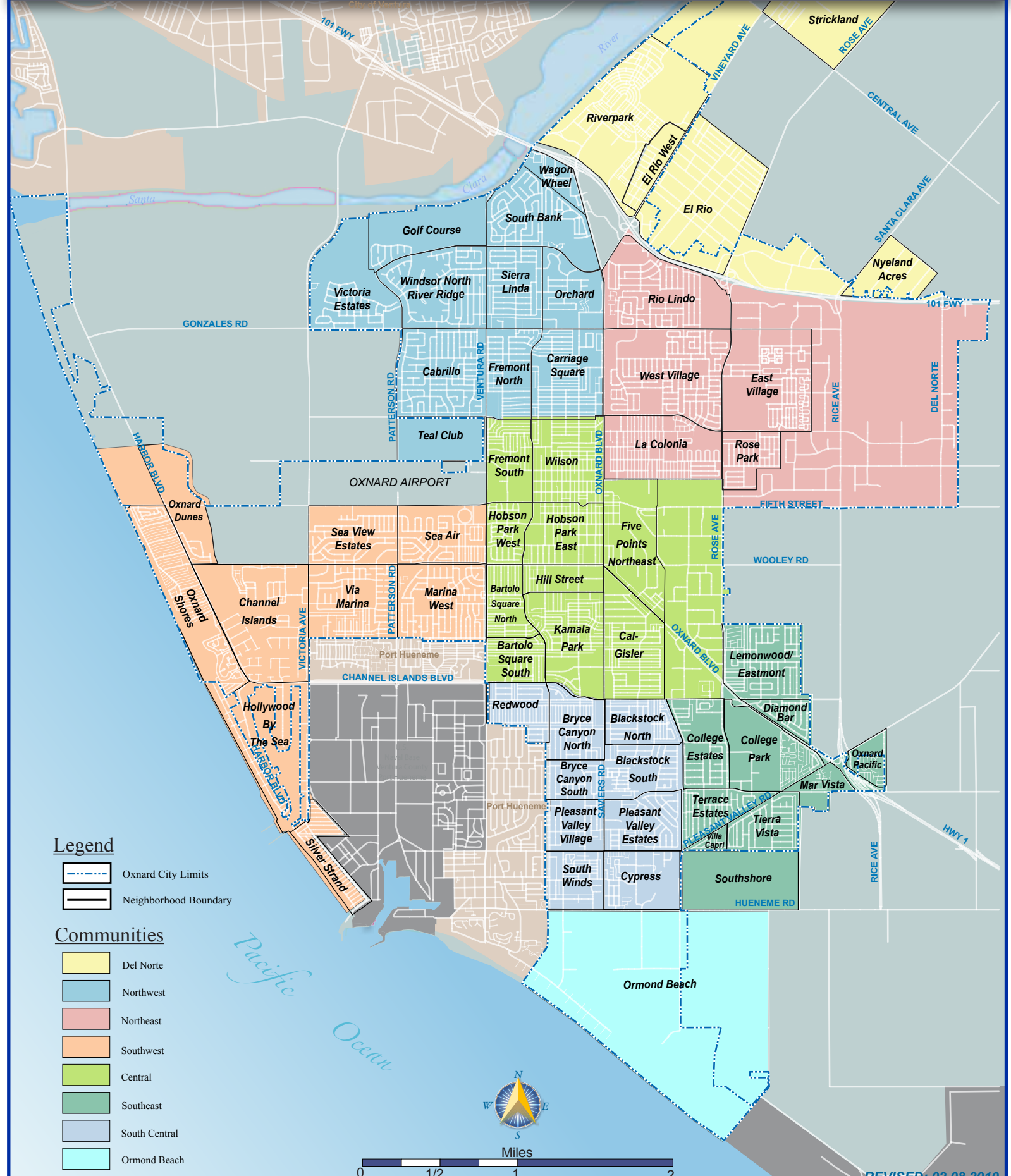
| General Plan Land Use Designation (non -Coastal Zone) | Zone Designation | Live / Work | Work / Live | Mixed Use | Height Overlay |
|---|------------------|-------------|-------------|-----------|----------------|
| Residential | | | | | |
| Low | R-1 | No | No | No | No |
| Low-Medium | R-2 | No | No | No | No |
| Medium | R-3 | Yes | No | No | Yes |
| Medium-High | R-4 | Yes | No | No | Yes |
| High | R-5 | Yes | No | No | Yes |
| Mobile Home Park | MH | No | No | No | No |
| Commercial | | | | | |
| General | C-2, C-M | Yes | Yes | Yes | Yes |
| Convenience | C-1 | Yes | No | No | Yes |
| Neighborhood | C-2 | Yes | Yes | Yes | Yes |
| Community | C-2 | Yes | Yes | Yes | Yes |
| Regional | C-2 | Yes | Yes | Yes | Yes |
| Central Business District | CBD | Yes | Yes | Yes | Yes |
| Office | CO | Yes | Yes | Yes | Yes |
| Industrial | | | | | |
| Business/Research Park | BRP | No | No | No | Yes |
| Limited | ML, BRP | Yes | Yes | No | Yes |

| General Plan Land Use Designation (non -Coastal Zone) | Zone Designation | Live / Work | Work / Live | Mixed Use | Height Overlay |
|---|--|-------------|-------------|-----------|----------------|
| Light | M-1, C-M | No | Yes | No | Yes |
| Heavy | M-2 | No | No | No | No |
| Central Industrial Area | M-2 | No | No | No | Yes |
| Public Utility/Energy Facility | M-2 | No | No | No | Yes |
| Open Space/Other | | | | | |
| Agriculture | C-R, M-1, M-2 | No | Yes | No | No |
| Open Space | C-R | No | No | No | No |
| Resource Protection (non-coastal) | C-R | No | No | No | No |
| Park | C-R | No | No | No | Yes |
| Planning Reserve | R-P | No | No | No | No |
| Public/Semi Public | Varies | No | No | No | Yes |
| Airport Compatible | Varies | No | No | No | No |
| Urban Village | Specific, Strategic, or Harbor Public Works Plan | Yes | Yes | Yes | Yes |
| School | C-R | No | Yes | Yes | Yes |
| Easement | ES | No | No | No | No |
| Height Overlay District | All zones except R-1, R-2, MH, or as listed herein | | | | |

COMMUNITIES AND NEIGHBORHOODS

Oxnard's residential communities and neighborhoods, presented in Figure 3-4, are defined by their common geography and characteristics and are germane to the Neighborhood Services program. Adjacent unincorporated residential communities are included. Four new neighborhoods are created reflecting their actual or anticipated development: Riverpark, Victoria Estates, Wagonwheel, and Southshore. Oxnard Dunes is expanded to include the Northshore development. Future neighborhood designations and/or boundary changes may be made by City Council.

City of Oxnard 2030 General Plan
Neighborhoods



REVISED: 02.08.2010

Figure 3-4

3.6 Goals and Policies

Balanced Community

Goal CD-1

A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

CD-1.1

Land Use Map

Utilize and maintain the Land Use Map (Figure 3-1) to designate the location and extent of each land use designation within the Planning Area.

CD-1.2

Infill Development, Priority to Mixed Use



Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives.

CD-1.3

Redevelopment to Mixed Use

Promote the renovation and adaptive reuse of existing buildings, especially to mixed use if appropriate, in order to provide commercial convenience shopping in established neighborhoods.

CD-1.4

Transportation Choices

Promote the application of land use and community designs that provide residents with the opportunity for a variety of transportation choices (pedestrian, bicycle, transit, automobile).

CD-1.5

Housing Variety

Promote the development of a variety of housing types throughout the City including apartments, condominiums, lofts, townhouses, and attached and detached single family units.

CD-1.6

Public Facilities

Enhance resident quality of life by providing adequate space for schools, libraries, parks and recreation areas, as well as space for the expansion of public facilities to support the community's vision.

CD-1.7

Compact Development



Promote the use of development patterns that are more compactly built and use space in an efficient aesthetic manner as part of the community vision.

CD-1.8

Natural Resource Conservation



Promote a high quality of life within the community, incorporating the retention of natural open space areas, greenbelts, and the provision of adequate recreational facilities.

CD-1.9



Commute Reduction

Minimize the commuting distances between residential concentrations and employment centers by encouraging the development of mixed land uses in appropriate areas.

CD-1.10



Jobs-Housing Balance

Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.

CD-1.11

Recreation Opportunities

Promote improved coastal access and enhanced recreation opportunities with access from all areas of the City.

CD-1.12

Avoiding Encroaching the Oxnard Airport

Retain land within the airport hazard area as permanent open space as shown on the Land Use Map or otherwise recommended by the County Department of Airports.

General Plan/Zoning Consistency

**Goal
CD-2**

Legal requirements for general plan and zoning consistency are fulfilled.

CD-2.1

Zoning and General Plan Consistency

Amend the zoning code, zoning map, Coastal Land Use Program, and other land use regulations to make them consistent with the adopted and/or subsequently amended 2030 General Plan.

Neighborhood Stabilization and Revitalization

**Goal
CD-3**

A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride

CD-3.1

Neighborhood Preservation

Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined through environmental review and/or determination by the Planning Commission.

CD-3.2 *Encourage Planned Development Code Provisions for Revitalization*

Encourage the use, review, and amendment of Planned Development (PD) provisions within the Zone Code to provide flexibility for home remodeling, second units, and other improvements that revitalize existing residential neighborhoods, meet resident needs, protect and enhance housing values, and address environmental and site design constraints.

CD-3.3 *Innovative Redevelopment*

Promote innovative design flexibility and possibly different residential densities in public and public/private redevelopment within existing neighborhoods through the use of alternative performance-oriented development standards, alternative development designs, development agreements, specific plans, mixed uses, and other development and planning techniques.

CD-3.4 *Neighborhood Quality of Life Program*

Develop an ongoing program to assess parking, lighting, traffic safety, use and quality of alleys, public utilities, public and private lighting, housing quality, aesthetics, and related quality of life topics to identify and prioritize opportunities for neighborhood quality of life enhancement activities and sources of funding.

CD-3.5 *Code Compliance*

Promote the maintenance of yards, structures, painted surfaces, landscaping and trees, etc. through the continued use of proactive community and neighborhood code compliance programs.

CD-3.6 *Barrier-Free Housing and Reasonable Accommodation*

Support development of barrier-free housing and reasonable accommodation Zone Code provisions so that existing neighborhoods are user-friendly for people of all ages and supportive for those with disabilities and children.

CD-3.7 *Senior In-Place Housing Opportunities*

Promote the development of opportunities for seniors to remain in their homes through the exploration of housing trusts and other funding mechanisms designed to fund affordable senior housing projects, services, and transportation.

Compatible Commercial Development

| | |
|----------------------|--|
| Goal CD-4 | Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees, and visitors. |
|----------------------|--|

CD-4.1 ***Mitigate Land Use Conflicts***

Mitigate conflicts between commercial and other land uses, especially residential and recreational uses.

CD-4.2 ***Commercial Revitalization and Redevelopment***

Encourage upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers and, especially within redevelopment project areas, continue to develop and implement programs that link commercial areas with their adjoining neighborhoods and increase overall jobs, sales and property valuation.

CD-4.3 ***Urban Village Program and Height Overlay***

Develop and implement the Urban Village program and Height Overlay District as the principal growth management tools as the 2020 General Plan-designated infill and opportunity sites are gradually developed.

CD-4.4 ***Commercial Area Aesthetics***

Require that older commercial development upgrade / improve landscaping and architecture, if warranted, during discretionary review opportunities.

CD-4.5 ***Commercial Signage***

Require that signage in commercial development improve, rather than detract, from the quality of the surrounding neighborhood.

Appropriate Industrial Development

| | |
|----------------------|---|
| Goal CD-5 | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality. |
|----------------------|---|

CD-5.1 ***Industrial Clustering***

Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.

CD-5.2 ***Compatible Land Use***

Ensure adequate separation between sensitive land uses (residential, educational, open space, healthcare) to minimize land use incompatibility associated with noise, odors, and air pollutant emissions.

CD-5.3***Available Services***

Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation.

CD-5.4***Environmentally Friendly and “Green” Industry***

Seek to attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, use of hazardous materials, or other offensive activity and/or is a component of the emerging Green industry.

CD-5.5***“Green” Major Transportation Routes***

Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.

Compatible Agriculture

**Goal
CD-6**

Continued agriculture use within the Planning Area, compatible with the community’s vision.

CD-6.1***Agricultural Buffers***

Require that agricultural land uses designated for long-term protection and production be buffered from urban land uses through the use of techniques including, but not limited to, greenbelts, open space setbacks, fencing, berming, and windrows.

CD-6.2***Agricultural Preservation***

Preserve agricultural land and uses within the Oxnard Planning Area unless other uses are allowed through a future CURB amendment and/or applicable exemptions.

Urban Villages

**Goal
CD-7**

Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.

CD-7.1***Establishment of Urban Villages***

Six areas of the City are initially designated as Urban Villages. It is the intent of the Urban Village designation that specific or strategic plans for each area will be prepared in advance of the planning entitlement process. Additional Urban Villages and guidelines may be subsequently adopted by the City Council. Urban Villages are envisioned as characterized by:

- Infill and/or development of formerly agricultural land
- Reinvestment in the existing community
- Mixture of land uses
- Mix of residential densities and housing types
- Providing a minimum of 15 percent affordable housing
- Location along or near corridors, downtown, and transit nodes
- Transit, pedestrian, and bicycle circulation given high priority

1. CHANNEL ISLANDS HARBOR MARINA VILLAGE

- **Location.** South of Channel Islands Boulevard along Victoria Avenue.
- **Land Use.** Visitor serving commercial and medium/high density mixed use residential.
- **Overview.** Building on the area's existing assets, this urban village is intended as a "seaside" village capitalizing on the harbor assets, including the visitor serving uses such as restaurants, retail and other activities centered on the harbor. This area would be planned in conjunction with the County Harbor Department and would be implemented through the Harbor Public Works Plan.

2. DOWNTOWN EAST TRANSIT ORIENTED DISTRICT (DETOD)

- **Location.** Area bounded by the Oxnard Transit Center, Oxnard Boulevard, Fifth Street, Wooley Road and Richmond Avenue.
- **Land Use.** Transit-oriented medium to high density residential; Central Business District uses; offices; open space; possible school.
- **Overview.** Planned in cooperation with property owners and businesses and if found feasible by expert review, the DETOD could evolve into an expansion of the CBD to take advantage of the transportation opportunities provided by its proximity to the Oxnard Transit Center, meeting SCAG objectives for the development of transit-oriented development, and phase out older industrial uses that would then reduce truck traffic in and near the CBD. Residential development will be encouraged at sufficient densities to provide feasibility for transit services and private redevelopment. Both horizontal and vertical mixed use development is encouraged. Existing affordable housing and designated historic structures would remain with possible adaptive reuse. The existing mobile home park could possibly be relocated and/or closed with appropriate compensation and relocation for all residents. Until and unless the DETOD is found to be financially feasible and the City Council adopts a DETOD strategic or specific plan, existing uses are considered conforming uses, current zoning would remain, and uses may expand and reinvest. A Meta District Plan may be adopted within the DETOD that would be incorporated into a subsequent DETOD specific or strategic plan.

3. SOUTHEAST ENTRY VILLAGE

- **Location.** Area bounded by Rice Avenue/Pleasant Valley Road, Etting Road, Dodge Road.
- **Land Use.** Low and medium density residential; industrial; general commercial.
- **Overview.** This area is intended to be a mixed use urban village offering predominantly medium density residential opportunities with neighborhood commercial and other supporting uses. As a gateway entrance to the City, this urban village has a unique opportunity to define not only its own identity, but the City as a whole. As a gateway, consideration should be given to ensuring distinctive design features, especially along Highway 1, are incorporated into the overall design theme.

4. TEAL CLUB SPECIFIC PLAN

- **Location.** Teal Club Road, Patterson Road, Doris Avenue, and Ventura Road.
- **Land Use.** Transit oriented residential with supporting mixed use, schools, parks, and neighborhood commercial services.
- **Overview.** The intent of this urban village is to encourage neo-traditional town planning compatible with surrounding uses and the Oxnard Airport with a focus on sustainability by using green building and planning principles, provision of adequate public and semi-public uses, transit-oriented development, and an identity-creating entry component facing Ventura Road. A central focus of this development will be in the provision of balanced community with jobs, school, recreation, shopping, and affordable and market-rate housing.

5. EAST VILLAGE PHASE III

- **Location.** Northeast Corner of Camino Del Sol and Rose Avenue.
- **Land Use.** Primarily residential with neighborhood services, including public uses still needed for the Northeast Community (parks, schools, etc.).
- **Overview.** The 107-acre unincorporated “island” is the last large undeveloped area within the City limits and represents an opportunity to provide remaining public uses needed for the Northeast Community along with an urban village. This area is within the Northeast Community Specific Plan (NECSP) which could be amended instead of creating a new specific plan. For purposes of annexation, the NECSP land use designations for this area as of July 2011 are deemed consistent with this 2030 General Plan.

6. NORTH OXNARD TRANSIT ENHANCEMENT DISTRICT (NOTED)

- **Location.** North of the Oxnard Blvd./Vineyard Avenue intersection generally between Ventura Road and Vineyard Avenue including the Esplanade shopping center, The Village Specific Plan, and the Riverpark Specific Plan.

- **Land Use.** Mixed uses.
- **Overview.** The NOTED area is designated a “Catalyst” project by the California Department of Housing and Community Development as an example of desirable mixing of land uses and activities combined with transit that in total reduce the volume of local vehicular travel and, as a result, GHG emissions. The former Levitz site and selected commercial sites along Esplanade Drive are also an opportunity for a mixed use project that connects over the UPRR and better integrates the Riverpark, Wagon Wheel (The Village), and Esplanade developments.

CD-7.2 *Urban Village Compatibility Guidelines*

Develop Urban Village Guidelines that ensure that each urban village area provides appropriate transitional features with the surrounding area, and that each urban village incorporates uses compatible with existing uses.

CD-7.3 *Financing Tools for Urban Village Development*

Work closely with other public agencies to develop and utilize financing tools and incentives to develop urban village areas.

CD-7.4 *Urban Village Design Guidelines*

Develop Urban Village Design Guidelines that incorporate the following features, where appropriate:

- Provide a variety of transportation choices and an interconnected multi-modal mobility network.
- Offer a variety housing choices and opportunities, including at least 15 percent affordable housing.
- Encourage compact development in order to free up more private and civic open space.
- Preserve open space, historic, cultural, and natural assets.
- Use green and sustainable building and planning technologies.
- Incorporate methods of measuring vehicle trips as part of the metrics required for a Sustainable Community Strategy (SB 375).

CIRCULATION

CD-7.5 *Pedestrian and Transit Scale*

Design urban village areas to be pedestrian-oriented and transit accessible, incorporating block patterns, walking routes and edges, social orientation of buildings, and streetscapes to provide ease of walking and safety.

CD-7.6 *Connectivity*

Provide connectivity to other activity nodes in the form of roadways, transit connections, and bicycle and pedestrian linkages that encourages non-vehicular travel modes. Urban villages should be considered major transit transfer points and have amenities oriented towards transit users.

- CD-7.7** ***Urban Village Streetscapes and Identification***
 Include streetscape and signage programs in roadway improvements that provide each area a unique identification and enhance the functionality and beauty of entry corridors. Ensure that planned roadway improvements do not conflict with other policies that encourage pedestrian activities and circulation.
- CD-7.8** ***Road Design***
 Reflect the residential and commercial activities of the urban village area by using appropriate roadway widths for road and streetscape design.
- INFRASTRUCTURE**
- CD-7.9** ***Infrastructure Compatibility***
 Ensure new development within each urban village complies with the City's adopted infrastructure master plans and provides fair share contributions towards existing and future improvements necessary to serve the development.
- CD-7.10** ***Urban Village Infrastructure Master Plans***
 Require an Urban Village Infrastructure Master Plan as part of any urban village specific plan. This plan shall provide the detailed plan for infrastructure improvements, phasing and financing.
- PUBLIC FACILITIES**
- CD-7.11** ***Urban Village Open Space Areas/Parks***
 Park sizes and locations shall follow City standards and be within walking distance of a majority of the population.
- CD-7.12** ***Urban Village Collocation with Schools***
 Promote the collocation of parks with school facilities for the purpose of enhancing available open space and recreation.
- CD-7.13** ***Urban Village Trail and Open Space Connections***
 Include trails (pedestrian and bicycle) and open space areas, where feasible within urban village areas. These facilities shall create a network that links urban villages and other neighborhoods to each other.

Growth Management

Goal CD-8

Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.

CD-8.1 ***Limiting Development***



Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.

CD-8.2

Services

Continue to ensure that public services and facilities are in place at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.

CD-8.3

City Revenues

Continue to maintain fiscal integrity and ensure that revenues generated by the new development are sufficient to offset ongoing service costs incurred by the City.

CD-8.4

Cost Sharing

Continue to ensure that any areas annexed to the City share equitably in the costs of all necessary municipal improvements.

CD-8.5

Impact Mitigation



Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.

CD-8.6

Monitor Growth

Monitor the pace, amount, and types of growth throughout the Sphere of Influence by regularly updating applicable GIS and other databases needed to evaluate achievement of the goals and policies of the General Plan.

CD-8.7

Community Balance

Create an appropriate balance between urban development and preservation of agricultural uses by promoting development within the CURB while designating land outside the CURB as Resource Protection, Open Space or Agricultural land use, unless otherwise allowed through a CURB amendment and/or exemptions from the SOAR ordinance.

CD-8.8

Public Facility Service Areas

Provide appropriate service areas for existing and planned public facilities such as a museum, secondary and elementary schools, fire stations, branch libraries, community centers, parks, and infrastructure utility for support facilities.

CD-8.9

Jobs/Housing Balance & Sustainable Communities Strategy (SB 375)



Incorporate inter- and intra-city jobs/housing balance in the development of the regional and subregional Sustainable Communities Strategy (SB 375), Urban Village strategy and strategic plans, with the main intent to reduce single-occupancy work-related vehicular trips.

CD-8.10

Timing of Large-Scale Development

Consider at an early stage the infrastructure investment needs of large-scale developments in order to evaluate these needs as part of long-range water supply, conveyance, wastewater, and other relevant planning.

Urban Design

Goal CD-9

A high quality visual image and perception of the City.

CD-9.1 *Neighborhood Identity*

Recognize, preserve, and improve the visual identity and character of existing neighborhoods. Infill development shall respect historic structures and be of compatible scale and character with historic areas.

CD-9.2 *Revitalization and Redevelopment*

As part of the City's redevelopment programs and planning, promote the revitalization of residential, commercial, and industrial properties that are deteriorated or detract from the visual quality of the City.

CD-9.3 *Gateway Enhancement*

Designate major entryways as gateways into the City. The City shall use landscaping, decorative lighting, signage and/or other streetscape design techniques to enhance the City's identity, sense of place, and provide visual emphasis to the streetscapes into the City.

CD-9.4 *View Corridor Preservation*

Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.

CD-9.5 *Unique Character Preservation*

Ensure that new public and private investment maintains the unique coastal and agricultural character of the City.

CD-9.6 *High Rise Development*

Ensure that high-rise buildings are sited and developed so as to mitigate and minimize impacts on adjacent neighborhoods.

Sense of Place

Goal CD-10

Neighborhoods and urban villages with a distinct sense of place.

CD-10.1 *Human-Scale Development*

In the evaluation of development proposals, require urban development on a human scale, by emphasizing the pedestrian experience over the movement and storage of vehicles.

CD-10.2 Neighborhood Themes

In the evaluation of development proposals, require neighborhood themes and principles of design, such as neotraditional town planning, which include central parks, schools, and community and commercial facilities, strong pedestrian orientation and de-emphasis of automobile related elements in new development projects.

Historic Preservation

**Goal
CD-11**

Protected historic and authentic qualities of Oxnard's traditional neighborhoods and historic districts.

CD-11.1 Promote Existing Historic Areas

Promote an increased awareness of the Cultural Heritage Area, Heritage Square, Central Business District (CBD), and Henry T. Oxnard Historic District, and their historic landmarks through signage and appropriate pedestrian-oriented street furniture.

CD-11.2 Historical District Expansion

Seek to preserve historical structures and neighborhoods by evaluating the potential to expand and create new historic neighborhoods.

CD-11.3 Protect and Enhance Cultural Resources

Ensure that new public and private investment protects and enhances Oxnard's existing cultural resources, traditional neighborhoods, and historic districts, to the extent feasible.

CD-11.4 Incorporate Historic Features

Require new developments within historic areas to incorporate historic and natural features and adaptive reuse into site development planning.

City Image

**Goal
CD-12**

Enhance the City's image using public investment and infrastructure.

CD-12.1 Municipal Design Guidelines

Design municipal structures in accordance with design guidelines, ensure compatibility with adjacent development, and set a standard for design excellence and sustainability.

CD-12.2 Public Works Support Urban Design Objectives

Ensure that all public works projects (medians, paving, landscaping, streetscape, gateways, buildings, etc.) support Citywide and district design objectives.

Public Art

Goal CD-13

Inclusion of arts in public places.

CD-13.1 *Art and Culture Promotion*

Continue to promote the arts in Oxnard through the application of the public arts program, requiring civic facilities to incorporate art elements, and encourage the private sector to invest in public art.

CD-13.2 *Maintenance of Public Art*

Provide funding mechanisms for the administration, development, and long-term maintenance of public art amenities.

Higher Quality Design

Goal CD-14

Expectations of higher quality design.

CD-14.1 *Design Review Process*

In the evaluation of development proposals, continue to ensure that public and private development projects comply with City design policies, plans, and guidelines.

CD-14.2 *Development Advisory Committee (DAC) Function*

Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and appropriateness for the proposed sites.

CD-14.3 *Quality of Design*

Encourage City decision makers and appropriate staff to research, site-visit, document, and pro-actively promote to the development community examples of high quality and innovate development in the Region and the State in order to raise the level of design quality throughout the City.

Economic Development

Goal CD-15

A strong economic and fiscal base critical to sustaining long-term prosperity for Oxnard residents and businesses.

CD-15.1 *Quality of Life*

Strive to maintain and enhance the City's quality of life through better business opportunities; increased leisure, cultural, and recreational opportunities; upgraded public facilities and amenities; and a range of residential opportunities.

CD-15.2 *City Image and Vision*

Enhance Oxnard's image as a city that is responsive to the vision desired and expressed by its residents.

CD-15.3 *Availability of Care Services*

Encourage the availability of a variety of high quality social care programs (e.g., extended adult and child day care, infant and toddler care, sick care, etc.) by encouraging through development agreements, conditions of approval, and/or other techniques that local employers and developers consider and /or develop social care facilities and programs.

CD-15.4 *Child Care Incentives*

Provide incentives to encourage developers to support quality child and senior care in industrial and commercial development.

CD-15.5 *Subsidized Child Care*

Encourage local employers to subsidize child care for low and moderate income employees.

CD-15.6 *Share of Regional Taxable Sales*

Increase Oxnard's share of tax base and enhance the fiscal health of the City.

CD-15.7 *Relationships with Higher Education Institutions*

Develop a closer working relationship with CSU Channel Islands, Oxnard College, the University of California Santa Barbara and California Lutheran satellite campuses to provide educational opportunities in concert with the economic development needs of the community and encourage younger residents to remain within the community after graduation.

CD-15.8 *Grant Funding*

Actively investigate and pursue grants and programs that are available from public and private sources that will increase the tourism, community growth, and the quality of life for its residents.

CD-15.9 *Regional Cooperation*

Work cooperatively with local and regional economic development organizations to expand and improve regional business opportunities.

Coordinated Development

Goal CD-16

Coordinated land use and infrastructure decisions with economic development.

CD-16.1 *Infrastructure Investment*

Strategically invest in infrastructure to support economic growth goals.

CD-16.2 *Mobility Improvements*

Encourage the improvement and enhancement of intermodal freight connections, railways, roadways, and airports to support existing and future economic development opportunities.

CD-16.3 *Balanced Economic Base*

Encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.

CD-16.4 *Evaluate Fiscal Impacts*

Evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide and maintain a high level of urban services (fire and police services, water, sewer, solid waste, transportation, parks, etc.) and community facilities as well as attract targeted businesses and a stable labor force.

CD-16.5 *Industrial and Commercial Development Standards*

Require high quality development standards that increase the efficient use of existing industrial and commercial development areas so as to preserve agricultural land and minimize adverse environmental impacts.

CD-16.6 *Provide for a Diversity of Housing Choices*

Provide for a range of housing choices for current and future residents in compliance with State housing element planning through a variety of land use designations and zoning classifications.

CD-16.7 *Flexibility in Regulation Implementation*

Continue to research and update the zoning code and related regulations in order to allow development to adequately respond to market conditions.

CD-16.8 *Public / Private Partnerships*

Pursue partnerships to encourage the implementation of public facilities and infrastructure improvements that benefit the community.

Employment Opportunities

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| Goal CD-17 | Expanded employment and self-employment opportunities in the community, providing a full range of quality career choices for all age groups. |
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CD-17.1 *Retain Local Talent*

Provide opportunities for a variety of local jobs and actively support efforts to retain residents who have completed higher education.

CD-17.2 *Business Assistance*

Assist businesses and industries in hiring and training underemployed and unemployed Oxnard residents.

CD-17.3 *Vocational Training*

Support trade, technical, and vocational training to strengthen and diversify all areas of the workforce.

CD-17.4 *Promote the Value of Higher Education*

Work with local educational providers to promote the value of education, especially among children with a weak family history of higher education.

CD-17.5 *Youth Training*

Collaborate in programs that promote the education and training of local youth to best match local labor force opportunities.

CD-17.6 *Business Expansion*

Focus business attraction, retention, and expansion efforts on companies and institutions that bring quality jobs that provide benefits and livable wages for Oxnard residents.

CD-17.7 *Incentives for Senior Employees*

Develop policies and incentives to retain and recruit older workers (e.g. flexible or reduced hours, transfer to less demanding roles, training to improve skills, phased retirement, and flexible benefits package).

Economic Development

Goal CD-18

Economic development to provide jobs for current and future residents.

CD-18.1 *Attract New Business*

Identify and attract a range of commercial, retail and industrial businesses that are compatible with the community's business climate and not detrimental to the existing local economy and environment.

CD-18.2 *Small Business*

Recognize the job creation potential of small business and promote entrepreneurial development and small business expansion.

CD-18.3 *Business / Government Communications*

Improve communication between local businesses and governmental agencies to improve the business climate and to encourage retention and expansion of local businesses.

CD-18.4 *Identify Target Business and Industries*

Identify businesses and industries in high value job markets (i.e., biotechnology, computer software, communications, entertainment, multimedia, education, business, and financial services) that lead to a diversified economic base and provide for a higher quality of life for Oxnard residents while minimizing environmental impacts.

CD-18.5 *Land Availability Information*

Provide land availability information to prospective businesses through the development and maintenance of an Internet based database system available to the public.

CD-18.6 *Business Organizations*

Support the establishment of public and private organizations designed to increase the attractiveness of Oxnard to the region, nation, and world.

CD-18.7 *Research Relocation of Agricultural Support Uses*

Initiate research into the opportunities and constraints of gradually relocating agricultural support uses outside the DETOD and Central Industrial Area to existing and new industrial parks better suited for long term sustainable activity and better situated to the production fields and 101 Freeway for truck and related agricultural vehicle movement .

CD-18.8 *Destination Expansion*

Expand efforts to develop Oxnard as a travel and convention destination.

CD-18.9 *Agricultural Heritage*

Support continued documentation and acknowledgement of the contributions of agriculture to the economy and lifestyle of the Oxnard community.

CD-18.10 Existing Businesses

Support, stimulate, and foster increased activity of existing businesses within the community.

Revitalized Downtown

**Goal
CD-19**

Continued revitalization of the Central Business District (Downtown).

CD-19.1 Unique Downtown Identity

Ensure that downtown Oxnard occupies a niche in the marketplace as a civic center supported by businesses, retail, residential components, arts, and entertainment.

CD-19.2 Complementary Development

Seek a complementary rather than competitive role with other areas of the City for the continued economic development of the City's downtown.

CD-19.3 Downtown Events

Promote quality events that bring residents and visitors to the downtown.

CD-19.4 Downtown Beautification

Continue to promote downtown cleanliness and enhancement through code enforcement, appropriate law enforcement presence, events and promotions, and property improvements.

CD-19.5 Attract Downtown Investment

Encourage investors to purchase downtown property and help property owners lease space.

Robust Port and Harbor Activity

**Goal
CD-20**

An economically robust port and harbor-related economic sector.

CD-20.1 Port Trade Enhancement

Work with the Oxnard Harbor District (Port of Hueneme) to enhance port-related economic activity and ensure reasonable fiscal support from the project sponsor to the City, equivalent to average light industrial uses, through the establishment of an Industrial Equivalent Policy; and ensure that harbor-related activities are compatible with adjacent land uses and activities, especially the restoration of the Ormond Beach wetlands. Goal ICS-4, "Goods Movement" and its policies are related to this policy. The Industrial Equivalent Zone is intended to achieve City revenue and jobs equivalent to a comparable light industrial development when a light industrial use is proposed on property located within the Oxnard City Limits that does not meet the City revenue and jobs equivalent to a

comparable light industrial development. The City of Oxnard will seek reasonable fiscal support from the project that is equivalent to average light industrial uses that have been established in the City of Oxnard.

CD-20.2 Channel Islands Harbor Enhancement

Work with the County of Ventura to enhance the Channel Islands Harbor, ensure an appropriate and compatible, environmentally sensitive, and fiscally sound level of tourist and resident-oriented uses, businesses, attractions, and special events.

Update the Oxnard Local Coastal Program

**Goal
CD-21**

An updated Local Coastal Program that includes the restoration of the Ormond Beach wetlands and consideration of climate change issues.

CD-21.1 Removal of Liquid Natural Gas (LNG) Reference

When the LCP is being updated, remove all references to “Western LNG” and add policies that explicitly oppose LNG facilities in or near the City.

CD-21.2 Modify non-Coastal Dependent Energy Uses

When the LCP is being updated, clarify that non Coastal-dependent energy facilities are not allowed in the Energy Coastal zone with exceptions for renewable energy installations such as solar panels and wind turbines under certain conditions and consistent with the Coastal Act.

CD-21.3 Future Use of Coastal Power Plants

Initiate an update to the Oxnard LCP that has the intent and effect of eventual decommissioning of the SCE Peaker Plant, Mandalay and Ormond Beach power generation facilities by: 1) land use designation change, 2) amortization, 3) revised development standards, 4) transferable development rights and/or other methods. After adoption and Coastal Commission certification of an updated Local Coastal Plan, initiate and implement policy and regulatory actions, and support actions of other relevant agencies that implement the LCP with regard to the future use of the SCE Peaker Plant, Mandalay and Ormond Beach power plants.

CD-21.4 Coastal Zone Land Use Designation Changes

When the LCP is being updated, change land use designations within the Coastal Zone to those included in the 2030 General Plan Land Use Map (Figure 3-1), if and as amended.

Restoration of the Ormond Beach Wetlands

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| Goal CD-22 | Environmentally sound Ormond Beach wetlands with appropriate public access. |
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CD-22.1 Participation in the Ormond Beach Wetlands Restoration Plan

Consider the California Coastal Conservancy's Ormond Beach Wetland Restoration Feasibility Study preferred Alternative 2U, "Restore Seasonally Open Wetland Habitats and Ponds (Unconstrained)" when reviewing planning and related entitlement applications, including but not limited, to the South Ormond Beach Specific Plan and in the update to the Oxnard Local Coastal Program (LCP). Include in the LCP update the complete remediation of the Halaco Superfund Site.

CD-22.2 Develop an Ormond Beach Visitor Access

Develop and implement, as resources allow, an Ormond Beach visitor access plan that includes a gateway park and visitor center near the southern terminus of Saviers Road, several levels of visitor interaction that include interpretive information displays, observation walks and platforms, trails and walkways, and other appropriate facilities and programs.



INFRASTRUCTURE & COMMUNITY SERVICES

4.1 Vision

The 2030 General Plan sets out a vision to guide future development in the City. The 2002 visioning program includes infrastructure and community services concerns and direction that are incorporated in this chapter, taking into account the 2006 Background Report which presents a detailed description of infrastructure and community services topics (circulation, public works, police and fire protection, libraries, schools, and related uses). Implementation and determination of internal consistency with the remainder of the general plan is presented in Chapter 9.

The City of Oxnard is implementing progressive projects and programs that ensure infrastructure and community services keep pace with the public's needs and quality expectations.

Oxnard is a full-service city, providing water, wastewater, and solid waste disposal services. Natural gas, electricity, transit, and communications are provided by utility companies, and Ventura County operates the Oxnard Airport. Oxnard maintains its own Police and Fire Departments. The City owns and operates parks and several specialized residential facilities and maintains miles of medians, waterways, and other areas. The single largest infrastructure is the public streets and arterial network.

One challenge is to continue to gain more control and assurance over the present and future supply of water, both for human and industrial uses. The Groundwater Recovery Enhancement and Treatment (GREAT) Program is the City of Oxnard's adopted and active long-range water supply strategy to combine wastewater recycling, groundwater injection, and groundwater desalination to make more efficient use of existing local water resources to meet projected water supply needs of the City. This program is under construction and represents a major investment and move towards sustainable development (also see Chapter 5).

The Del Norte Regional Recycling & Transfer Station (Del Norte) is a \$25 million regional transfer station and materials recovery facility that is owned by the City of Oxnard and operated by contract. In August 1996, Del Norte opened its doors when the Bailard landfill closed. The facility was developed in order to support the solid waste reduction and disposal needs of the community and has exceeded the AB939 mandate of diverting solid wastes from landfills.

The Police and Fire Departments continue to improve their service, expertise, equipment and facilities while fostering increased community outreach. The City has two state-of-the-art emergency operations centers (EOC) and city personnel are regularly receiving EOC training and drills.

Many of Oxnard's streets have been recently repaved. The City Council has adopted a Traffic Mitigation Plan that includes an Intelligent Transportation System (ITS) that connects most signals to a central computer and allows real-time management of traffic. Completion of the Oxnard Boulevard/Route 101, Rice Avenue/Highway 101, and Del Norte/Route 101 interchanges are critical to the City's link to the regional transportation network. A new opportunity is gaining control of Oxnard Boulevard and portions of Fifth Street and Vineyard Avenue from the State Department of Transportation (Caltrans), as Oxnard Boulevard largely defines the character of the center of the City.

As stated in Chapter 1, the City is developing additional parks and added several parks in recent years that together with existing parks total about 1,637 acres, a ratio of about 8 park acres per 1,000 residents.

This chapter replaces and augments the Circulation, Public Facilities, and Open Space elements of the 2020 General Plan.

4.2 Key Terms

The following are key terms and their definitions:

Aquifer. An underground layer of permeable rock, sand, and/or gravel containing water.



LOS A



LOS B



LOS C



LOS D



LOS E



LOS F

Capital Water Master Plans. Plans for storm water drainage and treatment; water supply, storage, treatment, and conveyance; wastewater collection, conveyance, treatment, recycling, and discharge; recycled water conveyance.

Detention. The temporary storage of storm water surface runoff to reduce peak volumes and to provide water quality treatment opportunities.

Drainage. The control and removal of rainfall or surface water by the use of surface or subsurface channels and/or equipment.

Functional Classification System. The Functional Classification System identifies existing roadway classification based upon number of lanes, capacity, location, etc. Typically, functional classification refers to local collectors, arterials, expressways, freeways, etc.

Groundwater. Water beneath the land surface usually within an aquifer.

Internet. A network that links individual computers. and users with service networks such as e-mail and the World Wide Web.

Level of Service (LOS). A qualitative measurement, expressed within a range of 0 to 1, of operational characteristics of traffic flow on a roadway or at the intersection of roadways, based on traffic volumes and facility type. Traffic operations are described in a qualitative manner using levels ranging from "A" to "F", with "A" representing the highest level of service. In determining the qualitative measure assigned to a facility or intersection, the following characteristics are considered: speed, delay, maneuverability, driver comfort and convenience. LOS can be used in transportation planning to determine appropriate sizes for facilities and identify impacts of proposed projects. In general, the following descriptions apply to the qualitative levels described above: "A" – free flow (0.0 to 0.60); "B" – reasonably free flow (0.61 to 0.70); "C" – stable flow (0.71 to 0.80); "D" approaching unstable flow (0.81 to 0.90); "E" – unstable flow (0.91 to 1.00); and "F" - forced or breakdown flow (greater than 1.00).

Mode. Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. Different modes of travel may require minimum facilities to meet their unique needs. In addition, there is a significant amount of overlap in facilities required for surface transportation needs.

Priority One Calls. Emergency calls which require immediate response from emergency service agencies where there is a reason to believe that an immediate threat to life exists.

Response Time. The length of time for public safety personnel to respond to the incident scene.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Service Area. The area for which a purveyor is responsible for distributing a service.

Transit. The conveyance of persons or goods from one place to another by means of local public transportation.

Truck Route. A defined roadway routing through the Planning Area. Trucks are defined as vehicles with a manufacturer's gross vehicle weight of 33,000 pounds or more.

Wastewater. Sewage from residential, commercial, industrial, and institutional sources.

Wastewater Collection System. The totality of the pipes, pump stations, manholes, and other facilities that convey untreated wastewater to a treatment facility.

Water Quality. The chemical purity of water in terms of turbidity, metals concentration, organics concentration, and salinity.

Water Supply. Water supplied from surface water obtained from a variety of sources treated and for public use.

4.3 Adequate Facilities

Adequate Facilities

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| Goal ICS-1 | Provision of adequate facilities and services that maintain service levels, with adequate funding. |
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*ICS-1.1 **Maintain Existing Service Levels***

Maintain the high priority of providing services to residents and visitors, and prevent deterioration of existing service levels.

*ICS-1.2 **Development Impacts to Existing Infrastructure***

Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.

ICS-1.3 Funding for Public Facilities

Continue to utilize developer fees, public facilities fees, and other methods (e.g. grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.

ICS-1.4 Infrastructure Conditions of Approval

New development should not be approved unless:

- The applicant demonstrates adequate public services and facilities are available;
- Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement;
- Infrastructure improvements are consistent with City infrastructure master plans; and
- Required infrastructure needed for future new development is self-funded.

4.4 Circulation Element

Circulation and Transportation System

**Goal
ICS-2**

A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted.

ICS-2.1 Coordinate with Regional Transportation Planning

Continue to work cooperatively with the various local, state, and federal transportation agencies and private operators in Ventura County to maintain a transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity. Continue to participate in Congestion Management Program (CMP) led by the Ventura County Transportation Commission (VCTC).

ICS-2.2 Improved Port of Hueneme Access

Continue to improve access to the Port of Hueneme and between the Port and the Ventura Freeway.

ICS-2.3 Connector Road(s) to Camarillo Feasibility

Initiate a feasibility study for connecting Gonzales Road and/or Del Norte Boulevard eastward to Camarillo as an emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.

ICS-2.4 *Auxiliary Lanes on Highway 101 Feasibility*

Initiate a feasibility study for financing and constructing northbound and southbound auxiliary lanes between the Oxnard Boulevard and Del Norte interchanges.

ICS-2.5 *Mitigate Impacts on County Roads*

Require new development to contribute to the enhancement of Ventura County-maintained roads based on an updated City/ County Memorandum of Understanding.

ICS-2.6 *Reduction of Construction Impacts*

Minimize and monitor traffic and parking issues associated with construction activities, require additional traffic lanes and/or other traffic improvements for ingress and egress for new developments for traffic and safety reason, where appropriate.

ICS-2.7 *Consistent Roadway Signage*

Continue to improve roadway signage Citywide to ensure that: 1) signage is accurate and not obscured or obstructed by vegetation or structures; 2) worded transportation signs are consistent and uniform; 3) type face is uniform; 4) graphic symbols are consistent; 5) sign size is modular; 6) signs are grouped to reduce visual clutter wherever possible; and 7) traffic-control devices, lighting, and related items are on common poles where feasible.

ICS-2.8 *Intelligent Transportation Systems*

Implement the adopted Intelligent Transportation Systems (ITS), as well as other appropriate communication technologies, to improve flow of traffic, where feasible.

ICS-2.9 *Coordinated Traffic Signal Timing with other Agencies*

Coordinate with adjacent local agencies to continue and expand a traffic signal timing program that minimizes vehicle emissions.

ICS-2.10 *High Capacity Corridors*

Continue to evaluate high capacity corridors or “Smart Streets” as part of the City’s ITS program, as well as part of the regional Congestion Management Program.

ICS-2.11 *Scenic Highway Preservation*

Preserve and enhance the character of scenic highways, and publicly owned and utility rights-of-way.

ICS-2.12 *Gateway Enhancements*

Continue to enhance gateways (including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, Rice Avenue, Del Norte Boulevard, Highway-101, Highway 1, Fifth Street, Channel Islands Boulevard, Pleasant Valley Road, Harbor Boulevard, Victoria Avenue, and Hueneme Road).

ICS-2.13 Oxnard Boulevard, Fifth Street, and Corridor Studies

Initiate corridor studies for Oxnard Blvd. and Fifth Street that key off of the State's relinquishment of the streets to the City. Other corridors may be identified for studies as need and funding permit. Corridor studies should be coordinated with transit service providers.

Level of Service

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| Goal ICS-3 | Level of service "C" at designated intersections, unless otherwise reduced by City Council direction. |
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ICS-3.1 CEQA Level of Service Threshold

Require level of service "C" as the threshold of significance for intersections during environmental review.

ICS-3.2 Minimum Level of Service C and Exceptions

Maintain level of service "C" for all intersections incorporated in the Oxnard Traffic Model. The City Council allows as an exception level of service "D" either in the AM or PM periods, or both, at the five intersections listed below and level of service "F" at Five Points in order to avoid adversely impacting private homes and/or businesses resulting from additional mitigations, or preserve or enhance aesthetic integrity.

1. C Street and Wooley Road
2. Oxnard Boulevard and Vineyard Avenue
3. Oxnard Boulevard and Gonzales Road
4. Gonzales Road and Rose Avenue
5. Five Points (Oxnard Boulevard/Saviers Road/Wooley Road)

ICS-3.3 New Development Level of Service C

Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of "C" or better. The City Council may allow an exception to level of service "D" in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.

ICS-3.4 Roadway Design/101 Freeway Capacity

Review the potential addition of auxiliary lanes or lane expansion to increase roadway width and number of lanes, where feasible, in order to mitigate traffic congestion and improve level of service.

ICS-3.5 Interim Level of Service Identification and Reporting

Identify and report annually to the City Council all intersections and their respective levels of service that are operating below level of service "C."

ICS-3.6 *Monitoring Level of Service*

Review the functioning of the roadway network on a regular basis with the collection of traffic counts and updating and running of the Oxnard Traffic Model to reclassify intersection levels of service.

ICS-3.7 *Future Level of Service*

Plan and reserve proposed roadway, pedestrian and bicycle path alignments in advance of development in areas in which the existing level of service is potentially impacted.

ICS-3.8 *2030 Circulation System Diagram*

Utilize the 2030 circulation system diagram (Figure 4-1) in evaluating new development proposals, the City's capital improvement program, and other relevant activities. Update the diagram as appropriate to reflect adopted changes to the City's circulation system.

Goods Movement

**Goal
ICS-4**

A functional and balanced goods movement system that provides timely and efficient transport of goods generated by the Port of Hueneme and agricultural, industrial, and commercial areas.

ICS-4.1 *Enhance Goods Movement*

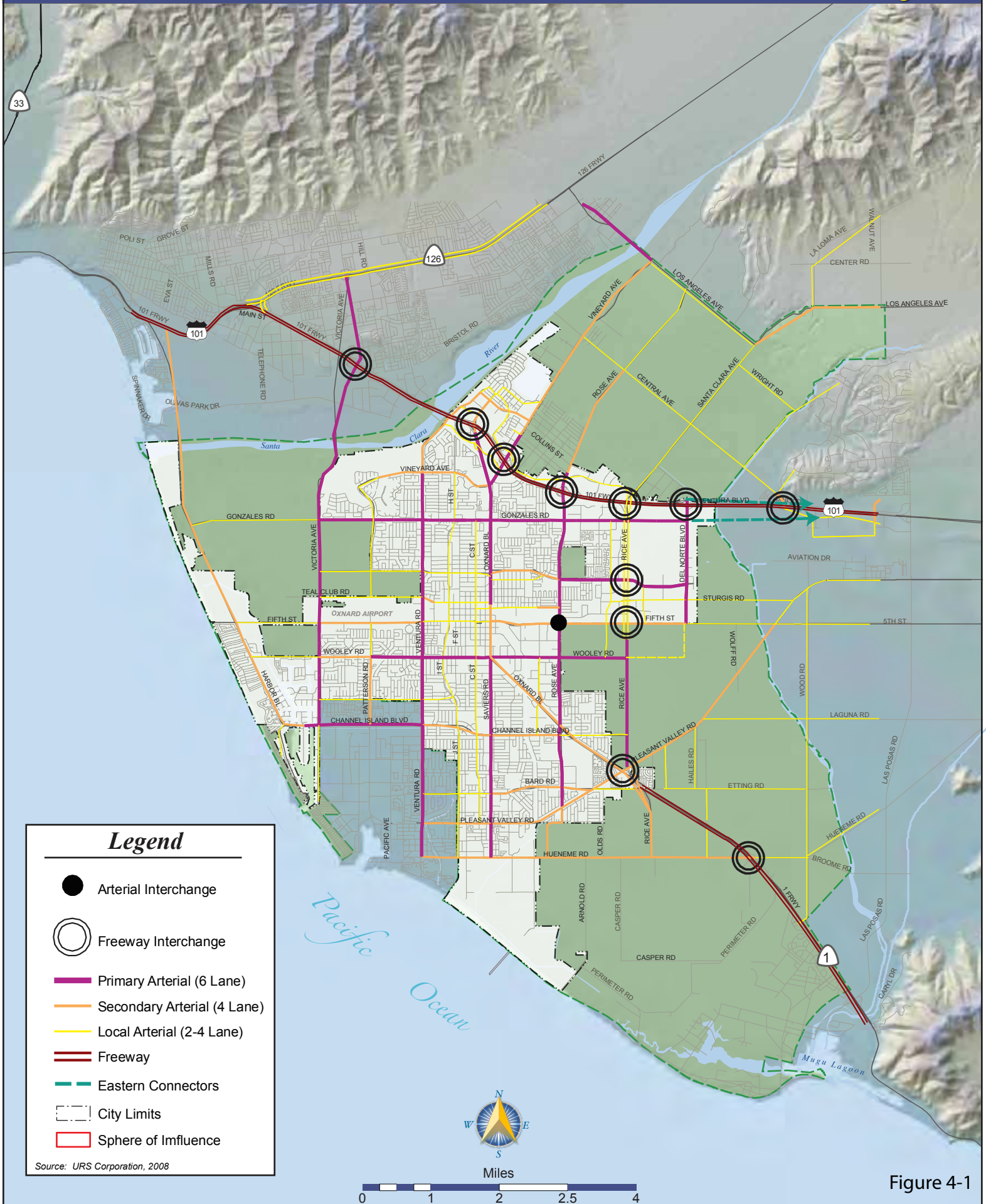
Coordinate with the Oxnard Harbor District, the City of Port Hueneme, NBVC, and other organizations associated with goods movement to promote and expand economic development while preserving the City's quality of life.

ICS-4.2 *Study Separating Rail and Roadways and Buffers*

Study alternatives to separate railroad movements from roadways intersecting Oxnard Boulevard and Fifth Street adjacent to the Union Pacific Railroad to increase public safety, and investigate and implement appropriate and feasible buffers along rail routes.

ICS-4.3 *Truck Route Designation and Buffers*

Coordinate with the City of Port Hueneme and the County of Ventura to designate commercial vehicle routes that improve goods movement through the City with minimal impact on residential areas, and investigate and implement appropriate and feasible buffers along truck routes. Maintain a truck route diagram in the office of the Traffic Engineer for public use.



ICS-4.4 *Truck Route Compliance*

Work with agencies and commercial businesses involved with goods movement to ensure that truck routes are adhered to by commercial vehicle drivers.

ICS-4.5 *Loading and Unloading*

Enforce truck loading and unloading regulations in commercial and industrial areas and those adjacent to residential land uses.

ICS-4.6 *Freight Rail*

Work with Union Pacific Railroad and the Ventura County Railway to mitigate intersections that are impacted or delayed by rail crossings in order to improve vehicular level of service.

ICS-4.7 *Railroad Grade Crossings, Camino del Sol Crossing*

Identify, prioritize, and research improvements to railroad crossings, including fly-overs, to minimize traffic flow disruption and complete the Camino del Sol/UPRR crossing.

ICS-4.8 *Freight Railroad Right of Way for Other Uses*

Support the preservation of surplus railroad right of way for other suitable purposes such as, but not limited to, a bicycle trail and/or transit facility.

Passenger Railroad

**Goal
ICS-5**

A passenger railroad system that serves the needs of the residents, visitors, and workers.

ICS-5.1 *Enhanced Passenger Rail Service*

Encourage improved rail passenger service on Amtrak and Metrolink, including commuter service and other express services to Santa Barbara, East Ventura County, and Los Angeles County.

ICS-5.2 *Passenger Rail Service Expansion*

Support improvement and expansion of the Santa Paula Branch Line and the Ventura County Railway for regular passenger railroad service.

ICS-5.3 *Sub Regional Transportation Centers*

Develop one or more sub-regional multimodal-transit transfer centers within Urban Villages (including The Village, RiverPark, Sakioka Farms specific plans) and other appropriate areas in cooperation with Gold Coast Transit that could include a local collector shuttle service, access to Gold Coast service, commuter parking and access to regional commuter buses, shuttle service to the Oxnard Transit Center, access to vehicle rental or subscription services, bicycle parking and services, and the like. This policy is intended to support SB 375 and the regional Sustainable Communities Strategy.

Transit

Goal ICS-6

Public transit system that serves the needs of the residents and workers of Oxnard.

ICS-6.1 *Transit Facilities for New Developments*

Include transit facilities such as bus benches, shelters, pads or turnouts, where appropriate, in new development improvement plans.

ICS-6.2 *Transit Service Provision*

Continue to participate with public transit agencies to develop bus service to major commercial, employment, school and special event destinations.

ICS-6.3 *Paratransit*

Continue to support dial-a-ride and other paratransit options for senior and disabled residents of the City.

ICS-6.4 *Private Bus Transportation*

Support private bus transportation (including Greyhound, Transportes Intercalifornias and the Ventura County Airporter, etc.) for increased commuter and travel options for residents of the City and the region.

ICS-6.5 *Signal Priority for Transit*

Incorporate intersection signal priority for transit services within the ITS Program.

ICS-6.6 *Alternative Transit Options*

Utilize, where feasible, environmentally clean transit vehicles such as a liquefied natural gas and hybrids.

Transportation Demand Management

Goal ICS-7

Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion.

ICS-7.1 *Require Transportation Demand Management Programs (TDM)*

Consider requiring TDM programs with preferred parking, car pool and van pool vehicles, and ride sharing where feasible and appropriate.

ICS-7.2 *Reduce Single-Occupancy Automobile Dependency*

Reduce single-occupancy automobile use and increase the use of alternative forms of transportation as a means of reducing energy consumption and vehicle emissions.

ICS-7.3 *Travel Patterns*

Promote compact, mixed use development patterns that compliment and encourage TDM programs, pedestrian and bicycle travel, and transit use.

ICS-7.4 *Park and Ride Lots*

Coordinate with Caltrans District Seven and the Ventura County Transportation Commission (VCTC) to designate specific locations for Park and Ride lots to support ride sharing and other commuting options.

Bicycles and Pedestrian

**Goal
ICS-8**

Safe bicycle and pedestrian circulation throughout the City.

ICS-8.1 *Improved Bicycle and Pedestrian Safety*

Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.

ICS-8.2 *Bicycle Route Plan*

Plan a citywide system of safe, efficient, and attractive bicycle routes for commuter, school, and recreational use. Maintain a bicycle route map in the office of the City Traffic Engineer that is widely available for public use.

ICS-8.3 *Completing Bicycle and Sidewalk Network*

Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.

ICS-8.4 *New Development Requires Bicycle Improvements*

Where designated, require proposed developments to include bicycle paths and / or lanes in their plan and to clearly indicate possible bicycling hazards such as speed bumps and storm drain inlet grates in parking lots.

ICS-8.5 *Public Sidewalks and Pedestrian Orientation*

Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.

ICS-8.6 *Americans with Disability Act (ADA) Handicap Requirements*

Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian area, and parks.

ICS-8.7 *Downtown and Beach Area Bicycle Accessibility*

Support improvements to increase bicycle accessibility in and around the Downtown area and bicycle route access to the harbor, beach, and other popular destinations.

ICS-8.8 *Educational Facilities*

Coordinate with public school districts and other educational facilities to design pedestrian and bicycle access as the preferred access to schools rather than vehicular, and improve drop off and pick up circulation, especially during the morning and afternoon peak periods.

ICS-8.9 *Street Crossings*

Design street crossings to provide for the safety needs of bicyclists and pedestrians in accordance with the designations set forth in the Bicycle Master Plan.

ICS-8.10 *Coastal Trail Development*

Encourage, plan, and participate in development of an aesthetic, educational, safe and convenient trail program in the coastal resource areas in cooperation with other agencies, where environmentally appropriate.

ICS-8.11 *Bicycle Parking and Storage*

Develop standards for safe and adequate facilities for storing and locking bicycles at business and employment centers, recreation areas, and major public facilities.

ICS-8.12 *Roadway Surfacing*

Maintain and improve the surface quality of the right shoulder of roadways so that it is suitable for bicycle travel.

ICS-8.13 *Importance of Pedestrian and Bicycle Access in Site Planning*

Require that new development treat pedestrian and bicycle circulation as equal to or preferred to vehicular access in site design including, but not limited to, access to neighborhood and commercial shopping centers, schools, and parks.

ICS-8.14 *Connecting Facilities*

Create a physical link for pedestrian and bicycle traffic between parks and recreation facilities as specified in the Bike and Pedestrian Master Plan.

Parking

| | |
|-----------------------|--|
| Goal ICS-9 | Adequate parking and loading facilities to support residential and commercial parking needs. |
|-----------------------|--|

ICS-9.1 Beach and Coastal Parking

Maintain and improve beach and coastal area access and parking that accommodate visitors while monitoring and protecting the impacts of parking on the natural environment and surrounding neighborhoods.

ICS-9.2 Development Has Adequate Parking

Review development proposals to encourage shared parking use and ensure adverse parking impacts are minimized or avoided.

ICS-9.3 Neighborhood Parking Permits

Continue to implement permit parking programs in residential neighborhoods, as requested by the neighborhoods.

ICS-9.4 Monitoring of Parking Conditions and Revise Regulations

Periodically evaluate the adequacy of parking standards in light of actual parking patterns and vehicle sizes; evaluate existing parking conditions, re-evaluate parking and loading demands, and develop and revise regulations as appropriate.

Air Transportation

| | |
|------------------------|--|
| Goal ICS-10 | Improved and safe commercial air carrier services. |
|------------------------|--|

ICS-10.1 Support Oxnard Airport

Continue to support commercial air service at Oxnard Airport as outlined in the Oxnard Airport Master Plan.

ICS-10.2 Oxnard Airport Compatible Land Use

Continue to ensure that the land use and zoning adjacent to Oxnard Airport is compatible in order to minimize potential noise and safety problems.

ICS-10.3 Airport Operations Monitoring



Monitor impacts, such as vehicle congestion, overflight noise, and air pollution, from operations at the Oxnard Airport and work with the County Department of Airports to reduce these impacts if they are excessive.

4.5 Utilities

Water Supply and Water Quality

Goal ICS-11

Water supply, quality, distribution, and storage adequate for existing and future development.

ICS-11.1 Regional Water Quality Management Plans



Support the countywide Water Quality Management Plan, the Sea Water Intrusion Abatement Program, wastewater reclamation, water conservation programs, and regional coordination.

ICS-11.2 Maintain Water Capital Master Plans



Continue to update as need the City's Master Plan of Drainage (2001), Water Master Plan (2003), Urban Water Management Plan (2005), Wastewater Master Plan (2008) and Recycled Water Master Plan, Phase I (2009) to address water related constraints and opportunities.

ICS-11.3 GREAT Program Implementation



Continue to implement the GREAT Program as the key program for the City's short and long term water supply.

ICS-11.4 Potable and Recycled Water Distribution Systems

Continue upgrading the potable and recycled water transmission and distribution systems in a timely manner to meet anticipated demand and to implement the GREAT Program.

ICS-11.5 Sustainability of Groundwater Supply

Support the policies of the Fox Canyon Groundwater Management Agency to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.

ICS-11.6 Water Conservation and/or Recycling Connection as Mitigation



Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.

ICS-11.7 Water Wise Landscapes



Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new and replacement landscaping.

ICS-11.8 Channel Islands Harbor and Offshore Water Quality



Condition or comment on any applications received for dredging to control turbidity and prevent interruption with spawning or migratory cycles, condition and conduct harbor and bay development in a manner that will result in the lowest reasonable level of contamination, monitor vessel wastes and report them to the proper agency, and continue to comment on the potential effects on ocean water quality of all offshore mining (oil and gas extraction) operations within the Santa Barbara Channel.

ICS-11.9 Groundwater Extractions

Continue to adhere to the recommendations of the Ventura County Regional Water Quality Planning Program regarding groundwater quality and extractions.

ICS-11.10 Water Supply Finding for Smaller Projects

Prior to approval of a discretionary proposed project not subject to a Water Supply Assessment pursuant to Government Code Section 66473.7, a finding shall be made to ensure an adequate water supply for the proposed development.

ICS-11.11 Water Quality



Monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State agencies with jurisdiction and Environmental Protection Agency (EPA) regulations, and take necessary measures to prevent contamination.

ICS-11.12 Water for Irrigation

Require the use of non-potable water supplies for irrigation of landscape and agriculture, whenever available.

ICS-11.13 Water Neutral Policy and Urban Water Management Plans

Incorporate the City's Water Neutral Policy regarding new development into the 2010 Urban Water Management Plan and develop appropriate ordinances, policies, and/or programs to fully implement the policy.

Wastewater Collection, Treatment, and Disposal

Goal ICS-12

Adequate capacity at the City Waste Water Treatment Plant to accommodate existing and future development.

ICS-12.1 Water Recycling and Resource Recovery



Require water recycling and resource recovery where possible in industrial operations to minimize sewer flows and sewer treatment demands.

ICS-12.2 Monitoring Plant Performance

Continue to monitor the performance of the City wastewater treatment plant to determine when additional capacity will be required and plan for needed treatment capacity.

ICS-12.3 Wastewater Discharge Monitoring

Monitor and ensure that discharges comply with approved permits.

ICS-12.4 Wastewater Discharge

Treat all wastewater in compliance with approved discharge permits.

ICS-12.5 Sedimentation Control

Require by conditions of approval that silt and sediment from construction be either minimized or prohibited.

ICS-12.6 Timing of Future Development

Impose conditions in order to ensure adequate wastewater capacity for proposed new development.

Stormwater Drainage

Goal ICS-13

Adequately sized storm drain systems and discharge treatment, certified levees, and implementation of appropriate National Pollutant Discharge Elimination System (NPDES) permits and regulations.

ICS-13.1 100-year Floodplain

Discourage development, major infill, and structural improvements (except for flood control purposes) within the 100-year floodplain as regulated by FEMA. Recreational activities that do not conflict with habitat uses may be permitted within the floodplain.

ICS-13.2 Adequate Storm Drains and NPDES Discharge Treatment

Provide storm drainage facilities with sufficient capacity to protect the public and property from the appropriate storm event and strive to meet

storm water quality discharge targets set by NPDES and related regulations.

ICS-13.3 Stormwater Detention Basins

Design stormwater detention basins to ensure public safety, to be either visually attractive or unobtrusive, provide temporary or permanent wildlife habitats, and recreational uses where feasible in light of safety concerns.

ICS-13.4 Low Impact Development

Incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education.

ICS-13.5 FEMA-Certified Levees

Work expeditiously with County, State, and Federal agencies and the private sector to achieve full certification of Santa Clara River Levees that impact Oxnard and the Planning Area.

Solid Waste Management

**Goal
ICS-14**

Reduced solid waste and increased recycling.

ICS-14.1 Waste Reduction



Continue to implement and participate in appropriate source reduction and recycling programs to meet mandated waste reduction levels as specified within the California Integrated Waste Management Act of 1989, promote the maximum feasible use of solid waste recycling and composting of organic waste, and strive to reduce commercial and industrial waste.

ICS-14.2 Use of Recycled Materials



Use recycled materials and employ recycling techniques for City operations to reduce demand for solid waste disposal capacity, where feasible, and encourage recycling of construction and demolition materials generated at residential and commercial new construction and renovation sites.

ICS-14.3 New Development Requirements



Continue to require developers and operators to employ practices that reduce the quantities of waste generated and promote resource recovery during construction, demolition, and operation.

Landfill Compatibility

Goal ICS-15

Managed development adjacent to closed landfill areas that mitigate health and safety hazards.

ICS-15.1 *Environmental and Health Impacts of Closed Landfills*

Consider ongoing impacts associated with closed landfills when establishing the intensity, density, and location of development and buildings on adjacent properties.

ICS-15.2 *Avoiding Sensitive Land Uses in Areas Adjacent to Landfills*

Establish a safe buffer zone distance around inactive landfills within which no sensitive or residential land uses are permitted unless a thorough study of emissions from the facility is conducted and it is determined that no adverse health effects or significant odor impacts would occur.

ICS-15.3 *Development Near Bailard Landfill*

Ensure that development within 1,000 feet of the Bailard Landfill site undergoes appropriate environmental review to ensure that proposed land uses do not impinge on the post-closure activities of the landfill. Input from the Ventura Regional Sanitation District shall be included in the review process.

Hazardous Waste

Goal ICS-16

Residents and property protected from the use, transport, and disposal of hazardous materials.

ICS-16.1 *Underground Storage Program*

Continue to identify leaking underground storage containers and refer leaking cases to the proper entities immediately upon discovery.

ICS-16.2 *Hazardous Waste Audits*

Require a hazardous waste audit as part of the application procedure for proposed expansions or new development of commercial or industrial projects.

ICS-16.3 *Recycling of Hazardous Materials*



Continue to require the proper disposal and recycling of hazardous materials.

Gas and Electric Utilities

Goal ICS-17

Adequate and efficient public utilities that meet the needs of residents of the City.

ICS-17.1 Electric Facilities

Ensure that electric facilities (such as the Southern California Edison generating facilities located within the City) are built in accordance with the California Public Utilities Commission regulations and incorporate feasible solar, wind, and other renewable sources of energy.

ICS-17.2 Easements

Ensure that gas and electric service mains not installed in the public right-of-way have established easements.

ICS-17.3 Promoting Renewable Energy Production



Encourage the use of renewable solar, wind, and other electric generation technologies instead of new or expansion of fossil fuel-based generation facilities.

ICS-17.4 Service Extension

Coordinate with gas and electricity providers for the extension of gas and electrical facilities.

ICS-17.5 Undergrounding of Utility Lines

Require undergrounding of utility lines in new development, except where it is not feasible due to electrical transmission load or other operational issues.

Communications

Goal ICS-18

Expanded communication system services to improve personal convenience for residents of the City.

ICS-18.1 Telecommunications Services

Work with telecommunications providers to ensure that residents and businesses have access to telecommunications services, including broadband service. To maximize access to inexpensive telecommunications services, the City shall encourage marketplace competition from multiple service providers.

ICS-18.2 Communication Technologies for Improved Citizen Participation

Expand the use of communication technologies including cable television systems, City website, cable channel bulletin boards, e-mails, text

messaging, and public service/educational programming as a communications tools in providing governmental information, public access and cultural programming.

ICS-18.3 Wireless Telecommunications

Encourage wireless providers to meet the following conditions, to the maximum extent feasible:

- Incorporate best available technology;
- Locate away from residential and open space areas;
- Not be visible from public rights-of-way and local and State scenic highways;
- When possible, locate on existing buildings, existing poles, or other existing support structures; and
- Incorporate well-designed stealth techniques that disguise the facility from the point of view of nearby residents.

4.6 Public Facilities and Services

Law Enforcement

Goal ICS-19

Adequate and effective law enforcement and the incorporation of crime prevention features in developments.

ICS-19.1 Additional and / or Enlarged Police Facilities

Monitor the need for additional or enlarged police facilities.

ICS-19.2 Police Review of Development Projects

Continue to require the Police Department to review proposed development projects and provide recommendations that enhance public safety.

ICS-19.3 Law Enforcement Communication Techniques

Employ state of the art law enforcement communication techniques to decrease response time.

ICS-19.4 Crime Prevention Device Requirements

Require crime prevention devices (e.g. deadbolt locks, peepholes, etc.) in all new development.

ICS-19.5 Incorporating Security Design Principles

Encourage crime prevention and defensible space through design principles such as those employed through the National Crime Prevention Through Environmental Design program, Neighborhood Watch Program, and/or other appropriate methods to enhance public safety.

ICS-19.6 Crime and Safety Education Programs

Publicize police protection services throughout the education system, with an emphasis of the elementary school level, and encourage joint police / citizen participation through Neighborhood Councils.

ICS-19.7 New Development

Require new development to fund a fair share extension of police services to maintain service standards, including personnel and capital improvement costs.

ICS-19.8 Response Time

Achieve and maintain an average response time of five (5) minutes or less for priority one calls.

Fire Protection

**Goal
ICS-20**

Protected public through effective fire protection services and the incorporation of fire safety features in new development.

ICS-20.1 Fire Response Time

Achieve and maintain a response time of five (5) minutes 90 percent of the time as a goal for service call response and siting of new fire stations.

ICS-20.2 Provision of Fire Station Facilities and Equipment

Achieve and maintain fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the City's service standards (ISO rating and response time).

ICS-20.3 Commercial and Industrial Sprinkler Requirements

Require new commercial, residential, and industrial development to provide sprinklers and related fire detection and suppression equipment per City Fire Department requirements, and incorporate measures for fire prevention and access for firefighting personnel and equipment.

ICS-20.4 Fire Prevention Mitigation Fee

Consider implementing a Fire Prevention Mitigation Fee to provide a continued adequate level of fire prevention service.

ICS-20.5 Fire Services to New Development

Require new development to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.

ICS-20.6 Fire Prevention Education Programs

Continue to promote public awareness and prevention of fire hazards through fire protection programs, especially those aimed for elementary age students.

ICS-20.7 Adherence to City Standards

Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.

ICS-20.8 Development Review

Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.

ICS-20.9 Mutual Aid with Local, State, and US Navy Fire Departments

Continue to cooperate with nearby local fire departments and State and US Navy fire departments in the provision of fire protection service through mutual aid agreements.

ICS-20.10 Adequate Emergency Access and Routes

Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.

ICS-20.11 Citizen Disaster Groups

Establish and maintain Citizen Emergency Response Teams (CERT) to assist during emergencies.

ICS-20.12 Weed Abatement

Maintain a weed abatement program to ensure clearing of dry brush areas. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Education**Goal
ICS-21**

High quality, well maintained school facilities for the residents of Oxnard.

ICS-21.1 Accommodating Growth

In coordination with the local school districts, designate sites for new school facilities in order to ensure that the number, type, and location of school facilities are commensurate with growth.

ICS-21.2 Development Fees

Continue to require school impact development mitigation fees from new commercial, industrial, and residential development.

ICS-21.3 Siting of Schools

Minimize the student crossing of major arterial or collector streets by encouraging school districts to site schools within residential neighborhoods, where appropriate.

ICS-21.4 Mitigation of Impacts

To the extent allowable under State law, require new projects to mitigate impacts on school facilities, and evaluate alternatives for funding such as assessment districts.

ICS-21.5 Expansion of Existing Facilities

Work with the school districts to evaluate the ability to expand or renovate school facilities within infill areas to provide adequate facilities, and work with school districts to evaluate alternatives such as smaller school sizes, smaller campus land areas, and multi-story buildings.

ICS-21.6 Monitor Enrollment Needs

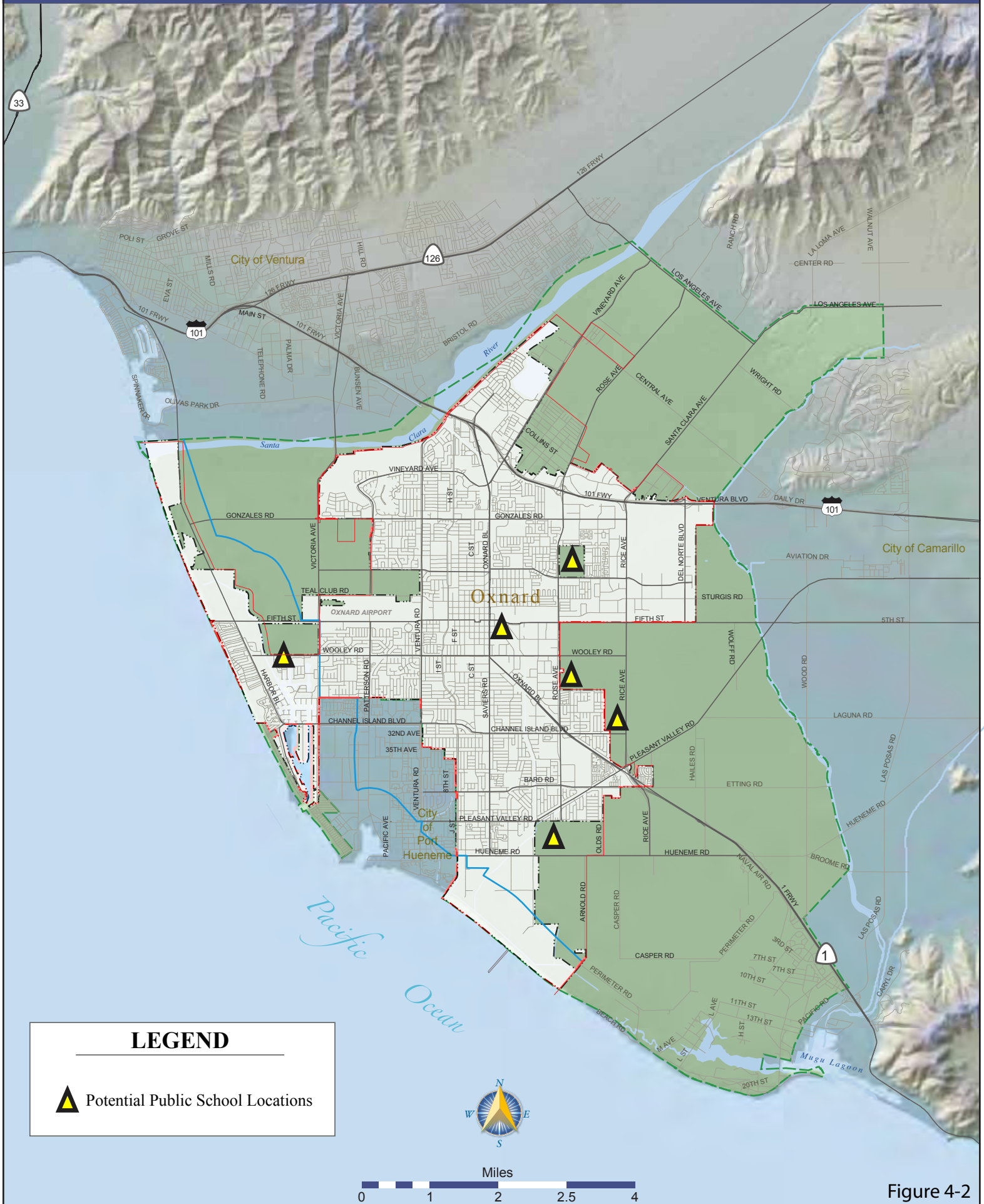
Continue to work with school districts to monitor housing, population, and school enrollment trends in order to determine future enrollment needs. In particular, assess the anticipated housing and population growth during the development of specific plans and large projects to determine school facility needs.

ICS-21.7 Buffer Areas Around Schools

Review land use and use permit applications to provide where feasible a minimum of one-fourth (1/4) mile buffer area between schools and any industrial facilities that may emit hazardous vapors. A buffer zone meeting criteria of the Ventura County Agricultural Commissioner should be maintained where feasible between any school and any active agricultural operations.

ICS-21.8 Potential School Location Exhibit

Figure 4-2 illustrates possible locations of public schools for the Rio, Oxnard, Ocean View, Hueneme, and Oxnard High School Districts. This exhibit shall be administratively updated annually by the Development Services Director with invited input from the districts. The locations do not commit the districts to developing schools at these sites nor limit their options at other sites not shown on the exhibit. The exhibit serves as a coordination tool between the five districts and the City.



Libraries

Goal ICS-22

A full service, high quality public library system.

ICS-22.1 Library Funding

Evaluate additional funding mechanisms for the construction and operation of libraries within the City.

ICS-22.2 Location of Library Facilities

Encourage the siting of new library facilities near or adjacent to other City facilities, schools, and parks.

ICS-22.3 Expansion of Library Services

Continue to adjust library services to meet the educational, informational, and cultural needs of all City residents.

ICS-22.4 Information Technology at Libraries

Expand public access to the Internet and other emerging information technologies at existing and future libraries.

ICS-22.5 Support the Carnegie Library, Maritime Museum, and Similar Establishments

Continue to support the mission and programs of the Carnegie Library, Ventura County Maritime Museum, and similar cultural uses and establishments.

4.7 Parks and Recreation

Goal ICS-23

A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors.

[A summary of City and other nearby recreational opportunities is presented in Chapter 1, updated from the 2006 Background Report.]

ICS-23.1 City Park and Recreation Standards

Provide park and recreation facilities at a level that meets the standards for neighborhood and community parks as follows:

| Type of Park | Net Acres/ 1,000 Residents | Min. Net Acres/Park | Service Radius |
|--------------|----------------------------------|------------------------|-------------------|
| Mini/Pocket | No standard | No standard | 1/3 mile |
| Neighborhood | 1.5 | 5 | 1/2 - 1 mile |
| Community | 1.5 | 20 | 1-1/2 miles |
| TOTAL | 3.0 | N/A | N/A |

ICS-23.2 Park Facility Rehabilitation

Continue to maintain and rehabilitate parks and recreation facilities.

ICS-23.3 Identifying Additional Parklands

Prior to incorporation of residential projects or areas into the City, assess the need for additional parkland and the need and desire for pet-friendly areas within parks.

ICS-23.4 Collocation of Parks and Schools

Future neighborhood park sites shall be located next to school sites whenever feasible.

ICS-23.5 Resident Access to Scenic Areas and Ormond Beach

Work with appropriate organizations and agencies to provide Oxnard residents with access and possibly interpretive and/or visitor centers to natural/scenic areas such as the Santa Clara River Greenbelt, Ormond Beach, and Oxnard Dunes consistent with resource protection objectives.

ICS-23.6 Promoting Community Park Interest

Enhance community interest and neighborhood pride by promoting a concern for maintaining neighborhood parks and facilities in good condition.

ICS-23.7 Park Signage

Utilize uniform signage, and employ other unifying design features to integrate parks and other municipal facilities and encourage use by residents.

ICS-23.8 Buffering Neighborhood Parks

Create buffer zones between neighborhood park facilities and adjacent residences.

ICS-23.9 Regional Park Accessibility

Support efforts to develop regional facilities that are easily accessible to Oxnard's population.

ICS-23.10 *Park Siting and Design to Maximize Security*

Require that new parks be located and designed in such a way as to facilitate their security and policing.

Reduced Costs and Alternative Funding for Parks

**Goal
ICS-24**

Optimized public investment in parks and recreation by reduced costs and funding alternatives.

ICS-24.1 *Park Funding Methods*

Continue to pursue cost-effective approaches to developing, funding, improving, and maintaining facilities.

ICS-24.2 *Park Operations Fiscal Efficiency*

Evaluate coordinated recreation programming with other public agencies and create service links to avoid duplication of services and budgetary expenditures.

ICS-24.3 *Review Quimby Fee Formula*

Periodically evaluate the appropriate funding level and land dedication rates within the Quimby fee formula.

Recreation Programs

**Goal
ICS-25**

Recreational programs that meet Oxnard's diverse needs.

ICS-25.1 *Promote Childcare / Youth and Family Programs*

Promote the use of City parks and community centers for child care / youth and family programs, including programs for after school, holiday, and vacation time periods.

ICS-25.2 *Coordinate Recreation Programs with Other Agencies*

Coordinate recreation programs with those of other public agencies and private non-profit organizations.

ICS-25.3 *Sponsor Specialized Recreation Programs*

Participate with other public agencies and private non-profit organizations to sponsor specialized recreation programs and events such as after school programs, juvenile diversion, and family-oriented activities.

ICS-25.4 *Recreational Opportunities for Lower-Income Families*

Provide opportunities for lower-income families and individuals to participate in City-sponsored recreation and park programs.

ICS-25.5 Youth Programs and Services

Provide recreational programs and services that emphasize positive educational and social influences on Oxnard youth.

ICS-25.6 Recreational Services and Programs Reflecting Cultural Diversity

Provide and promote recreational services and programs that reflect the cultural diversity of the community.

4.8 Information Systems**Goal
ICS-26**

A customer-focused, integrated Information Technology (IT) infrastructure in support of digital governance.

ICS-26.1 Information Technology Architecture

Continue development of network architecture enabling and supporting intra-city operations and improving public access and communication with city offices and operations.

ICS-26.2 Information Technology Environment

Maintain an integrated, secure, and focused approach for digital governance and support City Departments and public access by furnishing necessary IT tools to provide customer-focused public services.

ICS-26.3 Information Service Management

Develop IT master plans on a four-year cycle; employ use of system management tools to monitor network resources; continue development of unified business continuation and disaster recovery procedures; and employ Standard Operating Procedures (SOPs) and Best Management Practices (BMPs).



ENVIRONMENTAL RESOURCES

5.1 Vision

The Oxnard 2030 General Plan sets out a vision to guide future development in the City. The 2002 visioning program included environmental resources concerns and direction that are incorporated in this chapter, taking into account the 2006 Background Report which presents a detailed description of environmental resource topics (agriculture, biology, hydrology, and so on). Implementation and determination of consistency with the remainder of the general plan is presented in Chapter 9.

The vision for the Environmental Resources Chapter is that the City increases its responsible stewardship of the environment in full compliance with state and Federal laws, and strives to exceed in a position of leadership in these areas. The Environmental Resources chapter is closely related to Chapter 2, Sustainable Community, as both chapters address primarily environmental issues. This chapter contains well-established goals and policies that have long been required by State law and routinely included in general plans such as preventing oil spills and regulating underground storage tanks. In contrast, Chapter 2 includes new goals and policies related to climate change and developing mitigations to reduce greenhouse gases and adapt to sea level rise and

other possible consequences, which are relatively new topics. Both chapters should be used in tandem when reviewing environmental issues.

This chapter replaces and augments the Open Space and Conservation chapter of the 2020 General Plan.

5.2 Key Terms

The following are key terms used in this chapter:

Aquifer. An aquifer is an underground layer of permeable rock, sand, or gravel that contains water, and is sometimes referred to as a water table.

Groundwater Basin. A groundwater basin is an area underlain by permeable materials capable of furnishing a significant supply of groundwater to wells or storing a significant amount of water.

Overdraft. Overdraft is a condition of a groundwater basin or aquifer in which withdrawals exceed inflow (i.e., more water is removed than put back in).

SCAG. The Southern California Association of Governments, the regional planning agency for Ventura, Los Angeles, Orange, San Bernardino, Riverside, and Imperial counties.

Sensitive Natural Community. A sensitive natural community is a plant and/or animal community that is rare in this area, provides important living and breeding for wildlife, are structurally complex, and are special concern to local, state, or federal agencies. The California Department of Fish and Game (CDFG) tracks sensitive natural communities in the California Natural Diversity Database (CNDDDB) and the California Environmental Quality Act (CEQA) identifies the elimination or substantial degradation of such communities as a significant impact.

Special-Status Species. Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to habitat loss or population decline, are recognized by federal, state, or other agencies. Some of these species receive specific protection that is defined by federal or state endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report.

VCOG. The Ventura County Council of Governments, consisting of the ten city governments in the county and the County of Ventura government.

View Corridor. A view corridor is a designated highway, road, or trail that offers travelers a view of significant natural landscape or man-made features.

Viewshed. A viewshed is the area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail, and background items (items at some distance from the viewer) that frame the view. As a person travels along a roadway (a view corridor), the viewshed changes, with the foreground items changing rapidly and the background items remaining fairly consistent.

Wetlands. Wetlands are ecologically complex habitats that support a variety of both plant and animal life. Examples of wetlands include saltwater or brackish marsh, seasonal wetlands, and vernal pool complexes that have a hydrologic link to other waters.

5.3 Goals and Policies

Protection of Natural and Cultural Resources

Goal ER-1

Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.

ER-1.1 *Protect Oxnard's Natural and Cultural Resources*



Protect the City's natural resource areas, fish and wildlife habitat, scenic areas, open space areas, parks, and cultural and historic resources from unnecessary encroachment or harm and if encroachment or harm is necessary, fully mitigate the impacts to the maximum extent feasible.

ER-1.2 *Protect Surrounding Agriculture and Open Space*



Protect open space and agricultural uses around Oxnard through continued adherence to the Guidelines for Orderly Development, Ventura County Greenbelt programs, the Save Open-Space and Agricultural Resources Ordinance, and other programs or policies that may subsequently be adopted such as the SB 375 Sustainable Communities Strategy.

Biological and Habitat Resources

Goal ER-2

Maintenance and enhancement of natural resources and open space.

ER-2.1 Restoration of Ormond Beach Wetlands

Consider the California Coastal Conservancy's Ormond Beach Wetland Restoration Feasibility Study preferred Alternative 2U, "Restore Seasonally Open Wetland Habitats and Ponds (Unconstrained)" when reviewing planning and related entitlement applications, including but not limited, to the South Ormond Beach Specific Plan and in the update to the Oxnard Local Coastal Program (LCP). Include in the LCP update the complete remediation of the Halaco Superfund Site. (same as Policy CD-22.1).

ER-2.2 Designation and Protection of Sensitive Habitat Areas



Evaluate existing and potential sensitive habitat areas (Environmentally Sensitive Habitat Area in the Coastal Zone – ESHA) as resource protection or open space land uses, including but not limited to: 1) Ormond Beach wetlands and upland areas, 2) Santa Clara River estuary and riverbed, 3) Edison Canal and harbor-related habitat areas, and 4) various dune habitat areas.

ER-2.3 Promote Areas for Open Space



Reserve, preserve, and promote areas particularly suited for open space/recreational uses. Appropriate public access to these resources shall be preserved, enhanced, restored, and properly controlled.

ER-2.4 Design Review Process



Use the environmental and design review process to protect designated sensitive habitat, and promote open space.

Water Habitats

Goal ER-3

Protected, restored, and enhanced of water-related habitats and their associated plant and wildlife species.

ER-3.1 Preservation of Riparian Habitat



Require the preservation and enhancement of the riparian habitat along the Santa Clara River, Edison Canal, the McGrath Lake vicinity, and within the Ormond Beach wetlands.

ER-3.2 Review of Development Proposals

Review development proposals in accordance with applicable Federal, State, and local statutes protecting special-status species and jurisdictional wetlands and be open to requiring greater protection.

ER-3.3 Request Mitigation Measures from Other Agencies

Whenever possible, request appropriate feasible County, State, and Federal agency mitigation measures.

ER-3.4 Reduce Impact on Harbor, Bay, and Ocean Water Ecology

Condition or comment on any applications received for dredging to control turbidity and prevent interruption with spawning or migratory cycles, condition and conduct harbor and bay development in a manner that will result in the lowest reasonable level of contamination, monitor vessel wastes and report them to the proper agency, and continue to comment on the potential effects on ocean water quality of new development and offshore operations (oil, gas extraction, and LNG terminals) operations within the Santa Barbara Channel.

ER-3.5 Reduce Construction Silt and Sediment

Require that construction-related silt and sediment be minimized or prohibited to minimize temporary impacts on biological resources.

Sensitive Habitat Areas

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| Goal ER-4 | Protected, restored, and enhanced sensitive habitat areas. |
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ER-4.1 Encourage Protection of Sensitive Habitat

Identify and encourage protection of sensitive habitat areas, with attention to habitat that may span small parcels.

ER-4.2 Limiting Activities in Sensitive Areas

Limit the recreational activities in open space areas with sensitive habitats to those activities that have minimal impact.

ER-4.3 Designation of Resource Protection Areas

Designate areas that encompass sensitive habitat areas and provide areas for educational and research purposes.

ER-4.4 Loss of Sensitive Habitats

Consider loss of sensitive habitats due to development to be a significant environmental impact. All development that is proposed to disturb or remove sensitive habitat shall demonstrate appropriate feasible mitigation.

ER-4.5 Planning in Sensitive Areas

Require careful planning of new development in or near areas that are known to have particular value for biological resources to maintain sensitive vegetation and wildlife habitat.

ER-4.6 Resource Protection Zoning Policies

Adopt and/or continue to maintain resource protection zoning designation for sensitive habitats to prevent the encroachment of detrimental land uses.

Water Resources

**Goal
ER-5**

Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality.

NOTE: Long term water supply and other water-related topics and issues are also addressed in Chapter 4, Section 4.5.

ER-5.1 Wastewater Treatment

Treat all wastewater in compliance with approved discharge permits.

ER-5.2 208 Wastewater Control Plan

Support updating the "208" Wastewater Control Plan to control urban and nonurban runoff.

ER-5.3 Reducing Dependence on Groundwater



The City shall maintain a minimal dependence on Basin 4A groundwater consistent with the Groundwater Resource Encroachment and Treatment (GREAT) Program and support the policies of the Fox Canyon Groundwater Management Agency to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.

ER-5.4 Wastewater Monitoring

Monitor all wastewater discharges on a periodic basis to ensure that discharges comply with approved permits.

ER-5.5 Abandoned Water Wells and Transfer of Water Rights

Require immediate capping of abandoned water wells at the time of abandonment and where appropriate and feasible, require and accept transference of water rights to the City.

ER-5.6 208 Groundwater Plan

Adhere to the recommendations of the 208 Plan regarding groundwater extractions.

ER-5.7 Minimizing Paved Surfaces

Require minimization and/or permeability of paved surfaces in new developments and replacement paving, where feasible.

Aesthetic, Scenic, and Landscape Resources

Goal ER-6

Protected and enhanced natural setting and scenic resources.

ER-6.1 Incorporate Views in New Development

Preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not significantly impede or disrupt them and ensure that important vistas and view corridors are enhanced. Require development to provide physical breaks to allow views into these vistas and view corridors.

ER-6.2 Protect and Enhance Major Scenic Resources

Protect and enhance the scenic resources of the beaches, Channel Island Harbor, windrows, farmland, the Channel Islands, and surrounding mountains.

ER-6.3 Preserve Views of Small Aesthetic Resources

Preserve views of significant small-scale plant communities including wetlands, riparian vegetation, man-made water features, and the like wherever possible.

ER-6.4 Siting of Transmission Lines

Work with utility companies to avoid transmission lines interfering with scenic views.

ER-6.5 Control of Lighting and Glare

Require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy, shielded light fixtures which direct light downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor light fixtures.

ER-6.6 New Development Private Open Space

Ensure that new development incorporates open space areas that provide community and neighborhood identity, private quality exterior private open space for each housing unit, and minimize conflicting land uses and noise generators.

Roadway Aesthetics

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| Goal ER-7 | Improved aesthetic quality of major roadways and entrances. |
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ER-7.1 Medians and Parkways

Ensure that major arterials include landscaped medians and parkways.

ER-7.2 Design of Sound or Zone Walls

When sound or zone walls are used, ensure that they are visually interesting and well landscaped.

ER-7.3 Design of Transportation Related Structures

Design ramps and flyovers shall include appealing features, designed in concert with surrounding structures where appropriate, and that add to the overall character of the surrounding area, including design features and public art.

Coastal Resources

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| Goal ER-8 | Protected coastal resources as a significant landscape feature to be experienced by residents and visitors. |
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ER-8.1 Protect Shoreline



Protect the shoreline and views to and along the Pacific Ocean, recognizing their value as natural and recreational resources.

ER-8.2 New Coastal Development

Design new development along primary access routes to the beach so as to maintain and enhance the scenic quality of such routes.

ER-8.3 Coastal Sand and Habitat Management

Work with property owners and appropriate State and County agencies to manage beach sand distribution and quality while avoiding impacting animal and plant sand habitats.

Enhanced Character

Goal ER-9

Enhanced perceived character and quality of the City of Oxnard.

ER-9.1 Enhance Historic Character

Enhance the historic and visual amenities of the City's downtown core and the Henry T. Oxnard historic district.

ER-9.2 Enhance Neighborhood Diversity

Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character and quality through incorporation of design guidelines, use of landscape materials, and encouraging new developments to integrate historical and culturally significant elements into proposed projects.

ER-9.3 Residential Street Lighting

Provide residential street lighting that is appropriate in appearance, scale, and intensity for residential use.

ER-9.4 Human Scale Development

Ensure that all new development emphasizes a human, pedestrian scale and minimizes its effect on the area's sensitive visual resources.

Landscaping and Trees

Goal ER-10

Enhanced landscape quality with an emphasis on landscape practices, management and plant species that are appropriate to Oxnard and its coastal climate.

ER-10.1 Promote use of Native and Water Wise Plants

Promote the development of a native, drought-tolerant landscape character throughout the City that re-enforces a unified and cohesive landscape character and discourage plants that are invasive or problematic in other ways as determined by the City's landscape architect.

ER-10.2 Develop Tree Management Program and Ordinance

Develop a tree management program and implementing ordinance that identifies and establishes permitting requirements and procedures for the removal of certain significant trees on private and public property, including common areas within condominium projects. Where removal is permitted, require replacement or transplantation.

ER-10.3 Awareness Program of Importance of Trees

Develop a public awareness program that documents the importance of trees in carbon and GHG reduction, aesthetics, property values, and reduction of energy use for cooling.

Cultural and Historic Resources

**Goal
ER-11**

Identification, protection, and enhancement of the City’s archaeological, historical, and paleontological resources.

ER-11.1 Archaeological Resource Surveys

Continue to require a qualified archaeologist to perform a cultural resources study prior to project approval. Inspection for surface evidence of archaeological deposits, and archaeological monitoring during grading should be required in areas where significant cultural resources have been identified or are expected to occur.

ER-11.2 Mitigating the Impact of New Development on Cultural Resources

Ensure that alternatives are considered, including planning construction to avoid archeological sites, deeding archaeological sites into permanent conservation easements, and planning parks, greenspace, or other open space to incorporate archaeological sites in the event that development threatens significant archaeological resources.

ER-11.3 Development Applicants to Conduct Research

Continue to require project applicants to have a qualified archaeologist conduct a record search at the South Central Coast Information Center located at California State University Fullerton and other appropriate historical repositories, conduct field surveys where appropriate, and prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports) prior to project approval.

ER-11.4 Historic Preservation

Support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall confer with the Ventura County Cultural Heritage Board and conform to the current Secretary of the Interior’s Standards for Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building and the California Office of Historic Preservation.

ER-11.5 State Historic Building Code for Adaptive Reuse

Utilize, when possible, the State Historic Building Code for historic properties to encourage adaptive reuse.

ER-11.6 Identification of Archaeological Resources

In the event that archaeological/paleontological resources are discovered during site excavation, continue to require that grading and construction work on the project site is suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist.

ER-11.7 Native American Remains

Continue to comply with State laws relating to the disposition of Native American burials consistent with the CEQA Guidelines (Section 15064.5) if human remains of possible Native American origin are discovered during project construction.

ER-11.8 Historical Resource Inventory

Maintain a historical resource inventory, discourage demolition or alteration of historical buildings unless they are declared unsafe, and strongly encourage rehabilitation and/or adaptive reuse.

Agriculture and Soil Resources

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| Goal ER-12 | A viable agricultural industry, maintained and enhanced soil resources, reduced erosion, and improved agricultural productivity. |
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NOTE: Agriculture-related topics are also included in Chapter 3, Section 3.6

ER-12.1 Sustainable Agricultural Industry

Promote the continuation of existing sustainable agricultural operations within the planning area.

ER-12.2 Support County Initiatives

Support right-to-farm policies that promote the continuing viability of agriculture in the County.

ER-12.3 Agricultural Partnerships

Work with local and regional agencies and agricultural conservation/mitigation, and local agricultural interests to promote the viability of local agriculture.

ER-12.4 Agricultural Economic Contribution

Recognize the employment and economic benefits to the community in City reports and in the media.

ER-12.5 Soil Conservation and Transfer

Encourage the conservation of agricultural soils by requiring, if feasible and warranted by expert opinion, the transfer of topsoil from agricultural land being developed for urban uses.

ER-12.6 Best Agricultural Practices



Work with the County Agricultural Commissioner to promote best agricultural practices, especially with regards to irrigation, crop spraying, and runoff on land still being farmed within the City.

ER-12.7 Conservation of Agricultural Open Space

Evaluate using conservation easements, transferable development rights, and/or land banking to establish agricultural and/or open space areas to be managed by either public or private conservation organizations or agencies as a means to supplement and/or substitute for the SOAR ordinance.

ER-12.8 Greenbelt Policies

Continue the commitment of maintaining the Oxnard-Camarillo and Oxnard-Ventura Greenbelts and their associated policies.

ER-12.9 Support Williamson Land Conservation Act Contracts

Encourage the use of Williamson Land Conservation Act contracts and other related agreements and, if necessary, establish the City as an agency authorized to manage Williamson Act contracts.

ER-12.10 Develop an Agriculture Processing and Support Strategic Plan

Develop a long-term strategy for the transportation and processing of locally-grown agricultural products and waste materials that complements other goals and policies such as the gradual relocation of processing facilities away from the central business district to more optimal locations, use of agricultural waste products for energy production and other uses, and development of local markets for local grown products in cooperation with the County Agricultural Commissioner and local agricultural production, transportation, and processing businesses and organizations.

ER-12.11 Urban / Agricultural Buffer Zones

Ensure adequate buffers between residential and agricultural uses, such as open space, recreational facilities, utility easements, windrows, and parking areas. Adequate fencing should be provided around agricultural areas to prevent vandalism.

ER-12.12 Rerouting Roads and Utilities around Agricultural Areas

Develop new roads and utilities around prime agricultural areas rather than through them, where feasible.

Mineral Resources

Goal ER-13

Well managed extraction of mineral resources that protects the environment and surrounding land uses from adverse effects of extraction operations.

ER-13.1 Monitoring Mining Uses

Monitor and comment on the appropriateness of mining activities conducted under the authority of adjacent jurisdictions.

ER-13.2 Reclamation of Mineral Resources

Promote the efficient reclamation of mineral resources areas.

ER-13.3 Compatibility with Existing Land Uses

Ensure that any mining operations produce the least amount of incompatibility with surrounding, existing land uses (i.e., limited hours of operation, pest control, etc.) and adequately mitigate environmental and aesthetic impacts.

ER-13.4 Limiting Special Production Techniques

Require that specialized production techniques, such as slant drilling, limit the land area committed to oil recovery and to extract such resources adjacent to existing development, open space, recreations areas, or sensitive habitat areas.

Air Quality Resources

Goal ER-14

Improved air quality and minimized adverse effects of air pollution on human health and the economy.

NOTE: Greenhouse Gases and Climate Change and Adaptation topics are included in Chapter 2.

ER-14.1 Incorporate Ventura County AQMP Mitigations



Incorporate construction and operation mitigation measures recommended or required by the current Ventura County Air Quality Management Plan (AQMP) when preparing CEQA reviews, as appropriate.

ER-14.2 Transportation Demand Management (TDM)



Employ best traffic management practices such as bus turnouts and traffic signal synchronization in order to reduce traffic-related air emissions impacts; require commercial developers to improve public transit service between residential and employment uses or shopping centers, bike lanes and protected bicycle parking areas, and other project features that would

reduce the need for automobile trips related to the development; and require Transportation Management Associations (TMA) for projects that may have adverse air quality impacts related to mobile sources and contributions to off-site TDM funds to reduce residual impacts that cannot be mitigated on a project-specific basis.

ER-14.3 *Reducing Carbon Monoxide Exposure at Congested Intersections*



Require mitigation measures that consider prohibiting the construction of residences or buildings lacking ventilation systems at congested intersections with the potential for excessive Carbon Monoxide “hot spot” exposure to sensitive receptors.

ER-14.4 *Emission Control Devices*



Require all construction equipment to be maintained and tuned to meet appropriate EPA, CARB, and VCAPCD emissions requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are required on construction equipment.

ER-14.5 *Reducing Construction Impacts during Smog Season*



Require that the construction period be lengthened to minimize the number of vehicles and equipment operating at the same time during smog season (May through October).

ER-14.6 *Minimizing Dust and Air Emissions through Permitting Requirements*



Continue to require mitigation measures as a condition of obtaining building or use permits to minimize dust and air emissions impacts from construction.

ER-14.7 *Mitigation Monitoring*



Ensure that projects with identified air quality impacts in their respective EIRs are subject to effective mitigation monitoring as required by AB 3180.

ER-14.8 *Regional Cooperation and SB 375*



Cooperate with other local, county, regional, and State agencies in implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and in preparing, adopting, and implementing the SCAG Sustainable Communities Strategy (SB 375).

ER-14.9 *Participate in Regional Partnerships*



Participate with cities, surrounding counties, and regional agencies such as VCOG and VCTC and SCAG to address cross-jurisdictional and regional transportation and air quality issues.

ER-14.10 Consultation with Ventura County Air Pollution Control District



Consult with the Ventura County Air Pollution Control District (VCAPCD) during CEQA review for projects that require air quality impact analysis and ensure that the VCAPCD is on the distribution list for all CEQA documents.

ER-14.11 Support Regional Attainment Plans



Support recommendations to reduce air pollutants found in the VCAPCD local attainment plans and use its regulatory authority to mitigate “point” sources of air pollution (e.g., factories, powerplants, etc.).

ER-14.12 Use VCAPCD Air Quality Assessment Guidelines



Use the VCAPCD Air Quality Assessment Guidelines and recommended analytical tools for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall continue to cooperate with the VCAPCD in the review of development proposals.

ER-14.13 Co-locate Ancillary Services



Strongly encourage the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.



6

SAFETY & HAZARDS

6.1 Vision

The Oxnard 2030 General Plan sets out a vision to guide future development in the City. The 2002 visioning program included safety and hazards concerns and direction that are incorporated in this chapter, taking into account the 2006 Background Report which presents a detailed description of safety topics (noise, geology/seismic, hazardous materials, and related safety topics). Implementation and determination of internal consistency with the remainder of the general plan is presented in Chapter 9.

The State requires Safety and Noise Elements as components of general plans. This general plan has combined these two elements into a comprehensive Safety and Hazards chapter. Oxnard is a relatively safe community from the point of view of natural hazards that appear in the news on a regular basis such as wildfires, flooding, or tornadoes. A mountain wildfire blowing in from the east or north is very unlikely to significantly impact the City other than temporary air quality impacts and perhaps, at worst, scattered embers. There are no hillsides to slide during the rainy season. The Santa Clara River is wide and has a very large capacity for flood containment, although there are several areas within the City that do have shallow flooding during high rain events. The alluvial soil and high water table do raise risk of damage to certain types of buildings under certain types of nearby and/or powerful earthquakes. An offshore earthquake or underwater landslide could create a tsunami in our direction with little warning, leading to extensive damage along the shore. Railroads carrying hazardous materials

traverse the City and the light industrial and agricultural uses within the City store, process, and transport hazardous materials. Luckily, few serious events have exposed large numbers of people to significant safety risks in Oxnard. The intent is to continue to improve on Oxnard's relatively low risk exposure, which is the vision of Chapter 6, Safety.

This chapter replaces and augments the Safety and Noise elements of the 2020 General Plan.

6.2 Key Terms

The following are key terms related to both topics.

Attenuation. Reduction in the level of sound resulting from absorption by the surrounding topography, the atmosphere, distance, barriers, and other factors.

Community Noise Equivalent Level (CNEL). CNEL is used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period – see below). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn). Ldn represents an average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Drainage Channel. An open channel such as a swale, constructed channel, or natural drainage course that conveys runoff.

Federal Emergency Management Agency (FEMA). FEMA is the Federal agency that supports citizens and first responders to build, sustain, and improve our collective capability to prepare for, protect against, respond to, recover from, and mitigate all manner of hazards to life, property, and the environment.

Floodplain. Land adjacent to a stream, slough, or river that is subject to flooding or inundation from a storm event. FEMA maintains and updates the National Flood Insurance Program and generally defines the floodplain as an area inundated by a 100-year flood event.

Governor's Office of Emergency Services (OES). OES is the state agency charged with the responsibility to assist local government in preparing for and responding to any type of natural or manmade disaster in California.

Hazardous Materials. A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical

properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).

High-Risk Use. Any use that may have an inherent potential for significantly contaminating soils, groundwater, or air and that may affect human and biological health, safety, and welfare through upset, explosion, fluid or airborne leakage.

Liquefaction. Liquefaction in soils and sediments occurs during earthquake events when material is transformed from a solid state to a liquid state because of increases in pressure in the pores (the spaces between soil particles). Earthquake-induced liquefaction most often occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts, but it can also occur in dry, granular soils or saturated soils with some clay content.

Noise Contours. A cartographic feature that connect measurement points of equal noise exposure (typically 65, 70, 75 DNL).

Sensitive Receptors. Sensitive receptors are residential areas, hospitals, child and daycare facilities, convalescent homes and facilities, schools, and other similar land uses.

6.3 Goals and Policies

Liquefaction and Subsidence Risks

Goal SH-1

Minimal damage to structures, property, and infrastructure as a result of liquefaction and subsidence.

SH-1.1 *Minimize Liquefaction Risk*

Ensure that structures for human occupancy are only constructed or placed on a potential liquefaction site if the approved geological report shows that an acceptable hazard risk would be created and/or required mitigation measures are met.

SH-1.2 *Minimize Subsidence Trends*



Avoid increases in the level of groundwater extraction as a method for meeting new water demands if the extraction leads to subsidence, or unless a comprehensive reinjection program is approved and implemented to offset extractions.

- SH-1.3 *Building Code Standards***
Require that all new buildings and alterations to existing buildings be built according to the seismic requirements adopted within the most current City of Oxnard Building Code, or its adopted equivalent.
- SH-1.4 *Soil, Geologic, and Structural Evaluation Reports***
Require that adequate soils, and geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for applicable development.
- SH-1.5 *Required Geologic Reports***
Continue to require the submission of a geological report for proposed development located in a potential liquefaction area.
- SH-1.6 *Liquefaction Report Waivers***
Allow the waiver of the liquefaction reports only in certain situations where it can be shown that that groundwater or geologic conditions do not constitute a liquefaction hazard.
- SH-1.7 *Soil Investigations***
Continue to require a complete site-specific soils investigation that addresses liquefaction and compressible soil characteristics and identifies construction techniques or other mitigation measures to prevent significant impacts upon the proposed development.
- SH-1.8 *Mitigating Seismic Hazards***
Where necessary, utilize the expert mitigation measures such as those identified in Special Publication 117: Guidelines for Analyzing and Mitigating Seismic Hazards in California (prepared by the Southern California Earthquake Center) to minimize risk associated with seismic activity.
- SH-1.9 *Financial Assistance for Seismic Upgrades***
Request federal and state financial assistance and/or develop local assistance to implement corrective seismic safety measures recommended for qualifying existing buildings and structures.

Coastline and Beaches Preservation

Goal SH-2

Preserved coastline and beaches and minimized beach erosion.

SH-2.1 *Protecting the Littoral System*



Continue to actively participate in the Beach Erosion Authority for Control Operations and Nourishment (BEACON), and deny future developments that will not implement feasible mitigations to avoid significant adverse impacts on the function of the littoral system.

SH-2.2***Dredging for Beach Sand Replenishment***

Support and encourage the regular dredging of Inland waterways, subject to applicable review by relevant agencies, and evaluate the usefulness and need of using the dredged sand for beach replenishment.

SH-2.3***Monitoring Projects That May Impact the Beach***

Closely monitor public works and private development proposals outside of Oxnard that may impact beach quality.

New Development Mitigations

**Goal
SH-3**

New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.

SH-3.1***Location of New Development***

Encourage new development to avoid areas with high geologic, tsunami, flood, beach erosion, and fire or airport hazard potential.

SH-3.2***New Development Flood Mitigation***

As a condition of approval, continue to require new development to mitigate flooding problems identified by the National Flood Insurance Program and/or other expert information.

SH-3.3***Updating Flood Insurance Rate Maps***

Continue to provide information to the Federal Emergency Management Agency (FEMA) to ensure that Flood Insurance Rate Maps (FIRM) are updated periodically.

SH-3.4***Avoiding Blockage of Natural Drainage***

Continue to review development proposals to ensure that the capacity or ability of natural drainage is not impacted.

Emergency Preparedness

**Goal
SH-4**

Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education, EOC planning and procedures, and outreach programs.

SH-4.1***Coordination of Disaster Services***

Coordinate with the County Office of Emergency Services, other cities, US Navy, State Office of Emergency Services, State Emergency Operations Center (EOC), and FEMA to coordinate emergency preparedness planning.

- SH-4.2** ***Continued Evaluation of Emergency Response Plans***
Continue to evaluate, develop, and practice emergency response plans in light of changing natural and man made risks and hazards, and in coordination with County, State, and Federal emergency planning.
- SH-4.3** ***Volunteer Citizen Groups***
Solicit, provide training for, and work with volunteer citizen disaster groups for emergency response assistance.
- SH-4.4** ***Location of Private Emergency Response Facilities***
Monitor and encourage private sector emergency response facilities such as hospitals, emergency power generators, and cell-phone utilities in areas of low risk.
- SH-4.5** ***Update Emergency Operation Plan***
Support and periodically update the City's Emergency Operations Plan, to meet current federal, state, and local emergency requirements.
- SH-4.6** ***Access and Evacuation Corridors***
Ensure that access and evacuation corridors are identified in the event of various types of minor and major emergencies.
- SH-4.7** ***Infrastructure Homeland Security Programs***
Develop, implement, evaluate, and revise security programs for key infrastructure such as the water and wastewater.
- SH-4.8** ***Hazard Awareness and Preparedness Education***
Continue to promote natural hazards awareness preparation education and emergency procedures among residents, animal custodians, businesses, schools, and generally within areas identified by specific types of hazards such as the tsunami inundation zone.

Noise Safe Residential and Working Environments

| | |
|----------------------|--|
| Goal SH-5 | A quiet and safe residential and working environment in terms of exposure to and/or generation of noise. |
|----------------------|--|

- SH-5.1** ***Noise Abatement Programs***
Promote intergovernmental noise abatement coordination and public information programs.
- SH-5.2** ***State Noise Insulation Standards***
Continue to enforce State Noise Insulation Standards for projects in high noise environments and require developers to comply with noise mitigation measures, designed by an acoustical engineer.

SH-5.3 Sound Attenuation Measures

Promote, where feasible, alternative sound attenuation measures such as berms, heavy landscaping, resurfacing of noise walls to promote noise absorption as well as deflection, berms and landscaping, or location of buildings away from the roadway or other noise sources.

SH-5.4 Older Neighborhood Noise Mitigation

Develop a noise research and mitigation program for any area where traffic-generated noise is significant and exceeds or is likely to exceed acceptable thresholds.

SH-5.5 Noise Reduced City Equipment

Ensure that new City-purchased and/or controlled equipment and vehicles are equipped with current noise reduction technology.

SH-5.6 Compatibility with Oxnard Airport

Work with the Oxnard Airport in revising flight paths to minimize flyovers of residential areas, especially “touch and go” pattern flying at low altitude and at relatively high frequency.

SH-5.7 Monitor Vehicular Exhaust Noise

Enforce laws that would require correction of exhaust equipment that generates noise in excess of the noise ordinance and/or is modified in violation of applicable State or local air quality or noise regulations.

Noise Consideration in Development Review

| | |
|--------------------------------|---|
| Goal SH-6 | Consideration of noise levels and impacts in the land use planning and development process. |
|--------------------------------|---|

SH-6.1 Construction Noise Control

Provide best practices guidelines to developers for reducing potential noise impacts on surrounding land uses.

SH-6.2 Limiting Construction Activities

Continue to limit construction activities to the hours of 7 am to 7 pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City.

SH-6.3 Buffering of Sensitive Receptors

Require noise buffering and/or other construction treatments in development located near major streets, highways, the airport, railroad tracks, or other significant noise sources as recommended by a noise analysis.

SH-6.4 New Development Noise Compatibility

Require that proposed development projects not generate more noise than that classified as “satisfactory” based on CEQA Thresholds of significance on nearby property.

SH-6.5 *Land Use Compatibility with Noise*

Encourage non-noise sensitive land uses to locate in areas that are permanently committed to noise producing land uses, such as transportation corridors and industrial zones.

SH-6.6 *Locating Education Institutions to Avoid Noise Disruption*

Locate educational institutions in areas where students and teachers can perform both inside and outside activities without excessive distraction from noise.

SH-6.7 *Peak Noise Evaluation Along Truck Routes*

Evaluate peak event noise impacts for existing and proposed development along existing or proposed designated truck routes *and require feasible and appropriate mitigations for project subject to discretionary review and approval.*

SH-6.8 *Noise Contour Maps*

Utilize, and periodically update, noise contour maps as a guide to land use decisions and utilize noise compatibility analyses prepared by the County Airports Department and the U.S. Navy.

SH-6.9 *Minimize Noise Exposure to Sensitive Receptors*

Prohibit the development of new commercial, industrial, or other noise generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, child and daycare facilities, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA.

SH-6.10 *Point Mugu NAS Noise Awareness*

Ensure the Ormond Beach Specific Plan and other development and use proposals possibly impacted by naval air traffic include acoustical analysis to determine potential impacts from NAS Point Mugu and Air National Guard facilities.

SH-6.11 *Exceptions to Noise Standards*

Grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.

SH-6.12 *Development Near Railroads and Oxnard Airport*

Require that new habitable structures be setback at least 85 feet from the nearest railroad track measured from the edge of the outermost railroad track, and only compatible new development is located within the Oxnard Airport 65 dBA CNEL contour.

SH-6.13 *Noise Acceptable for Open Windows and Patios*

Continue to require noise analysis of proposed development projects as part of the environmental review process and the require mitigation measures to reduce noise impacts to acceptable levels within outside activity areas and within residential structures without relying on mechanical ventilation, if feasible.

Hazardous Materials and Uses

Goal SH-7

Minimized risk associated with the transport distribution, use, and storage of hazardous materials.

SH-7.1 *Hazardous Waste Minimization Audit Requirements*



Maintain and periodically update a hazardous waste minimization audit and hazardous waste minimization program as part of the development review process.

SH-7.2 *Handling of Hazardous Materials*

Require that hazardous materials are used, stored, transported and disposed of within the City in a safe manner and in compliance with local, state, and federal standards.

SH-7.3 *Designated Hazardous Materials Routes*

Avoid, whenever possible, the routing of hazardous materials near residential, tourist, and recreational areas and maintain a hazardous material truck route in the office of the Traffic Engineer.

SH-7.4 *Limiting High Risk Land Uses*

Actively oppose uses being considered by other agencies that pose an unacceptably high risk to the health, safety, and welfare of the residents, workers, visitors, and the natural environment.

SH-7.5 *Implementing Ventura County Hazardous Waste Management Plan*

Implement the policies of the Ventura County Hazardous Waste Management Plan as they pertain to the Oxnard Planning Area.

SH-7.6 *Attraction/Retention of Clean Industries*



Seek to attract clean, non-polluting industries and maintain existing clean industries within the City, in terms of hazardous materials storage, production, and hazardous waste generation.

SH-7.7 *Increase Public Awareness*

Continue to seek methods to increase public awareness of and proper disposal methods for household hazardous waste.

SH-7.8 *Accident Prevention and Materials Substitution at City Facilities*

Seek expert advice to prevent accidental oil or other hazardous materials spillage and identification and substitution of non- or less-hazardous materials at City-owned facilities.

SH-7.9 *Sensitive Land Use Planning*



Do not allow residential construction or other sensitive land uses adjacent to any inactive landfill unless a thorough study of emissions from the facility is conducted and it is determined that no adverse health effects or significant odor impacts would occur. Alternatively, a safe buffer zone distance, based on analyses of worst case conditions, shall be established around any such site within which no sensitive land uses would be permitted.

SH-7.10 Establishment of Hazardous Waste Facility

Consider establishment of a hazardous waste collection and/or transfer facility in conjunction with a regional evaluation of waste generation sources.

SH-7.11 Hazardous CUPA Materials Inventory

Continue to require a hazardous materials inventory for businesses and other applicable parties as part of the Certified Unified Program Agency (CUPA) program.

SH-7.12 Hazardous Materials Studies

Ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

Vehicular Traffic Safety

**Goal
SH-8**

Acceptable safety and environmental health risks associated with vehicular transit.

SH-8.1 Planning Programs



Continue to support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions, improve air quality, and minimize risks.

SH-8.2 Reducing Speed on Neighborhood Streets

Ensure that neighborhood streets are designed to discourage excessive speeds and work to reduce speeds by increasing enforcement, education, improving signage, and/or traffic calming measures.

SH-8.3 New Roadways and Expanding Existing Streets



Ensure that construction of new roadways and expansion of existing streets mitigate impacts on air quality, noise, historic resources, sensitive biological areas, and other resources.

Oxnard Airport Operations**Goal
SH-9**

Oxnard Airport operations are at an acceptable risk and compatible with surrounding land uses and activities.

SH-9.1 Airport Land Use Compatibility Plans

Require development around the Oxnard and Camarillo Airports to be consistent with the safety policies and land use compatibility guidelines contained within the Ventura County Airport Land Use Plan.

SH-9.2 Compliance with FAA Regulations

Ensure development within the airport approach and departure zones are in compliance with applicable Federal Aviation Administration regulations that address objects affecting navigable airspace.

SH-9.3 Location of New Schools Relative to the Oxnard Airport

Encourage new school facilities to be located in a manner consistent with the Ventura County Airport Comprehensive Land Use Plan subject to consultation with the Ventura County Department of Airports, California Department of Aeronautics, the Oxnard School District, the Oxnard Unified High School District, and the Department of Education.



MILITARY COMPATIBILITY

7.1 Introduction

The Oxnard 2030 General Plan sets out a vision to guide future development in the City. The 2002 visioning program included military compatibility concerns and direction that are incorporated in this chapter. There is no corresponding chapter in the 2006 Background Report, but military compatibility topics are listed in several chapters. Implementation and determination of internal consistency with the remainder of the general plan is presented in Chapter 9.

Naval Base Ventura County (NBVC) consists of the Naval Construction Battalion (CBC, Seabees), Naval Air Station (NAS) Point Mugu, and San Nicholas Island. NBVC is a key facility in the Nation's defense infrastructure providing for the development and testing of new systems, joint warfare experimentation, engineering support, shipping and home-porting, and training and readiness missions. Both facilities are located south of Oxnard and have operational needs and issues that impact Oxnard residents and future development. Development decisions may result in land use conflicts that may have negative impacts on community safety, economic development, and sustainment of military readiness activities. Nationwide, incompatible development has been a factor in curtailing training operations, moving (realigning) mission-critical components to other installations, and, in extreme cases, closing installations.

The purpose of the Military Compatibility chapter is to demonstrate the City's commitment to and support of current and future missions at NBVC, especially as related to noise generated by aircraft operations mobilization routes, and facility perimeter security. This element sets goals and established policies that consider the impact of Oxnard's development decisions on military readiness activities.

Many of the issues related to military sustainment are covered as part of other elements in the General Plan. For instance, the location of future development is controlled by policies in the Chapter 3, Community Development, and noise level thresholds are covered in the Chapter 6, Safety and Hazards.

7.2 Key Terms

Avigation Easement. An easement that grants one of the following rights: the right of flight; the right to cause noise, dust, etc. related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and the right of ingress/egress upon the land to exercise those rights.

Base Closure and Realignment Commission (BRAC). A Congressional process whereby military facilities are examined for possible closure or realignment of their missions and activities.

Encroachment. The intrusion of a building, use, or object from one property onto another property, possibly creating a nuisance or possible limitations on one or both of the properties.

Joint Land Use Study (JLUS). A multijurisdictional study that examines compatibility between existing and potential land uses near military facilities and existing and potential military aircraft operations.

Military Influence Area (MIA). In general, a MIA covers the areas where military operations may impact local residents and municipalities and, conversely, where local activities may affect the military's ability to carry out its mission.

Suitability Map. A graphical manner for the suggestion of development limitations, notification requirements, or other compatibility requirements based on the geographic proximity to the installation. The acceptability of certain criteria is displayed using areas depicted on a map by the colors red, yellow, and green.

Special Use Airspace (SUA). This special designation is designed to alert users about areas of military activity, unusual flight hazards, or national security concerns and is used to segregate that activity from other airspace users to enhance safety. Special Use Airspace is established by the FAA.

LEGISLATION RELATED TO MILITARY PROTECTIONS

The following is an overview of existing California State legislation that impacts military compatibility planning.

AB 1108...

Provides military agencies with early notice of proposed projects during the CEQA process.

Assembly Bill 1108

California Assembly Bill (AB) 1108 (Chapter 638, Statutes of 2002) amends CEQA law to require CEQA lead agencies to notify military installations when a project includes property located within an established operational area; a general plan amendment; is of statewide, regional, or area-wide significance; or is required to be referred to the local ALUC. AB 1108 amends CEQA to provide military agencies with early notice of proposed projects within two miles of installations or underlying training routes and SUA.

AB 2776...

Provides for real estate disclosure for residences within airport influence areas.

Assembly Bill 2776

The Aviation Noise Disclosure legislation (AB 2776, Chapter 496, Statutes of 2002) amends the real estate transfer disclosure statute (California Civil Code, Division 2 – Property, Part 4 – Acquisition of Property, Title 4, Chapter 2 –Transfer of Real Property) to require sellers or lessors to disclose the fact that a house for sale or lease is near an airport if the house falls within an airport influence area (that could be several miles from an existing or proposed airport). An airport influence area is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The intent of the legislation is to notify buyers that they could experience airport noise, vibration, odor, annoyances, or other inconveniences at some time in the future as a result of the normal operation of an existing or proposed airport.

SB 1462...

Requires coordination on updates or amendments to general plans.

Senate Bill 1462

SB 1462 (Chapter 906, Statutes of 2004) expanded the requirements for local government to notify military installations of proposed development and planning activities. This Bill states that “prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency shall refer the proposed action to . . . the branches of the Armed Forces when the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path, or within Special Use Airspace (SUA) . . .” Furthermore, it authorizes any branch of the United States Armed Forces “to request consultation” to avoid potential conflict and to discuss “alternatives, mitigation measures, and the effects of the proposed project on military installations.”

SB 1468...

Requires the State to provide guidance on incorporating military compatibility into a jurisdiction's general plan. These are considered to be recommendations at this time, pending funding.

Senate Bill 1468

SB 1468 (Chapter 971, Statutes of 2002) requires the Governor's Office of Planning and Research (OPR) to include guidance on how military compatibility can be addressed in a general plan, and how a general plan can consider the impact of growth on military readiness activities carried out on military bases, installations, and operating and training areas. The bill includes the following methods to address military compatibility:

- In the land use element, consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land or other territory adjacent to those military facilities, or underlying designated military aviation routes and airspace.
- In the open-space element, open-space land is defined to include areas adjacent to military installations, military training routes, and restricted airspace.
- In the circulation element, include the general location and extent of existing and proposed military airports and ports.

SB 1468 is part of a State policy package to promote the development of a partnership between communities and the military that allows for collaboration on land use compatibility issues. OPR encourages local jurisdictions near military installations, and under military training routes or restricted airspace, to incorporate the above items into their general plans.

OVERVIEW OF NBVC

Each of the three NBVC installations and their respective missions are highlighted below.

- **NAS Point Mugu.** NAS Point Mugu is located in the unincorporated County of Ventura and has real-time control of all air traffic within its coastal area, enabling the 36,000 square mile Pacific Sea Test Range to operate non-encroached. The range is a crucial asset in the testing, training and operational readiness of sub surface, surface and aerial weapon systems in the DOD strategic and tactical inventories.

Located adjacent to the installation, Point Mugu State Park serves as a popular area for bird watching, marine mammals, and wildflowers. This park consists of approximately 15,000 acres of protected land including beaches, riparian areas, coastal hills and canyons. The protected nature of this valuable resource provides an additional buffer to operations occurring on NAS Point Mugu.

- **CBC Port Hueneme.** Located in the City of Port Hueneme and includes the only deepwater commercial harbor between Los

Angeles and San Francisco and the only Navy controlled harbor between San Diego and Puget Sound. CBC Port Hueneme is a key mobilization facility and the home base of the Seabees (Construction Battalions of the U.S. Navy), the Navy's equivalent of the Army Corps of Engineers.

- **San Nicolas Island.** San Nicolas Island is located 65 miles south of Point Mugu, the most remote island of the Ventura County Channel Islands. It is uninhabited except for Navy personnel at their training facility.

7.3 Goals and Policies

The following goals and policies consider the impact of Oxnard development on military readiness activities and the impact of NBVC on Oxnard.

General Mission Support

Goal MC-1

Continued missions and operations of NBVC that are compatible with Oxnard residents, visitors, and business activities.

MC-1.1

Review for Development Constraints

Periodically review the zoning ordinance, subdivision ordinance, and other infrastructure plans and programs to ensure they do not conflict with the continued viability of NBVC.

MC-1.2

Economic Impact Awareness

Continue to recognize and support the role of NBVC as significant contributors to the economic base of the community by recognizing and quantifying their respective direct and indirect economic impacts in City reports and studies.

Communications and Coordination

Goal MC-2

Participation of NBVC personnel and their dependents and Oxnard government and residents in planning and development decision-making processes that may impact NBVC and/or, conversely, the City and its residents.

MC-2.1

Increase Public Awareness

Participate in NBVC public education programs regarding their missions and impacts associated with military aviation operations.

MC-2.2 *Real Estate Disclosure*

Implement the provisions of AB 2776 if the City is involved, directly or indirectly, as a source of funding and/or land use entitlement in areas potentially impacted by missions and operations at NBVC.

MC-2.3 *Development Permitting Process*

Implement Government Code Section 65940 by requiring development applicants to identify whether a proposed project meets one or more of the following criteria:

- Located within 1,000 feet of NBVC.
- Beneath a low-level flight path.
- Within special use airspace (SUA) as defined by Section 21098 of the Public Resources Code.

If the proposed project meets one of the above, the City shall distribute the complete application as provided in Government Code Section 65944(d)(I).

MC-2.4 *Information Exchange*

Designate a military liaison function within the City government and/or EDCO to exchange information between the City and NBVC on issues of mutual concern including, but not limited to:

- Early notification of development projects near the installations.
- Early notification by NBVC to the City of potential changes in aircraft operations (flight patterns, operational tempo, etc.).
- Housing, recreation, and other issues related to Navy personnel and their dependents living in Oxnard.

MC-2.5 *CEQA Notification*

Continue to provide CEQA notifications to NBVC for review and comment on City discretionary land use actions to include, but not limited to, General/Specific Plan/Coastal Plan amendments, zone changes, tract or parcel maps, and special use or coastal development permits.

MC-2.6 *Coordinate Military Compatibility Planning with Ventura County*

Maintain close contact with planning counterparts in Ventura County to coordinate military compatibility planning and management activities within unincorporated areas adjacent to the City.

MC-2.7 *Military Compatibility Planning Training*

Cooperate with NBVC to provide City staff with appropriate training opportunities to maintain City staff's awareness of the latest technology and regulations concerning military compatibility issues.

Mitigating Military Compatibility Issues

Goal MC-3

Mitigated and/or avoided encroachment associated with land uses and development.

MC-3.1 *New Development to Protect Operations*

When commenting on County of Ventura or City of Port Hueneme development applications and/or CEQA documents, consider whether new development mitigates military use conflicts.

MC-3.2 *Vertical Obstructions*

Ensure all new development within the City is developed in accordance with Federal Aviation Regulations (FAR) Part 77 that is generally concerned with any construction or alteration more than 200 feet above ground level.

MC-3.3 *Protect Mugu and Ormond Beach Wetlands*

Work with NBVC and other agencies and organizations to continue to preserve and enhance the extensive wetlands of the Mugu Lagoon and the existing and potential Ormond Beach wetlands.

MC-3.4 *Reference the Navy's Military Influence Area Map*

Refer to the Navy's Military Influence Map (Figure 7-1), and as it may be updated, to identify possible City actions in or near NBVC installations, operations areas, and/or on or along designated mobilization routes and consult with NBVC for their input as outlined in other policies within this chapter, as appropriate.

Future of NBVC

Goal MC-4

Continued active status for NBVC should another Base Closure and Realignment Commission (BRAC) be established.

MC-4.1 *Participate in BRAC*

Should a new BRAC be initiated, vigorously participate in the process to fully inform the BRAC of the existing and potential benefits of maintaining both NBVC in active status.

MC-4.2 *Future Commercial / General Aviation Flight Operations*

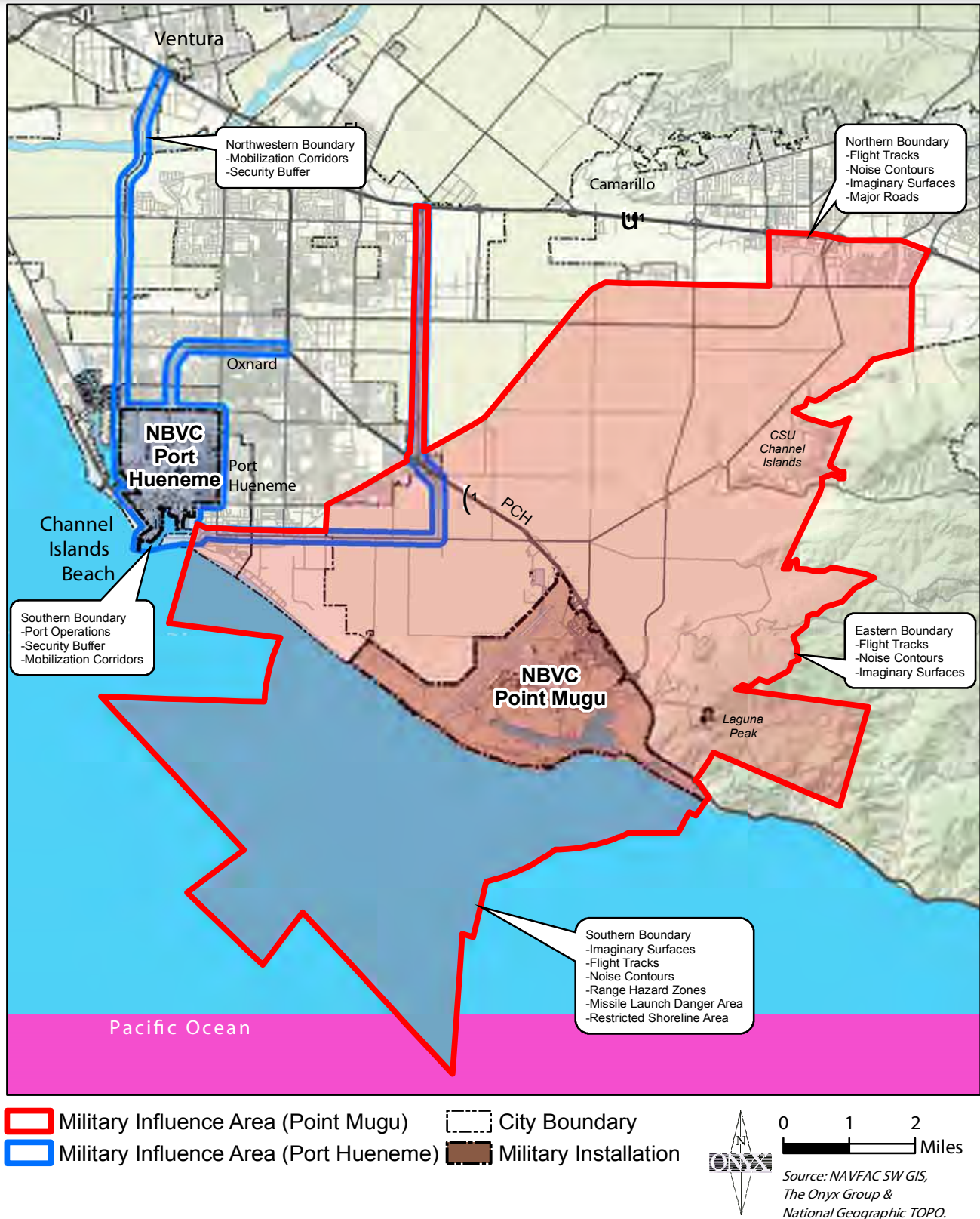
Consider the use of NAS Point Mugu as an air carrier airport if the military facility is ever declared surplus.

MC-4.3 Utilities and Services

Request and consider the projected need for additional utilities and other municipal services by NBVC installations in the development of new infrastructure plans.

MC-4.4 Affordable Housing

Promote the availability and development of off-base affordable housing to meet the needs of the military personnel and their dependents.





HOUSING

The 2006-2014 (and subsequent) Housing Element is subject to specific State statutory requirements for periodic updates. To meet mandated State timelines and requirements, the Housing Element was prepared for adoption by the City Council on a separate schedule.

When the 2006-2014 and subsequent housing elements are completed, they are incorporated by reference into the 2030 General Plan as Chapter 8.



9

IMPLEMENTATION

9.1 Enactment and Introduction to Implementation

The Oxnard 2030 General Plan sets out a vision to guide future development in the City. Subsequent amendments, revisions, updates, repeals or other changes to this Oxnard 2030 General Plan may be made by the City Council except as required by the SOAR ordinance.

The 2002 visioning program included implementation concerns and direction regarding determining consistency with the general plan in future City actions.

The provisions of this Oxnard 2030 General Plan are severable. If any provision of this General Plan or its application is held to be invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

This 2030 General Plan is intended to be implemented by the appropriate City department(s) listed below or as may be later created or modified. Each goal and its respective policies shall have a lead responsible office as determined by the City Manager. The City Manager or designee shall establish a target timeframe for each goal and respective policies. Many goals and policies are already on-going, meaning they are already applicable and have no completion date.

Table 9.2 below assigns goals and policies to one or more City offices, with the lead responsible office listed first. The intent is that the implementation of the goals and policies guides the day-to-day and the strategic long term activities of these offices. City officials and/or departments responsible for goals and policies may be changed by the City Manager unless otherwise directed by City Council.

Specific implementation actions are listed in Section 9.4. Not all goals and programs have a corresponding specific implementation action, as they are not yet developed. It is the intent and direction of this general plan that within two years from the adoption of this general plan, responsible offices will have developed subsequent implementation programs that are directly linked to the goals and policies assigned to that office by this chapter. In this manner, the public is assured that all goals and policies have been assigned to a specific City office and that each office has integrated their respective general plan goals and policies into their planning programs, capital improvement programs, and /or operations as appropriate and as approved by the City Manager with review of the progress of achieving assigned goals and policies on a biennial schedule in coordination with the regular budget process.

9.2 Consistency Procedure

When the City considers certain types of public policies, projects, or programs and/or is required to approve a private project, a finding of consistency with the General Plan is often required. California General Plan Guidelines state, "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment" (2003, page 164). Furthermore, to be consistent, a policy, project, or program must be "in agreement or harmony" (Friends of Lagoon Valley, 154 Cal. App. 4th at 817). Consistency is required in the context of approvals for future development.

This section outlines a three-level procedure for determining consistency. The Development Services Director, Planning Commission, or the City Council will make the final finding of consistency depending on the nature of the decision.

The three levels are defined by the relationship between the 2030 General Plan goal and its respective implementing policies and the proposed policy, project, or program under consideration. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Policy, Project or Program
- II. Related or Indirect Applicability to the Proposed Policy, Project, or Program

III. No or Distant Applicability to the Proposed Policy, Project, or Program

A 2030 General Plan consistency analysis shall start by categorizing all 2030 General Plan goals into one of the three consistency levels as they relate to the proposed Policy, Project or Program. It is possible that no goal may be classified as Level I or II. Each Level I classification shall be supported by a narrative of appropriate length explaining the relationship between the 2030 goal and the proposed Policy, Project, or Program. Level II classifications shall be listed into one or more groups with a summary narrative explaining the relationship between the 2030 goal and the proposed Policy, Project, or Program. Level III goals are assumed to be all goals not classified as Level I or Level II and do not have to be individually listed in a general plan consistency analysis or finding, in supporting documents, or in the administrative record.

After the Level I and II 2030 General Plan goals are identified, consistency is found (or not found, as the case may be) for each identified goal as follows:

LEVEL I GOAL CONSISTENCY TEST

At Level I, the consistency standard is that the proposed policy, project, or program furthers at least one of the goal's implementing policies and otherwise does not inhibit achievement of remaining policies. The proposed policy, project, or program shall make progress towards achievement of at least one directly related implementing policy of a Level I goal. If there is no directly related implementing policy, then the proposed policy, project, or program shall be in general harmony with the majority of the implementing policies. In either case, the proposed policy, project, or program shall not significantly inhibit achievement of any of the implementing policies. A narrative shall be provided that demonstrates the Level I consistency finding.

LEVEL II GOAL CONSISTENCY TEST

The proposed policy, project, or program shall not significantly inhibit achievement of any of the Level II goals or their implementing policies. A narrative shall be provided that demonstrates the Level II consistency finding.

When a proposed policy, project, or program is found to be consistent with Level I or II goals, all implementing policies for the Level I and II goals shall also be found consistent and need not be individually listed or justified as part of a finding and/or CEQA or NEPA document at the discretion of the Development Services Director or designee.

When a proposed project is found to be an implementation of and consistent with an adopted Specific Plan or similar previously-approved

entitlement for purposes of CEQA, a general plan consistency analysis may be waived by a finding by the Development Services Director who determines that the previous entitlement was approved and found to be consistent under this general plan, as amended, and that no general plan amendments have occurred since that entitlement that are related to the proposed project.

CONSISTENCY EXAMPLE

Proposed Project: Adoption of an Ormond Beach Wetlands Plan

Goal CD-22: Environmentally sound Ormond Beach wetlands with appropriate public access.

Consistency Finding: Level I Consistency. The project and Goal CD-22 speak to the same geographic area and the project furthers achievement of the goal by adopting a plan that achieves goal CD-22.

Goal SC- 2: Sea level rise is routinely considered relative to coastal areas and other City decisions, as relevant.

Consistency Finding: Level II Consistency. Goal SC-2 requires awareness of sea-level rise in City decision making. Since the Ormond Beach wetlands plan acknowledges sea-level rise and will not inhibit consideration of sea-level rise in other areas or decisions, the proposed project is found consistent.

General Plan Consistency Audit (GPCA)

A General Plan Consistency Audit may be requested by the Planning Commission and/or City Council that would require the evaluation of a policy, project, or program under consideration against each 2030 General Plan goal and implementing policy and the preparation of an audit document that may be prepared by staff and/or a qualified consultant. A GPCA fee may be established by resolution of the City Council.

9.3 Implementation Program

The following section provides a listing of the goals and policies contained in General Plan chapters 2 to 7 (and Chapter 8 when adopted separately) and direction as to:

- Timing of implementation; and
- City official, department or office assigned as the lead for implementing this policy.

Table 9-1 provides a list of the acronyms used to identify the City official, department or office responsible for policy implementation. The City Manager may reassign goals and policies and incorporate Chapter 8

when adopted separately at his/her pleasure without amending the General Plan so long as all goals and policies remain assigned to a City department, office, or official that reports to the City Manager.

Table 9-2 provides the listing of goals and policies, responsible City entity, and timing for implementation.

Table 9-1. Responsible City Entity

| Abbreviation | Official, Department, or Office |
|--------------|-----------------------------------|
| CA | City Attorney |
| CM | City Manager |
| CD | Community Development Department |
| DS | Development Services Department |
| FI | Finance Department |
| FD | Fire Department |
| GS | General Services |
| HG | Housing Department |
| IS | Information Systems |
| LB | Library Department |
| PD | Police Department |
| PW | Public Works Department |
| RCS | Recreation and Community Services |

Table 9-2. Policy Implementation

| Chapter 2 | Sustainable Community | 2011– 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|----------------------|---|---------------|----------------|----------------|---------|
| GOAL SC-1 | <i>Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.</i> | | | | |
| SC-1.1 | Inventory and Monitor GHG Emissions | | | | DS |
| SC-1.2 | Support Statewide Global Warming and Climate Change Mitigation | | | | DS |

| Chapter 2 | Sustainable Community | 2011– 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|----------------------|---|---------------|----------------|----------------|---------|
| SC-1.3 | Develop a Climate Action and Adaptation Plan (CAAP) That Supports the Regional SB 375 Sustainable Communities Strategy | | DS | | |
| SC-1.4 | Awareness of Environmental Justice | CM | | | DS |
| GOAL SC-2 | <i>Sea level rise is routinely considered relative to coastal areas and other City decisions, as relevant.</i> | | | | |
| SC-2.1 | Sea-Level Rise and Updating the Local Coastal Program | DS | | | |
| SC-2.2 | Sea Level Monitoring System | | PW | | |
| SC-2.3 | Sea Level Rise Consideration in Decision-Making | CM | | | DS |
| SC-2.4 | Avoidance of Coastal Armoring or Hardening | | | | DS, PW |
| GOAL SC-3 | <i>Energy Generation and Increased Efficiency (Energy Action Plan)</i> | | | | |
| SC-3.1 | New Residential Development | | | | DS |
| SC-3.2 | Develop a City Energy Action Plan | DS | | | |
| SC-3.3 | Develop a Community Energy Action Plan | DS | | | |
| SC-3.4 | Alternative Energy for Public Buildings | | GS,P W | | |
| SC-3.5 | Load Shifting Devices | | GS,P W | | |
| SC-3.6 | Targets for Zero-Emission Vehicles | | GS,P W | | |
| SC-3.7 | Renewable Energy Production Requirement | DS | | | |
| SC-3.8 | Require Use of Passive Energy Conservation Design | | | | DS |
| SC-3.9 | Promote Voluntary Incentive Programs | | | | DS |
| SC-3.10 | Alternatives to Power Plant Generation | DS,PW | | | |
| SC-3.11 | Waste Conversion to Energy Facility | PW | | | |
| SC-3.12 | Encourage Natural Ventilation | DS | | | |
| GOAL SC-4 | <i>Implementation of the California Green Building Code</i> | | | | |
| SC-4.1 | Green Building Code Implementation | DS | | | |
| GOAL SC-5 | <i>Share ownership and responsibility for designing, developing, and delivering a successful sustainable community by creating planning and implementation partnerships.</i> | | | | |

| Chapter 2 | Sustainable Community | 2011–2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|-----------|---|-----------|-------------|-------------|---------|
| SC-5.1 | Green Business Council | CD, DS | | | |
| SC-5.2 | Organize Volunteer Work Days | | | | PW |
| SC-5.3 | Community Gatherings and Workshops | | | | PW |
| SC-5.4 | Coordinate with Local Utility Providers and VCREA | | | | DS |
| SC-5.5 | Local Food Partnerships | | | | CM |

| Chapter 3 | Community Development | 2011 – 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|------------------|--|-------------|-------------|-------------|---------|
| GOAL CD-1 | <i>A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.</i> | | | | |
| CD-1.1 | Land Use Map | | | | DS |
| CD-1.2 | Infill Development, Priority to Mixed Use | | | | DS |
| CD-1.3 | Redevelopment to Mixed Use | | | | CD, DS |
| CD-1.4 | Transportation Choices | | | | DS |
| CD-1.5 | Housing Variety | | | | DS |
| CD-1.6 | Public Facilities | | | | DS |
| CD-1.7 | Compact Development | | | | DS |
| CD-1.8 | Natural Resource Conservation | | | | DS |
| CD-1.9 | Commute Reduction | | | | DS |
| CD-1.10 | Jobs-Housing Balance | | | | DS |
| CD-1.11 | Recreation Opportunities | | | | DS, PW |
| CD-1.12 | Avoiding Encroaching the Oxnard Airport | | | | DS |
| GOAL CD-2 | <i>Legal requirements for general plan and zoning consistency are fulfilled.</i> | | | | |
| CD-2.1 | Zoning and General Plan Consistency | | | | DS, CA |
| GOAL CD-3 | <i>A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride</i> | | | | |
| CD-3.1 | Neighborhood Preservation | | | | DS |
| CD-3.2 | Encourage Planned Development Code provisions for revitalization | | | | DS |
| CD-3.3 | Innovative Development | | | | DS |
| CD-3.4 | Neighborhood Quality of Life | | | | DS |
| CD-3.5 | Code Compliance | | | | PD |

| Chapter 3 | Community Development | 2011 – 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|------------------|---|-------------|-------------|-------------|---------|
| CD-3.6 | Barrier-Free Housing and Reasonable Accommodation | | | | HG, DS |
| CD-3.7 | Senior In-Place Housing Opportunities | | | | HG |
| GOAL CD-4 | <i>Commercial uses compatible with surrounding land uses to meet the present and future needs of Oxnard residents, employees, and visitors</i> | | | | |
| CD-4.1 | Mitigate Land Use Conflicts | | | | DS |
| CD-4.2 | Commercial Revitalization and Redevelopment | | | | CD |
| CD-4.3 | Urban Village Program and Height Overlay | DS | | | |
| CD-4.4 | Commercial Area Aesthetics | | | DS | |
| CD-4.5 | Commercial Signage | | | | DS |
| GOAL CD-5 | <i>Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City's economic vitality.</i> | | | | |
| CD-5.1 | Industrial Clustering | | | | DS |
| CD-5.2 | Compatible Land Use | | | | DS |
| CD-5.3 | Available Services | | | | DS |
| CD-5.4 | Environmentally Friendly and "Green" Industry | | | | CD |
| CD-5.5 | "Green" Major Transportation Routes | | | | DS |
| GOAL CD-6 | <i>Continued agriculture use within the Planning Area, compatible with the community's vision.</i> | | | | |
| CD-6.1 | Agricultural Buffers | | | DS | |
| CD-6.2 | Agricultural Preservation | | | | DS |
| GOAL CD-7 | <i>Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity.</i> | | | | |
| CD-7.1 | Establishment of Urban Villages | DS | | | |
| CD-7.2 | Urban Village Compatibility Guidelines | | DS | | |
| CD-7.3 | Financing Tools for Urban Village Development | | DS | | |
| CD-7.4 | Urban Village Design Guidelines | | DS | | |
| CD-7.5 | Pedestrian and Transit Scale | | DS | | |
| CD-7.6 | Connectivity | | DS | | |
| CD-7.7 | Urban Village Streetscapes and Identification | | PW | | |

| Chapter 3 | Community Development | 2011 – 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|-------------------|--|-------------|-------------|-------------|---------|
| CD-7.8 | Road Design | | DS | | |
| CD-7.9 | Infrastructure Compatibility | | PW | | |
| CD-7.10 | Urban Village Infrastructure Master Plans | | PW | | |
| CD-7.11 | Urban Village Open Space Areas/Parks | | RCS | | |
| CD-7.12 | Urban Village Collocation with Schools | | RCS | | |
| CD-7.13 | Urban Village Trail and Open Space Connections | | DS | | |
| GOAL CD-8 | <i>Sensible urban development and redevelopment based on the City's ability to provide necessary governmental services and municipal utilities.</i> | | | | |
| CD-8.1 | Limiting Development | | | | DS |
| CD-8.2 | Services | | | | PW |
| CD-8.3 | City Revenues | | | | FI |
| CD-8.4 | Cost Sharing | | | | FI |
| CD-8.5 | Impact Mitigation | | | | DS |
| CD-8.6 | Monitor Growth | | | | DS |
| CD-8.7 | Community Balance | | | | DS |
| CD-8.8 | Public Facility Service Areas | | | | PW |
| CD-8.9 | Jobs/Housing Balance and Sustainable Communities Strategy (SB 375) | | | | DS |
| CD-8.10 | Timing of Large-Scale Development | | | | DS |
| GOAL CD-9 | <i>A high quality visual image and perception of the City.</i> | | | | |
| CD-9.1 | Neighborhood Identity | | | | DS |
| CD-9.2 | Revitalization and Redevelopment | | | | CD |
| CD-9.3 | Gateway Enhancement | | | | CD |
| CD-9.4 | View Corridor Preservation | | | | DS |
| CD-9.5 | Unique Character Preservation | | | | DS |
| CD-9.6 | High Rise Development | | | | DS |
| GOAL CD-10 | <i>Neighborhoods and villages with a distinct sense of place.</i> | | | | |
| CD-10.1 | Human-Scale Development | | | | DS |
| CD-10.2 | Neighborhood Themes | DS | | | |

| Chapter 3 | Community Development | 2011 – 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|-------------------|--|-------------|-------------|-------------|---------|
| GOAL CD-11 | <i>Protected historic and authentic qualities of Oxnard's traditional neighborhoods and historic districts.</i> | | | | |
| CD-11.1 | Promote Existing Historic Areas | | | | CD |
| CD-11.2 | Historical District Expansion | | DS | | |
| CD-11.3 | Protect and Enhance Cultural Resources | | | | DS |
| CD-11.4 | Incorporate Historic Features | | | | CD |
| GOAL CD-12 | <i>Enhance the City's image using public investment and infrastructure.</i> | | | | |
| CD-12.1 | Municipal Design Guidelines | | | | PW |
| CD-12.2 | Public Works Support Urban Design Objectives | | | | PW |
| GOAL CD-13 | <i>Inclusion of arts in public places.</i> | | | | |
| CD-13.1 | Art and Culture Promotion | | | | DS |
| CD-13.2 | Maintenance of Public Art | | | | DS |
| GOAL CD-14 | <i>Expectations of higher quality design.</i> | | | | |
| CD-14.1 | Design Review Process | | | | DS |
| CD-14.2 | Development Advisory Committee (DAC) Function | | | | DS |
| CD-14.3 | Quality of Design | | | | DS |
| GOAL CD-15 | <i>A strong economic and fiscal base critical to sustaining long-term prosperity for Oxnard residents and businesses.</i> | | | | |
| CD-15.1 | Quality of Life | | | | DS |
| CD-15.2 | City Image and Vision | | | | CD |
| CD-15.3 | Availability of Care Services | | | | CD |
| CD-15.4 | Child Care Incentives | | DS | | |
| CD-15.5 | Subsidized Child Care | | | | CD |
| CD-15.6 | Share of Regional Taxable Sales | | | | FI |
| CD-15.7 | Relationships with Higher Education Institutions | | CD | | |
| CD-15.8 | Grant Funding | | | | CD |
| CD-15.9 | Regional Cooperation | | | | CD |

| Chapter 3 | Community Development | 2011 – 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|-------------------|--|-------------|-------------|-------------|---------|
| GOAL CD-16 | <i>Coordinated land use and infrastructure decisions with economic development.</i> | | | | |
| CD-16.1 | Infrastructure Investment | | | | PW |
| CD-16.2 | Mobility Improvements | | PW | | |
| CD-16.3 | Balanced Economic Base | | | DS | |
| CD-16.4 | Evaluate Fiscal Impacts | | | DS, FI | |
| CD-16.5 | Industrial and Commercial Development Standards | | | | DS |
| CD-16.6 | Provide for a Diversity of Housing Choices | | DS, HG | | |
| CD-16.7 | Flexibility in Regulation Implementation | | | | DS |
| CD-16.8 | Public/Private Partnerships | | | | CM |
| GOAL CD-17 | <i>Expanded employment and self-employment opportunities in the community, providing a full range of quality career choices for all age groups.</i> | | | | |
| CD-17.1 | Retain Local Talent | | | | CD |
| CD-17.2 | Business Assistance | | | | CD |
| CD-17.3 | Vocational Training | | | | CD |
| CD-17.4 | Promote the Value of Higher Education | | | | CD |
| CD-17.5 | Youth Training | | | | CD |
| CD-17.6 | Business Expansion | | | | CD |
| CD-17.7 | Incentives for Senior Employees | | | | CD |
| GOAL CD-18 | <i>Economic development to provide jobs for current and future residents.</i> | | | | |
| CD-18.1 | Attract New Business | | | | CD |
| CD-18.2 | Small Business | | | | CD |
| CD-18.3 | Business/Government Communications | | | | CD |
| CD-18.4 | Identify Target Business and Industries | | CD | | |
| CD-18.5 | Land Availability Information | DS, IS | | | |
| CD-18.6 | Identify Target Business Organizations | | | | CD |
| CD-18.7 | Research Relocation of Agricultural Support Uses | CD, DS | | | |
| CD-18.8 | Destination Expansion | | | | CD |
| CD-18.9 | Agricultural Heritage | | | | CD |

| Chapter 3 | Community Development | 2011 – 2013 | 2013 – 2015 | 2015 – 2030 | Ongoing |
|-------------------|---|-------------|-------------|-------------|---------|
| CD-18.10 | Existing Businesses | | | | CD |
| GOAL CD-19 | <i>Continued revitalization of the Central Business District (Downtown).</i> | | | | |
| CD-19.1 | Unique Downtown Identity | | | | CD |
| CD-19.2 | Complementary Development | | | | CD |
| CD-19.3 | Downtown Events | | | | CD |
| CD-19.4 | Downtown Beautification | | | | CD |
| CD-19.5 | Attract Downtown Investment | | | | CD |
| GOAL CD-20 | <i>An economically robust port and harbor-related economic sector.</i> | | | | |
| CD-20.1 | Port Trade Enhancement | | | | DS |
| CD-20.2 | Channel Islands Harbor Enhancement | DS | | | |
| GOAL CD-21 | <i>An updated Local Coastal program that includes the restoration of the Ormond Beach wetlands and consideration of climate change issues.</i> | | | | |
| CD-21.1 | Removal of LNG Reference | DS | | | |
| CD-21.2 | Modify non-Coastal Dependent Energy Uses | DS | | | |
| CD-21.3 | Future Use of Coastal Power Plants | DS | | | |
| CD-21.4 | Coastal Zone Land Use Designation Changes | DS | | | |
| GOAL CD-22 | <i>Environmentally sound Ormond Beach wetlands with appropriate public access.</i> | | | | |
| CD-22.1 | Participation in the Ormond Beach Wetlands Restoration Plan | DS | | | |
| CD-22.2 | Develop an Ormond Beach Visitor Access Plan | DS | | | |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-------------------|---|-------------|-------------|-------------|---------|
| GOAL ICS-1 | <i>Provision of adequate facilities and services that maintain service levels with adequate funding.</i> | | | | |
| ICS-1.1 | Maintain Existing Service Levels | | | | All |
| ICS-1.2 | Development Impacts to Existing Infrastructure | | | | DS, PW |
| ICS-1.3 | Funding for Public Facilities | | | | PW |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-------------------|---|-------------|-------------|-------------|---------|
| ICS-1.4 | Infrastructure Conditions of Approval | | | | DS |
| GOAL ICS-2 | <i>A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted.</i> | | | | |
| ICS-2.1 | Coordinate with Regional Transportation Planning | | | | DS |
| ICS-2.2 | Improved Port of Hueneme Access | | | PW | |
| ICS-2.3 | Connector Road(s) to Camarillo Feasibility | | DS | | |
| ICS-2.4 | Auxiliary Lanes on Highway 101 Feasibility | | DS | | |
| ICS-2.5 | Mitigate Impacts on County Roads | | PW | | |
| ICS-2.6 | Reduction of Construction Impacts | | PW | | |
| ICS-2.7 | Consistent Roadway Signage | | PW | | |
| ICS-2.8 | Intelligent Transportation Systems | DS | | | |
| ICS-2.9 | Coordinated Traffic Signal Timing with other Agencies | | DS | | |
| ICS-2.10 | High Capacity Corridors | | DS | | |
| ICS-2.11 | Scenic Highway Preservation | DS | | | |
| ICS-2.12 | Gateway Enhancements | CD | | | |
| ICS-2.13 | Oxnard Boulevard, Fifth Street, and Corridor Studies | DS | | | |
| GOAL ICS-3 | <i>Level of service "C" at designated intersections, unless otherwise reduced by City Council direction.</i> | | | | |
| ICS-3.1 | CEQA Level of Service Threshold | DS | | | |
| ICS-3.2 | Minimum Level of Service C and Exceptions | | | | DS |
| ICS-3.3 | New Development Level of Service C | | | | DS |
| ICS-3.4 | Roadway Design/101 Freeway Capacity | | PW | | |
| ICS-3.5 | Interim Level of Service Identification and Reporting | | | | DS |
| ICS-3.6 | Monitoring Level of Service | | | | DS |
| ICS-3.7 | Future Level of Service | | DS | | |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-------------------|--|-------------|-------------|-------------|---------|
| ICS-3.8 | 2030 Circulation System Diagram | | | | DS |
| GOAL ICS-4 | <i>A functional and balanced goods movement system that provides timely and efficient transport of goods generated by the Port of Hueneme and agricultural, industrial, and commercial areas.</i> | | | | |
| ICS-4.1 | Enhance Goods Movement | | | | CD |
| ICS-4.2 | Study Separating Rail and Roadways and Buffers | | PW | | |
| ICS-4.3 | Truck Route Designation and Buffers | DS | | | |
| ICS-4.4 | Truck Route Compliance | | DS, PD | | |
| ICS-4.5 | Loading and Unloading | | | | PD |
| ICS-4.6 | Freight Rail | DS | | | |
| ICS-4.7 | Railroad Grade Crossings, Camino del Sol Crossing | DS, PW | | | |
| ICS-4.8 | Freight Railroad Right of Way for Other Uses | | | | DS |
| GOAL ICS-5 | <i>A passenger railroad system that serves the needs of the residents, visitors, and workers.</i> | | | | |
| ICS-5.1 | Enhanced Passenger Rail Service | | CM | | |
| ICS-5.2 | Passenger Rail Service Expansion | | DS | | |
| ICS-5.3 | Sub Regional Transportation Centers | DS | | | |
| GOAL ICS-6 | <i>Public transit system that serves the needs of the residents and workers of Oxnard.</i> | | | | |
| ICS-6.1 | Transit Facilities for New Developments | | | | DS |
| ICS-6.2 | Transit Service Provision | | | | CM |
| ICS-6.3 | Paratransit | | | | CM |
| ICS-6.4 | Private Bus Transportation | | | | CD |
| ICS-6.5 | Signal Priority for Transit | DS | | | |
| ICS-6.6 | Alternative Transit Options | | GS, PD | | |
| GOAL ICS-7 | <i>Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion.</i> | | | | |
| ICS-7.1 | Require TDM Programs | | | | DS |
| ICS-7.2 | Reduce Single-Occupancy Automobile Dependency | | | DS | |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|--------------------|--|-------------|-------------|-------------|---------|
| ICS-7.3 | Travel Demand Management (TDM) Development Patterns | | DS | | |
| ICS-7.4 | Park and Ride Lots | | DS | | |
| GOAL ICS-8 | <i>Safe bicycle and pedestrian circulation throughout the City.</i> | | | | |
| ICS-8.1 | Improved Bicycle and Pedestrian Safety | | PW | | |
| ICS-8.2 | Bicycle Route Plan | DS | | | |
| ICS-8.3 | Completing Bicycle and Sidewalk Network | | PW | | |
| ICS-8.4 | New Development Requires Bicycle Improvements | | | | DS |
| ICS-8.5 | Public Sidewalks and Pedestrian Orientation | | | PW | DS |
| ICS-8.6 | Americans with Disability Act (ADA) Handicap Requirements | | | | PW |
| ICS-8.7 | Downtown and Beach Area Bicycle Accessibility | | | | PW |
| ICS-8.8 | Educational Facilities | | DS | | |
| ICS-8.9 | Street Crossings | | | PW | |
| ICS-8.10 | Coastal Trail Development | | DS | | |
| ICS-8.11 | Bicycle Parking and Storage | | | PW | |
| ICS-8.12 | Roadway Surfacing | | PW | | |
| ICS-8.13 | Importance of Pedestrian and Bicycle Access in Site Planning | DS | | | |
| ICS-8.14 | Connecting Facilities | | PW | | |
| | | | | | |
| GOAL ICS-9 | <i>Adequate parking and loading facilities to support residential and commercial parking needs.</i> | | | | |
| ICS-9.1 | Beach and Coastal Parking | | | DS | |
| ICS-9.2 | Development Has Adequate Parking | | | | DS |
| ICS-9.3 | Neighborhood Parking Permits | | | | PW |
| ICS-9.4 | Monitoring of Parking Conditions and Revise Regulations | | | | DS |
| GOAL ICS-10 | <i>Improved and safe commercial air carrier services.</i> | | | | |
| ICS-10.1 | Support Oxnard Airport | | | | CM |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|--------------------|--|-------------|-------------|-------------|---------|
| ICS-10.2 | Oxnard Airport Compatible Land Use | | | | DS |
| ICS-10.3 | Airport Operations Monitoring | | | | DS |
| GOAL ICS-11 | <i>Water supply, quality, distribution, and storage adequate for existing and future development.</i> | | | | |
| ICS-11.1 | Regional Water Quality Management Plans | | | | PW |
| ICS-11.2 | Maintain Water Capital Master Plans | | | | PW |
| ICS-11.3 | GREAT Program Implementation | | | | PW |
| ICS-11.4 | Potable and Recycle Water Distribution Systems | | | | PW |
| ICS-11.5 | Sustainability of Groundwater Supply | | | | PW |
| ICS-11.6 | Water Conservation and/or Recycling Connection as Mitigation | DS | | | |
| ICS-11.7 | Water Wise Landscapes | DS | | | |
| ICS-11.8 | Channel Islands Harbor and Offshore Water Quality | | | | DS |
| ICS-11.9 | Groundwater Extractions | | | | PW |
| ICS-11.10 | Water Supply Finding for Smaller Projects | | | | DS |
| ICS-11.11 | Water Quality | | | | PW |
| ICS-11.12 | Water for Irrigation | | | | PW |
| ICS-11.13 | Water Neutral Policy and Urban Water Management Plans | DS, PW | | | |
| GOAL ICS-12 | <i>Adequate capacity at the City Waste Water Treatment Plant to accommodate existing and future development.</i> | | | | |
| ICS-12.1 | Water Recycling and Resource Recovery | | | | DS |
| ICS-12.2 | Monitoring Plant Performance | | | | PW |
| ICS-12.3 | Wastewater Discharge Monitoring | | | | PW |
| ICS-12.4 | Wastewater Discharge | | | | PW |
| ICS-12.5 | Sedimentation Control | | | | DS |
| ICS-12.6 | Timing of Future Development | | | | DS |
| GOAL ICS-13 | <i>Adequately sized storm drain systems and discharge treatment, certified levees, and implementation of appropriate National Pollutant Discharge Elimination System (NPDES) permits and regulations.</i> | | | | |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|--------------------|---|-------------|-------------|-------------|---------|
| ICS-13.1 | 100-year Floodplain | | PW | | |
| ICS-13.2 | Adequate Storm Drains and NPDES Discharge Treatment | | | PW | |
| ICS-13.3 | Stormwater Detention Basins | | | PW | |
| ICS-13.4 | Low Impact Development | | DS | | |
| ICS-13.5 | FEMA-Certified Levees | | DS, PW | | |
| GOAL ICS-14 | <i>Reduced solid waste and increased recycling.</i> | | | | |
| ICS-14.1 | Waste Reduction | | | | PW |
| ICS-14.2 | Use of Recycled Materials | | PW | | |
| ICS-14.3 | New Development Requirements | | | | DS |
| GOAL ICS-15 | <i>Managed development adjacent to closed landfill areas that mitigate health and safety hazards.</i> | | | | |
| ICS-15.1 | Environmental and Health Impacts of Closed Landfills | | | | DS |
| ICS-15.2 | Avoiding Sensitive Land Uses in Areas Adjacent to Landfills | | DS | | |
| ICS-15.3 | Development Near Bailard Landfill | | | | DS |
| GOAL ICS-16 | <i>Residents and property protected from the use, transport, and disposal of hazardous materials.</i> | | | | |
| ICS-16.1 | Underground Storage Program | | | | FD |
| ICS-16.2 | Hazardous Waste Audits | | | | FD |
| ICS-16.3 | Recycling of Hazardous Materials | | | | FD |
| GOAL ICS-17 | <i>Adequate and efficient public utilities that meet the needs of residents of the City.</i> | | | | |
| ICS-17.1 | Electric Facilities | | | | DS |
| ICS-17.2 | Easements | | | | DS |
| ICS-17.3 | Promoting Renewable Energy Production | DS | | | |
| ICS-17.4 | Service Extension | | | | DS |
| ICS-17.5 | Undergrounding of Utility Lines | | | PW | |
| GOAL ICS-18 | <i>Expanded communication system services to improve personal convenience for residents of the City.</i> | | | | |
| ICS-18.1 | Telecommunications Services | | | | CD |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|--------------------|---|-------------|-------------|-------------|---------|
| ICS-18.2 | Communication Technologies for Improved Citizen Participation | | | | CD |
| ICS-18.3 | Wireless Telecommunications | | | | DS |
| GOAL ICS-19 | <i>Adequate and effective law enforcement and the incorporation of crime prevention features in developments.</i> | | | | |
| ICS-19.1 | Additional and/or Enlarged Police Facilities | | | | PD |
| ICS-19.2 | Police Review of Development Projects | | | | PD |
| ICS-19.3 | Law Enforcement Communication Techniques | | | | PD |
| ICS-19.4 | Crime Prevention Device Requirements | | | | DS |
| ICS-19.5 | Incorporating Security Design Principles | | | | DS |
| ICS-19.6 | Crime and Safety Education Programs | | | | CM |
| ICS-19.7 | New Development | | | | DS |
| ICS-19.8 | Response Time | | | | PD |
| GOAL ICS-20 | <i>Protected public through effective fire protection services and the incorporation of fire safety features in new development.</i> | | | | |
| ICS-20.1 | Fire Response Time | | | | FD |
| ICS-20.2 | Provision of Fire Station Facilities and Equipment | | | | FD |
| ICS-20.3 | Commercial and Industrial Sprinkler Requirements | | | | FD |
| ICS-20.4 | Fire Prevention Mitigation Fee | | | | FD |
| ICS-20.5 | Fire Services to New Development | | | | FD |
| ICS-20.6 | Fire Prevention Education Programs | | | | FD |
| ICS-20.7 | Adherence to City Standards | | | | FD |
| ICS-20.8 | Development Review | | | | FD |
| ICS-20.9 | Mutual Aid with Local, State, and US Navy Fire Departments | | | | FD |
| ICS-20.10 | Adequate Emergency Access and Routes | | | | FD |
| ICS-20.11 | Citizen Disaster Groups | | | | FD |
| ICS-20.12 | Weed Abatement | | | | FD |
| GOAL ICS-21 | <i>High quality, well maintained school facilities for the residents of Oxnard.</i> | | | | |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|--------------------|---|-------------|-------------|-------------|---------|
| ICS-21.1 | Accommodating Growth | | | | DS |
| ICS-21.2 | Development Fees | | | | DS |
| ICS-21.3 | Siting of Schools | | | | DS |
| ICS-21.4 | Mitigation of Impacts | | | | DS |
| ICS-21.5 | Expansion of Existing Facilities | | | | DS |
| ICS-21.6 | Monitor Enrollment Needs | | | | DS |
| ICS-21.7 | Buffer Areas Around Schools | DS | | | |
| ICS-21.8 | Potential School Location Exhibit | DS | | | |
| GOAL ICS-22 | <i>A full service, high quality public library system.</i> | | | | |
| ICS-22.1 | Library Funding | | | | LB |
| ICS-22.2 | Location of Library Facilities | | | | LB |
| ICS-22.3 | Expansion of Library Services | | | | LB |
| ICS-22.4 | Information Technology at Libraries | | | | LB |
| ICS-22.5 | Support the Carnegie Library, Maritime Museum, and Similar Establishments | | | | LB |
| GOAL ICS-23 | <i>A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors.</i> | | | | |
| ICS-23.1 | City Park and Recreation Standards | | | | DS |
| ICS-23.2 | Park Facility Rehabilitation | | | | GS |
| ICS-23.3 | Identifying Additional Parklands | | | | GS |
| ICS-23.4 | Collocation of Parks and Schools | | | | GS |
| ICS-23.5 | Resident Access to Scenic Areas and Ormond Beach | | | | GS |
| ICS-23.6 | Promoting Community Park Interest | | | | RCS |
| ICS-23.7 | Park Signage | | | | GS |
| ICS-23.8 | Buffering Neighborhood Parks | | | | DS |
| ICS-23.9 | Regional Park Accessibility | | | | DS |
| ICS-23.10 | Park Siting and Design to Maximize Security | | | | DS |
| GOAL ICS-24 | <i>Optimized public investment in parks and recreation by reduced costs and funding alternatives.</i> | | | | |

| Chapter 4 | Infrastructure and Community Services | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|--------------------|---|-------------|-------------|-------------|---------|
| ICS-24.1 | Park Funding Methods | | | | GS |
| ICS-24.2 | Park Operations Fiscal Efficiency | | | | GS |
| ICS-24.3 | Review Quimby Fee Formula | | | | GS |
| GOAL ICS-25 | <i>Recreational programs that meet Oxnard's diverse needs.</i> | | | | |
| ICS-25.1 | Promote Childcare/Youth and Family Programs | | | | RCS |
| ICS-25.2 | Coordinate Recreation Programs with Other Agencies | | | | RCS |
| ICS-25.3 | Sponsor Specialized Recreation Programs | | | | RCS |
| ICS-25.4 | Recreational Opportunities for Lower-Income Families | | | | RCS |
| ICS-25.5 | Youth Programs and Services | | | | RCS |
| ICS-25.6 | Recreational Services and Programs Reflecting Cultural Diversity | | | | RCS |
| GOAL ICS-26 | <i>A customer-focused, integrated Information Technology (IT) infrastructure in support of digital governance.</i> | | | | |
| ICS-26.1 | Information Technology Architecture | | | | IS |
| ICS-26.2 | Information Technology Environment | | | | IS |
| ICS-26.3 | Information Service Management | | IS | | |

| Chapter 5 | Environmental Resources | 2011– 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|------------------|---|------------|-------------|-------------|---------|
| GOAL ER-1 | <i>Protection of natural and cultural resources, agriculture and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually beneficial, sustainable relationship.</i> | | | | |
| ER-1.1 | Protect Oxnard's Natural and Cultural Resources | | | | DS |
| ER-1.2 | Protect Surrounding Agriculture and Open Space | | | | DS |
| GOAL ER-2 | <i>Maintenance and enhancement of natural resources and open space.</i> | | | | |
| ER-2.1 | Restoration of Ormond Beach Wetlands | DS | | | |
| ER-2.2 | Designation and Protection of Sensitive Habitat Areas | | | | DS |

| Chapter 5 | Environmental Resources | 2011– 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|------------------|--|---------------|----------------|----------------|---------|
| ER-2.3 | Promote Areas for Open Space | | | | DS |
| ER-2.4 | Design Review Process | | DS | | |
| GOAL ER-3 | <i>Protection, restoration, and enhancement of water-related habitats and their associated plant and wildlife species.</i> | | | | |
| ER-3.1 | Preservation of Riparian Habitat | | | | DS |
| ER-3.2 | Review of Development Proposals | | | | DS |
| ER-3.3 | Request Mitigation Measures from Other Agencies | | | | DS |
| ER-3.4 | Reduce Impact on Harbor, Bay, and Ocean Water Ecology | | | | PW |
| ER-3.5 | Reduce Construction Silt and Sediment | | | | PW |
| GOAL ER-4 | <i>Protected, restored, and enhanced sensitive habitat areas.</i> | | | | |
| ER-4.1 | Encourage Protection of Sensitive Habitat | | | | DS |
| ER-4.2 | Limiting Activities in Sensitive Areas | | | | DS |
| ER-4.3 | Designation of Resource Protection Areas | | DS | | |
| ER-4.4 | Loss of Sensitive Habitats | | DS | | |
| ER-4.5 | Planning in Sensitive Areas | | | | DS |
| ER-4.6 | Resource Protection Zoning Policies | | DS | | |
| GOAL ER-5 | <i>Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality.</i> | | | | |
| ER-5.1 | Wastewater Treatment | | | | PW |
| ER-5.2 | 208 Wastewater Control Plan | | PW | | |
| ER-5.3 | Reducing Dependence on Groundwater | | | | PW |
| ER-5.4 | Wastewater Monitoring | | | | PW |
| ER-5.5 | Abandoned Water Wells and Transfer of Water Rights | | | | DS |
| ER-5.6 | 208 Groundwater Plan | | | | PW |
| ER-5.7 | Minimizing Paved Surfaces | | | | PW |
| GOAL ER-6 | <i>Protected and enhanced natural setting and scenic resources.</i> | | | | |

| Chapter 5 | Environmental Resources | 2011– 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-------------------|--|---------------|----------------|----------------|---------|
| ER-6.1 | Incorporate Views in New Development | | | | DS |
| ER-6.2 | Protect and Enhance Major Scenic Resources | | | | DS |
| ER-6.3 | Preserve Views of Small Aesthetic Resources | | | | DS |
| ER-6.4 | Siting of Transmission Lines | | | | PW |
| ER-6.5 | Control of Lighting and Glare | | | | DS |
| ER-6.6 | New Development Private Open Space | | | | DS |
| GOAL ER-7 | <i>Improved aesthetic quality of major roadways and entrances.</i> | | | | |
| ER-7.1 | Medians and Parkways | | | | GS |
| ER-7.2 | Design of Sound or Zone Walls | | | | DS |
| ER-7.3 | Design of Transportation Related Structures | | | | PW |
| GOAL ER-8 | <i>Protected coastal resources as a significant landscape feature to be experienced by residents and visitors.</i> | | | | |
| ER-8.1 | Protect Shoreline | | | | DS |
| ER-8.2 | New Coastal Development | | | | DS |
| ER-8.3 | Coastal Sand and Habitat Management | | | | GS |
| GOAL ER-9 | <i>Enhanced perceived character and quality of the City of Oxnard.</i> | | | | |
| ER-9.1 | Enhance Historic Character | | CD | | |
| ER-9.2 | Enhance Neighborhood Diversity | | | | DS |
| ER-9.3 | Residential Street Lighting | | | | PW |
| ER-9.4 | Human Scale Development | | | | DS |
| GOAL ER-10 | <i>Enhanced landscape quality with an emphasis on landscape practices, management and plant species that are appropriate to Oxnard and its coastal climate.</i> | | | | |
| ER-10.1 | Promote use of Native and Water Wise Plants | | GS | | |
| ER-10.2 | Develop Tree Management Program and Ordinance | DS, GS | | | |
| ER-10.3 | Awareness Program of Importance of Trees | DS | | | |

| Chapter 5 | Environmental Resources | 2011– 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-------------------|---|---------------|----------------|----------------|---------|
| GOAL ER-11 | <i>Identification, protection, and enhancement of the City's archaeological, historical, and paleontological resources.</i> | | | | |
| ER-11.1 | Archaeological Resource Surveys | | | | DS |
| ER-11.2 | Mitigating the Impact of New Development on Cultural Resources | | | | DS |
| ER-11.3 | Development Applicants to Conduct Research | | | | DS |
| ER-11.4 | Historic Preservation | | | | DS |
| ER-11.5 | State Historic Building Code for Adaptive Reuse | | | | DS |
| ER-11.6 | Identification of Archaeological Resources | | | | DS |
| ER-11.7 | Native American Remains | | | | DS |
| ER-11.8 | Historical Resource Inventory | | | | DS |
| GOAL ER-12 | <i>A viable agricultural industry, maintained and enhanced soil resources, reduced erosion, and improved agricultural productivity.</i> | | | | |
| ER-12.1 | Sustainable Agricultural Industry | | | | DS |
| ER-12.2 | Support County Initiatives | | | | CM |
| ER-12.3 | Agricultural Partnerships | | | | CM |
| ER-12.4 | Agricultural Economic Contribution | | | | CD |
| ER-12.5 | Soil Conservation and Transfer | | | | DS |
| ER-12.6 | Best Agricultural Practices | | | | PW |
| ER-12.7 | Conservation of Agricultural Open Space | | | | DS |
| ER-12.8 | Greenbelt Policies | | | | CM |
| ER-12.9 | Support Williamson Land Conservation Act Contracts | | | | DS |
| ER-12.10 | Develop and Agriculture Processing and Support Strategic Plan | | DS | | |
| ER-12.11 | Urban / Agricultural Buffer Zones | | | DS | |
| ER-12.12 | Rerouting Roads and Utilities around Agricultural Areas | | | | PW |
| GOAL ER-13 | <i>Well managed extraction of mineral resources that protects the environment and surrounding land uses from adverse effects of extraction operations.</i> | | | | |

| Chapter 5 | Environmental Resources | 2011– 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-------------------|--|---------------|----------------|----------------|---------|
| ER-13.1 | Monitoring Mining Uses | | | | DS |
| ER-13.2 | Reclamation of Mineral Resources | | | | DS |
| ER-13.3 | Compatibility with Existing Land Uses | | | | DS |
| ER-13.4 | Limiting Special Production Techniques | | | | DS |
| GOAL ER-14 | <i>Improved air quality and minimized adverse effects of air pollution on human health and the economy.</i> | | | | |
| ER-14.1 | Incorporate Ventura County AQMP Mitigations | | | | DS |
| ER-14.2 | Transportation Demand Management (TDM) | | DS | | |
| ER-14.3 | Reducing CO Exposure at Congested Intersections | | | | DS |
| ER-14.4 | Emission Control Devices | | | | DS |
| ER-14.5 | Reducing Construction Impacts during Smog Season | | | | DS |
| ER-14.6 | Minimizing Dust and Air Emissions through Permitting Requirements | | | | DS |
| ER-14.7 | Mitigation Monitoring | | | | DS |
| ER-14.8 | Regional Cooperation and SB 375 | DS | | | |
| ER-14.9 | Participate in Regional Partnerships | | | | DS |
| ER-14.10 | Consultation with Ventura County Air Pollution Control District | | | | DS |
| ER-14.11 | Support Regional Attainment Plans | | | | DS |
| ER-14.12 | Use VCAPCD Air Quality Assessment Guidelines | | | | DS |
| ER-14.13 | Co-locate Ancillary Services | | DS | | |

| Chapter 6 | Safety & Hazards | 2010 – 2012 | 2012 – 2015 | 2012 – 2030 | Ongoing |
|------------------|--|-------------|-------------|-------------|---------|
| GOAL SH-1 | <i>Minimal damage to structures, property, and infrastructure as a result of liquefaction and subsidence.</i> | | | | |
| SH-1.1 | Minimize Liquefaction Risk | | | | DS |
| SH-1.2 | Minimize Subsidence Trends | | PW | | |
| SH-1.3 | Building Code Standards | | | | DS |
| SH-1.4 | Soil, Geologic, and Structural Evaluation Reports | | | | DS |
| SH-1.5 | Required Geologic Reports | | | | DS |
| SH-1.6 | Liquefaction Report Waivers | | | | DS |
| SH-1.7 | Soil Investigations | | | | DS |
| SH-1.8 | Mitigating Seismic Hazards | | | | DS |
| SH-1.9 | Financial Assistance for Seismic Upgrades | | | | DS |
| GOAL SH-2 | <i>Preserved coastline and beaches and minimized beach erosion.</i> | | | | |
| SH-2.1 | Protecting the Littoral System | | | | PW |
| SH-2.2 | Dredging for Beach Sand Replenishment | | | | PW |
| SH-2.3 | Monitoring Projects That May Impact the Beach | | | | PW, DS |
| GOAL SH-3 | <i>New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.</i> | | | | |
| SH-3.1 | Location of New Development | | | | DS |
| SH-3.2 | New Development Flood Mitigation | | | | DS |
| SH-3.3 | Updating Flood Insurance Rate Maps | | | | DS |
| SH-3.4 | Avoiding Blockage of Natural Drainage | | | | DS |
| GOAL SH-4 | <i>Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education, EOC planning and procedures, and outreach programs.</i> | | | | |
| SH-4.1 | Coordination of Disaster Services | | | | FD |
| SH-4.2 | Continued Evaluation of Emergency Response Plans | | | | FD |
| SH-4.3 | Volunteer Citizen Groups | | | | FD |
| SH-4.4 | Location of Private Emergency Response | | | | FD |

| Chapter 6 | Safety & Hazards | 2010 – 2012 | 2012 – 2015 | 2012 – 2030 | Ongoing |
|------------------|--|-------------|-------------|-------------|---------|
| | Facilities | | | | |
| SH-4.5 | Update Emergency Operation Plan | | | | FD |
| SH-4.6 | Access and Evacuation Corridors | | | | FD |
| SH-4.7 | Infrastructure Homeland Security Programs | | | | FD |
| SH-4.8 | Hazard Awareness and Preparedness Education | | | | FD |
| GOAL SH-5 | <i>A quiet and safe residential and working environment in terms of exposure to and/or generation of noise.</i> | | | | |
| SH-5.1 | Noise Abatement Programs | | | | DS |
| SH-5.2 | State Noise Insulation Standards | | | | DS |
| SH-5.3 | Sound Attenuation Measures | | | | DS |
| SH-5.4 | Older Neighborhood Noise Mitigation | | DS | | |
| SH-5.5 | Noise Reduced City Equipment | | | PW | |
| SH-5.6 | Compatibility with Oxnard Airport | DS | | | |
| SH-5.7 | Monitor Vehicular Exhaust Noise | | | | PD |
| GOAL SH-6 | <i>Consideration of noise levels and impacts in the land use planning and development process.</i> | | | | |
| SH-6.1 | Construction Noise Control | | DS | | |
| SH-6.2 | Limiting Construction Activities | | | | DS |
| SH-6.3 | Buffering of Sensitive Receptors | | | | DS |
| SH-6.4 | New Development Noise Compatibility | | | | DS |
| SH-6.5 | Land Use Compatibility with Noise | | | | DS |
| SH-6.6 | Locating Education Institutions to Avoid Noise Disruption | | | | DS |
| SH-6.7 | Peak Noise Evaluation Along Truck Routes | | | | DS |
| SH-6.8 | Noise Contour Maps | | DS | | |
| SH-6.9 | Minimize Noise Exposure to Sensitive Receptors | | | | DS |
| SH-6.10 | Point Mugu NAS Noise Awareness | DS | | | |
| SH-6.11 | Exceptions to Noise Standards | | | | DS |
| SH-6.12 | Development Near Railroads and Oxnard | | | | DS |

| Chapter 6 | Safety & Hazards | 2010 – 2012 | 2012 – 2015 | 2012 – 2030 | Ongoing |
|------------------|---|-------------|-------------|-------------|---------|
| | Airport | | | | |
| SH-6.13 | Noise Acceptable for Open Windows and Patios | | | | DS |
| GOAL SH-7 | <i>Minimized risk associated with the transport distribution, use, and storage of hazardous materials.</i> | | | | |
| SH-7.1 | Hazardous Waste Minimization Audit Requirements | | | | DS |
| SH-7.2 | Handling of Hazardous Materials | | | | FD |
| SH-7.3 | Designated Hazardous Materials Routes | | | | FD |
| SH-7.4 | Limiting High Risk Land Uses | | | | DS |
| SH-7.5 | Implementing the Ventura County Hazardous Waste Management Plan | | PW | | |
| SH-7.6 | Attraction/Retention of Clean Industries | | CD | | |
| SH-7.7 | Increase Public Awareness | | | | PW |
| SH-7.8 | Accidental Prevention and Materials Substitution at City Facilities | | PW | | |
| SH-7.9 | Sensitive Land Use Planning | | | | DS |
| SH-7.10 | Establishment of Hazardous Waste Facility | | PW | | |
| SH-7.11 | Hazardous CUPA Materials Inventory | | | | FD |
| SH-7.12 | Hazardous Materials Studies | | | | DS |
| GOAL SH8 | <i>Acceptable safety and environmental health risks associated with vehicular transit.</i> | | | | |
| SH-8.1 | Planning Programs | | | | DS |
| SH-8.2 | Reducing Speed on Neighborhood Streets | | | | PW |
| SH-8.3 | New Roadways and Expanding Existing Streets | | | | DS |
| GOAL SH-9 | <i>Oxnard Airport operations are at an acceptable risk and compatible with surrounding land uses and activities.</i> | | | | |
| SH-9.1 | Airport Land Use Compatibility Plans | | | | DS |
| SH-9.2 | Compliance with FAA Regulations | | | | DS |
| SH-9.3 | Location of New Schools | | | | DS |

| Chapter 7 | Military Compatibility | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|------------------|--|----------------|----------------|----------------|---------|
| GOAL MC-1 | <i>Continued missions and operations of NBVC and NAS Point Mugu that are compatible with Oxnard residents, visitors, and business activities.</i> | | | | |
| MC-1.1 | Review for Development Constraints | DS | | | |
| MC-1.2 | Economic Impact Awareness | | | | CD |
| GOAL MC-2 | <i>Participation of NBVC and NAS Pt. Mugu residents and leaders in the Oxnard planning and development decision-making process.</i> | | | | |
| MC-2.1 | Increase Public Awareness | CD | | | |
| MC-2.2 | Real Estate Disclosure | | | | DS |
| MC-2.3 | Development Permitting Process | | | | DS |
| MC-2.4 | Information Exchange | CM | | | |
| MC-2.5 | CEQA Notification | | | | DS |
| MC-2.6 | Coordinate Military Compatibility Planning with Ventura County | | | | DS |
| MC-2.7 | Staff Training on Military Compatibility Planning | DS | | | |
| GOAL MC-3 | <i>Mitigated encroachment issues associated with land uses and development.</i> | | | | |
| MC-3.1 | New Development to Protect Operations | | | | DS |
| MC-3.2 | Vertical Obstructions | | | | DS |
| MC-3.3 | Protect Mugu and Ormond Beach Wetlands | | | | DS |
| MC-3.3 | Reference the Navy's Military Influence Area Map | | | | DS |
| GOAL MC-4 | <i>Continued active status for NBVC should another Base Closure and Realignment Commission (BRAC) be established.</i> | | | | |
| MC-4.1 | Participate in BRAC | | | | CD |
| MC-4.2 | Future Commercial / General Aviation Flight Operations | | | | CD |
| MC-4.3 | Utilities and Services | | | | PW |
| MC-4.4 | Affordable Housing | | | | HG |

| Chapter 7 | Military Compatibility | 2011 – 2013 | 2013 – 2015 | 2010 – 2030 | Ongoing |
|-----------|---|----------------|----------------|----------------|---------|
| Chapter 8 | Housing Element | | | | |
| | Housing Element goals and programs are listed within the Housing Element document which is either Chapter 8 of this General Plan or within a separate document incorporated by reference. | | | | |

9.4 Initial Implementation Policies

Table 9-3 identifies implementation measures for selected policies. Not all policies have, nor need have, specific implementation measures within this section. City departments have capital master plans, specific programs related to their budgets and staffing, and/or other directives that act as specific implementation measures. Each City department will have an obligation to show how it is implementing their assigned and/or shared policies to the City Manager on an appropriate schedule.

The implementation measures below are implementing key policies that meet or work towards stated goals. The City Manager or Department Director may modify, delete, or add specific measures herein without amending the general plan.

Table 9-3. Initial Implementation Policies

| Implementation Measure | | Policy | Responsible | Timeframe | | | |
|------------------------|---|--|----------------------------|-------------------|-------------------|-------------------|----------|
| | | | | 2011 - 2013 | 2013 - 2015 | 2015 - 2030 | On-going |
| 1.0 | Obtain and begin to use the California Emission Estimator Model (CalEEMod) in CEQA reviews and as a technical standard in the development of the City's Climate Action and Adaptation Plan and other energy and related planning efforts that estimated Greenhouse Gas emissions. | SC-1.1 SC-1.2 SC-1.3 SC-3.2 SC-3.3 | DS DS DS DS DS | ■ | | | |
| 2.0 | Purchase low-emission City vehicles, and convert existing gasoline powered fleet vehicles to cleaner fuels as technology becomes available. | SC-3.2 SC-3.6 | DS GS& PW | | ■ | | ■ |
| 3.0 | Offer an incentives program for residents and businesses to incorporate alternative sources of energy production into building design. | SC-1.3 SC-3.1 SC-3.3 SC-3.9 SC-5.1 SC-5.3 | DS | | ■ | | |
| 4.0 | Prepare guidelines to encourage "green" building techniques such as recycling of construction debris. | SC-4.1 ICS-14.2 | PW PW | ■ | | | |
| 5.0 | Purchase and use recycled materials and alternative and renewable energy sources as feasible in City operations. | SC-3.2 SC-3.4 SC-3.11 SC-4.1 ICS-14.2 | CM FIN DS | | | | ■ |
| 6.0 | Work with local utility providers to create a public outreach program supporting energy conservation. | SC-3.3 SC-5.4 | DS PW CM | | | | ■ |
| 7.0 | Provide information to businesses about how to reduce waste and pollution and conserve resources. | SC-3.3 SC-3.9 SC-5.1 | PW DS | ■ | | | ■ |
| 8.0 | Apply for grants, rebates, and other funding to install solar panels on City-owned structures where feasible. | SC-3.2 SC-3.4 | GS | | | | ■ |

| Implementation Measure | | Policy | Responsible | Timeframe | | | |
|------------------------|--|--|-------------|-------------------|-------------------|-------------------|----------|
| | | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| 9.0 | Require that new public facilities and new commercial and industrial development install wind and / or solar energy sources for power generation where feasible. | SC-3.2 SC-3.3 SC-3.4 CS-3.7 | DS | | | | ■ |
| 10.0 | Incorporate the California Green Building Code into the City's Zoning Code. | SC-4.1 | DS | ■ | | | |
| 11.0 | Create a volunteer council to encourage citizen involvement in green practices and educational activities throughout the City. | SC-5.2 SC-5.3 SC-5.5 | DS | | ■ | | |
| 12.0 | Incorporate pedestrian and transit scale design guidelines into the City's Building and Zoning Codes. | CD-1.4 CD-16.5 ICS-8.all | DS | | ■ | | |
| 13.0 | Formalize the ag-urban buffer policies in an ordinance or other development standard. | CD-6.1 CD-6.2 | DS | | | | ■ |
| 14.0 | Propose the extension or creation of a of greenbelt south of State Route 1 in cooperation with the County of Ventura in order to maintain existing agricultural uses and to prevent the encroachment of non-agricultural uses. | CD-6.1 CD-6.2 CD-9.4 CD-9.5 ER-6.1 MC-2.6 | DS | ■ | | | |
| 15.0 | Undertake the annual review of CIP to implement facilities to service land uses. | CD-7.9 ICS-1.1 | DS, CM | | | | ■ |
| 16.0 | Maintain and periodically update infrastructure master plans (water, wastewater, and storm drainage). | CD-7.9 ICS-1.1 | PW | | | | ■ |
| 17.0 | Establish special assessment districts as part of evaluating fiscal impacts of new development. | CD-16.4 | FIN | ■ | | | |
| 18.0 | Have programs available to assist local businesses currently residing in the downtown area to upgrade and expand their operations. | CD-19.all | CD | | | | ■ |
| 19.0 | Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development. | ICS-12.6 | DS | | | | ■ |
| 20.0 | The City shall maintain the traffic model developed for this General Plan. | ICS-3.5 ICS-3.6 ICS-3.8 | DS PW | | | | ■ |

| Implementation Measure | Policy | Responsible | Timeframe | | | |
|------------------------|---|--|-------------------|-------------------|-------------------|----------|
| | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| 21.0 | Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development. | ICS-1.1 ICS-1.2 | DS PW | | | ■ |
| 22.0 | The City shall development impact fees for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, traffic facilities, utility infrastructure, water supply and wastewater conveyance, recreation and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. | ICS-1.1 ICS-1.2 ICS-1.3 ICS-1.4 | DS | ■ | | |
| 23.0 | The City shall conduct a comprehensive audit of public service and infrastructure service fees to determine if current fees meet the needs of the community. | ICS-1.1 ICS-1.2 | PW DS | ■ | | ■ |
| 24.0 | The City shall develop Transportation Impact Guidelines for all traffic impact studies. The guidelines shall address the evaluation of impacts on traffic, transit, bikeways, and pedestrians. | ICS-1.2 ICS-2.3 ICS-3.1 ICS-3.2 ICS-3.3 ICS-3.5 | DS PW | ■ | | |
| 25.0 | The City shall maintain and periodically update a schedule for retiming and/or synchronizing traffic signals along the City's arterial streets. | ICS-2.8 ICS-2.9 | PW | | | ■ |
| 26.0 | The City shall assess the traffic impacts of new development using the City's travel demand model. | See 23 and 24 above | DS | | | ■ |
| 27.0 | Create and distribute a Bicycle and Trails Master Plan to encourage alternative modes of transportation and support public awareness of the City's pedestrian-friendly amenities. | ICS-8 all ICS-25 | DS RCS | | ■ | |
| 28.0 | The City shall maintain and periodically update the City's Bicycle Facilities Master Plan. | See # 28 | DS | ■ | ■ | ■ |

| Implementation Measure | Policy | Responsible | Timeframe | | | |
|------------------------|--|--------------------------|----------------------|-------------------|-------------------|----------|
| | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| 29.0 | Maintain a program to regularly monitor stormwater quality and water quality. | ICS-13 all | PW | | ■ | ■ |
| 30.0 | Work in concert with other water purveyors in the region to prepare and implement an Integrated Regional Water Resources Management Plan. | ICS-11 all | PW | | | ■ |
| 31.0 | Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available. | ICS-11.7 ICS-11.13 | DS PW RCS | ■ | | ■ |
| 32.0 | Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices. | ICS-14 all | CM CC PC DS | | | ■ |
| 33.0 | The City shall update its plans for fire and police protection services to include the proposed locations of fire stations based on future development trends. | ICS-19 all ICS-20 all | PD FD | ■ | | |
| 34.0 | The City will pursue other local, State, and Federal funding sources to facilities the provision of police facilities, equipment, staff resources, programs, and services. | ICS-1.3 ICS-1.4 | PD FD | | | ■ |
| 35.0 | The City should encourage the creation of a countywide systematic review of emergency preparedness organizations, schools, police departments and programs. | SH-4 | CM FD | ■ | | |
| 36.0 | The City shall conduct a survey of the existing conditions of parks to determine where short-term and long-term renovation and facility improvements are necessary. | ICS-23.2 | GS | ■ | | |
| 37.0 | The City shall conduct periodic surveys to determine specific recreation needs of various age groups, the physically and mentally challenged, and special needs groups. | ICS-25 all | RCS | | | ■ |
| 38.0 | Adopt development code provisions to protect mature trees, as defined by minimum height, canopy, and / or trunk diameter. | ER-10.2 | DS | | ■ | |

| Implementation Measure | Policy | Responsible | Timeframe | | | |
|------------------------|---|-------------|-------------------|-------------------|-------------------|----------|
| | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| 39.0 | Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis. | ER-10.2 | DS | | | ■ |
| 40.0 | Require any proposed development located adjacent to a property with dissimilar land uses or zoning with the potential to emit significant amounts of air pollutants to complete an air emissions inventory and site-specific air quality analysis to ensure that odor nuisances and/or emissions would not reach significant levels, and comply with specific mitigation measures as appropriate. | ER-14 all | DS | | | ■ |
| 41.0 | Where preliminary analysis indicates the potential for significant emissions of toxic air contaminants (TAC), require the assessment of potential adverse health and safety risks associated with the quantities of emissions identified. | ER-14 all | DS FD | | | ■ |
| 42.0 | Developers will be required to mitigate any unacceptable risks. If potentially significant TAC emissions are associated with the facility, all reasonable and feasible mitigation measures and full mitigation to insignificant levels shall be required as a condition of the City's permit approval for that project. | ER-14 all | DS FD | | | ■ |
| 43.0 | Require development site dust suppression measures including: watering all excavated material to prevent wind erosion while it is on-site or being moved, periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded,, controlling the number and activity of vehicles on-site at any given time, seeding areas to be left inactive for a long enough period to secure the soil, limiting the area excavated at any given time, limiting on-site vehicle traffic to 15 miles per hour, | ER-14 all | DS | | | ■ |

| Implementation Measure | | Policy | Responsible | Timeframe | | | |
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| | | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| | sweeping streets adjacent to the construction site to remove dust caused by the construction activities . | | | | | | |
| 44.0 | Require construction activities to utilize feasible new technologies to control ozone precursor emissions, as they become available. | ER-14 all | DS | | | | ■ |
| 45.0 | Establish an ongoing program to identify and survey places of public assembly, such as hospitals, municipal facilities, schools, fire stations, churches and other buildings that could expose large numbers to injury if there was a structural failure. | SH-7 all | FD DS | | | | ■ |
| 46.0 | Update noise standards and criteria at least every five years to reflect new developments in the area of noise control. | SH-6 all | DE CE | ■ | | | |
| 47.0 | Adopt State of California noise-compatible land use criteria. | SH all | DS | ■ | | | |
| 48.0 | Work with the California Department of Transportation to develop a highway noise mitigation program for the Route 101 corridor (Ventura Freeway). | SH all | PW | ■ | | | |
| 49.0 | Consult with the military to create a suitability map to for future development within the City to ensure military flight operations will not impede upon noise sensitive land uses within the City and the height of City structures will not obstruct military operations. | MC-3.4 | DS | ■ | | | |
| 50.0 | Review and revise, as-needed, truth-in-sales and rental ordinances to ensure adequacy in providing public disclosure of military operations and impacts as they pertain to existing residential uses, proposed residential development, and subdivision approvals. | MC-2.2 | DS | ■ | | | |

| Implementation Measure | Policy | Responsible | Timeframe | | | |
|--|------------------|-------------|-------------------|-------------------|-------------------|----------|
| | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| 51.0 For enhanced real estate disclosure, the City shall: <ul style="list-style-type: none"> ■ Work with State Real Estate Board and local real estate representatives to develop and implement adequate language for inclusion in disclosure notices. ■ Work with State real estate board and local real estate representatives to ensure compliance with notification requirements. ■ The City and the Navy should work cooperatively to make available the information required for real estate disclosure (as defined by implementation measure) regarding operational issues at NBVC / Pt. Mugu (aircraft, noise potential; overflight; light and glare; etc.). ■ Review periodically and update as needed to reflect current issues and military operations. | MC-2.2 | DS | ■ | | | |
| 52.0 The City shall create a Memorandum of Understanding with military leaders for ongoing communication regarding future Oxnard development and military mission changes to ensure land use compatibility. | MC-2.3 MC-2.4 | CM DS | ■ | | | |
| 53.0 Work with NBVC, specifically NAS Point Mugu, to establish procedures for consultation between the installations and the City relative to planning review and comment. This will include: <ul style="list-style-type: none"> ■ Definition of projects types that require review by Navy officials. ■ Identification of the Points of Contact for all coordination. ■ Provision of opportunities for Navy personnel to be involved in pre-application meetings for significant projects. ■ Establishing a formal procedure for requesting and receiving comments. ■ Establishing a standard timeline for | MC-2.3 MC-2.6 | DS | ■ | | | ■ |

| Implementation Measure | | Policy | Responsible | Timeframe | | | |
|------------------------|---|--------|-------------|-------------------|-------------------|-------------------|----------|
| | | | | 2011 - 2013 | 2013 - 2015 | 2010 - 2030 | On-going |
| | <p>responses, keeping in mind mandated review time periods as specified by State law and local procedures.</p> <ul style="list-style-type: none"> ■ Develop outreach plan. ■ Providing notice to the Navy on all public hearings regarding projects identified for coordination. ■ Establish procedures for the review and monitoring of frequency spectrum conflicts, as they are identified. | | | | | | |

