



*Planning Division*

## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission

**FROM:** Christopher Williamson, AICP, Senior Planner

**DATE:** August 6, 2009

**SUBJECT:** Report on Chapter 4, Infrastructure and Community Services,  
of the Draft 2030 Oxnard General Plan

- 1) **Recommendation:** That the Planning Commission receive a report on the Infrastructure and Community Services chapter of the Draft 2030 Oxnard General Plan.
- 2) **Project Description:** This is the third in a series of four reports on the Draft 2030 Oxnard General Plan. Chapter 4, Infrastructure and Community Services, is presented in three themes: 1) major infrastructure goals and programs, 2) ongoing City services, and 3) community services primarily provided by others. The three major facilities topics requiring significant capital funding and develop time are: circulation, water (supply, quality, delivery, wastewater conveyance and treatment, and stormwater management), and parks. City-provided ongoing community service topics are solid and hazardous waste and recycling management, law enforcement, fire protection, emergency services, libraries, and recreation programs. Energy, communications, and education services are provided by other agencies or utility companies with which the City coordinates planning and development.
- 3) **Infrastructure and Facilities:** The chapter begins with a vision statement (section 4.1), restated in Section 4.3, Goal ICS-1, that the City will provide "...adequate facilities and services that maintain service levels, are adequately funded, and strategically allocated." Policies support this goal by requiring maintenance of existing facilities (ICS-1.1) and that new development provide or fund its infrastructure impacts and needs (ICS-1.2 and 1.6). After the adoption of the 2030 General Plan, a series of infrastructure master plans will be updated: Drainage Master Plan (2001), Water Master Plan (2003), Urban Water Management Plan (2005), Wastewater Master Plan (2008), Recycled Water Master Plan: Phase I (2009).

### ***Circulation and Traffic***

Section 4.4 is the Circulation Element. Goals ICS-2 to ICS-4 restate the City Council's 2008 adopted policy requiring minimum Level of Service C (LOS) at intersections, installation of an

Intelligent Transportation System (ITS) that allows real-time computer management of traffic signals at major intersections, and grade separations at Rose Avenue/Fifth Street and Rice Avenue/Fifth Street. Traffic impact fees and various outside funding sources will total about \$550 million over the next 20 years, mostly for grade separations, major intersections, ITS, and street improvements.

Based on the current traffic planning information, all but five of the City's 125 monitored intersections would operate at LOS C or better in 2030, assuming planned improvements are completed. ICS Policy-3.2 specifically lists the intersections allowed to operate below LOS C only because the City Council finds that mitigations needed to achieve LOS C would have undesirable environmental, economic, and community impacts. Compared to the April, 2008 preliminary findings of the Draft 2030 General Plan Traffic Study, three intersections are added and three deleted, as shown below:

<u>Below LOS C (July, 2009)</u>	<u>Below LOS C (April, 2008)</u>
Five Points	Five Points
Wooley Road/C Street	Wooley Road/C Street
Gonzales Road/Rose Avenue	Rose Avenue/Third Street
Gonzales Road/Oxnard Boulevard	Rose Avenue/Pleasant Valley Road
Oxnard/Vineyard Boulevards	Rice Avenue/Gonzales Road

The changes reflect additional network mitigations, more recent traffic counts, and the incorporation of ITS. According to a July 10, 2009 article in the Ventura County Star, local traffic has declined by about five percent in the last year, mostly due to the economy. Change in traffic volume and flow will continue to occur and Policy ICS-3.6 requires the continued collection of traffic counts, traffic modeling, network analysis, and updated capital improvements to ensure LOS C to the maximum feasible extent.

Figure 4-1 (page 4-9) of Attachment A is the proposed 2030 street network map. The major changes, compared to the 2020 General Plan, are as follows:

- Deletion of four flyovers at Rose Avenue /Gonzales Road, Oxnard Blvd./Gonzales Road, Victoria Avenue/Gonzales Road, and Camino del Sol/Rice Avenue;
- Extensions of Gonzales Road and Ventura Boulevard to Camarillo as alternatives to the 101 Freeway (Policies ICS-1.4 and 1.5, to be moved to Goal ICS 2);
- Addition of a grade separation intersection at Rose Avenue/Fifth Street;
- State relinquishment of Oxnard Blvd. and portions of Fifth Street and Vineyard Avenue; and
- Implementation of the ITS at 179 intersections.

### ***Water Resources and Management***

Section 4.5 (Goals ICS-11 to ICS-13) covers water supply, quality, distribution, wastewater collection, treatment, recycling, conservation, and stormwater management. Oxnard obtains water from the Calleguas Municipal Water District (CMWD), which in turn purchases water from the Metropolitan Water District of Southern California (MWD). Other sources of water include the United Water Conservation District and City-operated wells. Over ten years ago, a collective effort of the cities of Oxnard and Port Hueneme and CMWD initiated the Groundwater Recovery Enhancement and Treatment (GREAT) Program. GREAT will treat and inject cleaned

water into the local aquifer, which creates groundwater pumping credits and inhibits seawater intrusion, and/or supply recycled water for landscape irrigation, thereby freeing up water used for landscaping to accommodate residential and commercial growth. Phase I is constructed (Blending Station No. 1 Desalter) and Phase II is partially funded and expected to break ground in 2010 with completion expected in 2012.

Public Works and Planning Division staff regularly update water supply and demand projections to track overall water supply vs. demand. Supply is based on our existing contracted deliveries and City well production (reflecting recent MWD and CMWD cutbacks) and adding confidently anticipated additions to supplies. Demand is based on the buildout of all entitled and probable projects, taking into account the economic slowdown. Under these assumptions and conservative supply and demand projections, the City has adequate future water supply. In the unlikely event demand does exceed supply due to an extended drought or interruption in the supply network, existing City policy is to not issue new water connections until either: 1) supply is adequate, or 2) applicants bring new water supply to the City, probably in the form of transferred agricultural groundwater rights and/or water savings from permanent verifiable conservation actions. Policy ICS-11.3 requires the City to update its Urban Water Management Plan and a new policy (ICS-11.12) will be added to codify the Water Supply Reliability Management policy adopted by the City Council on January 4, 2008 (Attachment C).

Other goals and policies in Section 4.5 address water quality, distribution, wastewater collection, treatment, conservation, and stormwater management. There are significant capital investment in these programs as well.

### **Parks**

The third major capital-intensive public infrastructure program is the City's park system. The city has just under 650 acres of City-owned and/or maintained parks with three large parks under development: College Park, Campus Park, and the Oxnard/Gonzales Sports Park. Improvements are being proposed for the East Village neighborhood park and Southwest Community Park. Many Oxnard parks are intensively used and funding for upkeep is a constant challenge. Goals ICS-23 to ICS-25 set out standards and policies related to funding, design, and maintenance.

- 4) Ongoing Community Services:** Goals ICS-7 to ICS-9 are goals that focus on alternatives to drive-alone commuting in order to reduce traffic congestion and air quality and Greenhouse Gas impacts. Policy ICS-6.3 focuses on our transit-dependent population while the bicycle and pedestrian policies steer the City towards providing attractive, safe, and healthy alternatives to driving. [A separate agenda item is scheduled for the Bicycle and Pedestrian Master Plan update.]

Solid and hazardous waste management are addressed in Goals ICS-14 to ICS-16. A new policy will be added that directs the City to explore the feasibility of conversion of biomass to energy, an opportunity to both produce energy and further reduce shipping solid waste to landfills.

Section 4.6 includes Law Enforcement and Fire Protection (Goals ICS-19 and 20) and their respective policies. In both vital services, goals and policies direct the City to continue to improve response times, incorporate best practices and technologies, develop facilities as needed,

and involve residents in education and emergency response training.

Library and Recreation Programs (Goals ICS-22 and ICS-26, respectively) are essential to a healthy community, in both mind and body. Policies commit the City to meeting needs, with a focus on youth and our diverse population.

**5) Community Services Provided by Others:** Goals ICS-5 (passenger railroad service), ICS-6 (transit), and ICS-10 (air transportation) are transportation services and facilities provided by other organizations. Our policies focus on coordination with the Ventura County Transportation Commission and Gold Coast Transit to improve Metrolink and local and commuter transit services whenever and wherever feasible. Policy ICS-6.2 will be amended to specifically focus on incrementally creating a transit service between Riverpark, Wagon Wheel, The Esplanade, St. Johns Hospital, Jones Ranch, Oxnard Transit Center, and other destinations generally along the 101 Freeway in order to reduce short intra-city vehicle trips. Policies regarding the Oxnard Airport emphasize compatible land use planning and coordination with Ventura County on operations. [Policy MC-4.2 in Chapter 7 (Military Compatibility) continues the City's awareness of the concept of joint use of the Point Mugu NAS for possible expanded or relocated commercial air transit service.]

Gas, electricity, and telecommunications are addressed in Goals ICS-17 and ICS-18. Policy ICS-18.3 continues requirements that wireless equipment be safe and hidden from public view.

Finally, but not least, Goal ICS-21 reinforces a commitment to work with the five school districts and the Oxnard that serve Oxnard residents to ensure adequate and well planned facilities. The City will continue to require large new residential development to set aside adequate land for schools, if requested, along with possible joint use of public parks.

#### Attachments

- A. Chapter 4, Draft 2030 General Plan
- B. Report and Direction to Staff on Water Supply Management and Traffic Level of Service Policies Related to the 2020 General Plan Update, City Council, January 4, 2008.

Prepared by:	 CW
Approved by:	 SM

**ATTACHMENT A**

**CHAPTER 4  
DRAFT 2030 GENERAL PLAN**



## INFRASTRUCTURE & COMMUNITY SERVICES

### 4.1 Vision

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 median and other landscaped areas. The single largest infrastructure is the public streets and arterial network. These are services and facilities the City must provide even as costs escalate and past practices are changing to meet a variety of new circumstances.

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, and equipment and facilities while fostering increased community outreach. The City has two state-of-the-art emergency operations centers (EOC) and 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 that connects most signals to a central computer and allows real-time management of traffic. Construction of the Oxnard Boulevard/Route 101 interchange and the imminent beginning of construction on the Rice Avenue/Route 101 interchange 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, as Oxnard Boulevard largely defines the character of the center of the City.

## 4.2 Key Terms

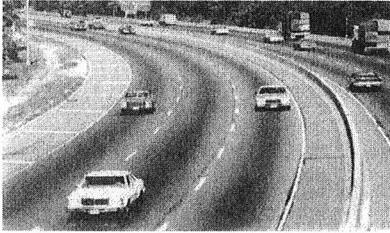
The following are key terms and their definitions:

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

**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.

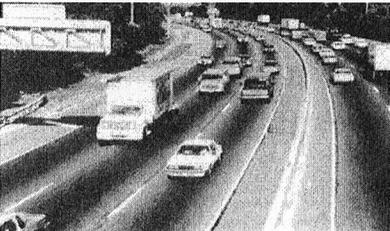
**Functional Classification System.** The Functional Classification System identifies existing roadway classification based upon number of lanes, capacity, location, etc. Typically, functional classification refers to local collectors, arterials, expressways, freeways, etc.



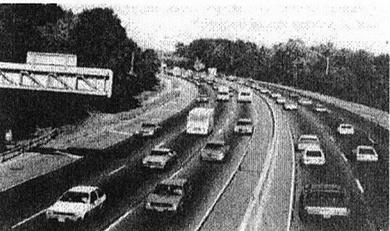
LOS A



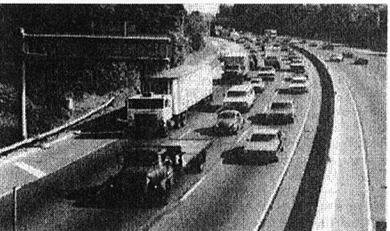
LOS B



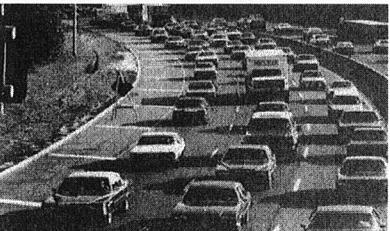
LOS C



LOS D



LOS E



LOS F

Level of Service (LOS), Highway Capacity Manual

**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 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; “B” – reasonably free flow; “C” – stable flow; “D” approaching unstable flow; “E” – unstable flow; “F” forced or breakdown flow (gridlock).

**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

<b>Goal ICS-1</b>	Provision of adequate facilities and services that maintain service levels, are adequately funded, and strategically allocated.
-----------------------	---------------------------------------------------------------------------------------------------------------------------------

- 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 (i.e., 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 (i.e., grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.
- ICS-1.4     *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-1.5     *Auxiliary Lanes on State 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-1.6 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; and
- Infrastructure improvements are consistent with City infrastructure master plans.
- Require infrastructure expansion needed for future development to be self-funding so current residents do not subsidize infrastructure needed for future growth.

**4.4 Circulation****Transportation System**

<b>Goal ICS-2</b>	A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" on streets and at all intersections unless noted otherwise.
-----------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**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 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-2.4     *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-2.5     *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) uniform type face; 4) consistent graphic symbols; 5) modular sign size; 6) grouping to reduce visual clutter wherever possible; and 7) traffic-control devices, lighting, and related items on common poles.
- ICS-2.6     *Intelligent Transportation Systems***  
Implement the adopted Intelligent Transportation Systems (ITS), as well as other appropriate communication technologies, to improve direction of traffic, where feasible.
- ICS-2.7     *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-2.8     *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-2.9     *Scenic Highway Preservation***  
Preserve and enhance the character of scenic highways, and publicly owned and utility rights-of-way.
- ICS-2.10    *Gateway Enhancements***  
Continue to enhance gateways (including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, Rice Avenue, Del Norte Boulevard, US-101, Hwy 1, Channel Islands Boulevard, Pleasant Valley Road, Harbor Boulevard, Victoria Avenue, and Hueneme Road).

**Level of Service**

<b>Goal ICS-3</b>	Level of service “C” at intersections, unless otherwise reduced by City Council direction.
-----------------------	--------------------------------------------------------------------------------------------

**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” at the five intersections listed below and level of service “F” at the one intersection listed below in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.

- C Street and Wooley Road (LOS D in PM peak)
- Rose Avenue and Third Street(LOS D in PM peak)
- Rose Avenue and Pleasant Valley Road(LOS D in PM peak)
- Rice Avenue and Gonzales Road(LOS D in PM peak)
- Gonzalez Road and C Street (LOS D in AM and PM peaks)
- Five Points Intersection (Oxnard Boulevard/Saviers Road/Wooley Road) (LOS F in AM and PM peak)

**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 operates at a level of service of “C” or better. The City Council may allow an exception of 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/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, including the collection of traffic counts, 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 increased traffic is expected and the existing level of service 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 changes, if and when adapted, to the City's circulation system.

**Goods Movement**

**Goal  
ICS-4**

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

**ICS-4.1 Enhance Goods Movement**

Coordinate with the Oxnard Harbor District, the City of Port Hueneme, the Naval Construction Battalion Center (NCBC) 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**

Study alternatives to separate railroad movements from roadways intersecting Oxnard Boulevard and Fifth Street adjacent to the UPRR to increase good movement volume and public safety.

**ICS-4.3 Truck Route Designation**

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. Maintain a truck route diagram in the office of the Traffic Engineer for public use.

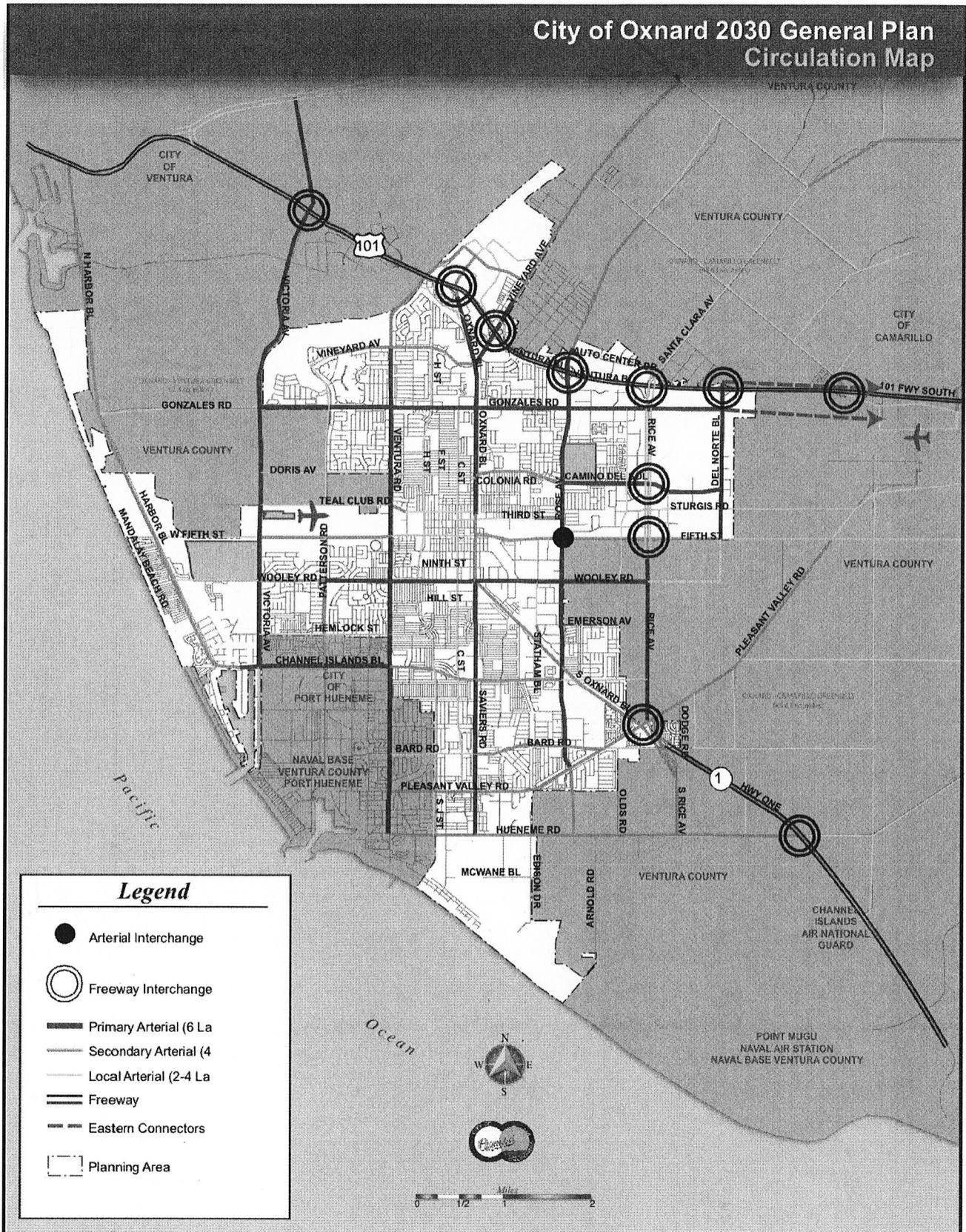
**ICS-4.4 Truck Route Compliance**

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.

Figure 4-1. Circulation System Diagram



**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 Grade Crossings**

Identify, prioritize, and research improvements to railroad crossings, including fly-overs, to minimize traffic flow disruption.

**ICS-4.8 Freight Railroad Right of Way**

Support the preservation of surplus railroad right of way for other suitable purposes.

### Passenger Railroad

<b>Goal ICS-5</b>	A passenger railroad system that serves the needs of the residents and workers of Oxnard
-----------------------	------------------------------------------------------------------------------------------

**ICS-5.1 Enhanced Passenger Rail Service**

Encourage improved rail passenger service on Amtrak, Metrolink, including commuter service and other express services to Santa Barbara 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 Center**

Develop a sub-regional multimodal center in the north Oxnard area along the Union Pacific Railroad right-of-way including Vista and Gulf Coast Transit Service.

### Transit

<b>Goal ICS-6</b>	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 the 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

<b>Goal ICS-7</b>	Effective Transportation Demand Management (TDM) programs that help achieve air quality goals and minimize congestion
-----------------------	-----------------------------------------------------------------------------------------------------------------------

**ICS-7.1 Require TDM Programs**

Consider 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 TDM Development 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 VCTC to designate specific locations for Park and Ride lots to support ride sharing and other commuting options.

## Bicycles and Pedestrian

<b>Goal</b> <b>ICS-8</b>	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 for public use.
- ICS-8.3**    ***Completing 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 Bicycle Improvements***  
Where designated, require proposed developments to include bicycle paths and / or lanes in their plan.
- ICS-8.5**    ***Public Sidewalks***  
Require installation of sidewalks on both sides of City streets with all new roadways, except where otherwise allowed.
- ICS-8.6**    ***ADA Handicap Requirements***  
Require installation of handicapped ramp curb-cuts that are ADA compliant with all new roadway construction and significant reconstruction of existing roadways.
- ICS-8.7**    ***Downtown and Beach Bicycle Accessibility***  
Support improvements to increase bicycle accessibility in and around the Downtown area, and bicycle route access to the beach and coastal areas.
- ICS-8.8**    ***Educational Facilities***  
Coordinate with public school districts and other educational facilities to improve pedestrian and bicycle 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.

**Parking**

<b>Goal ICS-9</b>	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 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

<b>Goal</b> <b>ICS-10</b>	Improved and safe commercial air carrier services
------------------------------	---------------------------------------------------

**ICS-10.1** *Support Oxnard Airport*

Continued support of 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

<b>Goal</b> <b>ICS-11</b>	Water supply, quality, distribution, and storage adequate for existing and future development
------------------------------	-----------------------------------------------------------------------------------------------

**ICS-11.1** *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** *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 native plants into landscaping plans.

**ICS-11.3** *Evaluating UWMP*



Continue to review short and long-term water supply and demand as part of the Urban Water Management Plan program.

**ICS-11.4 GREAT Program Implementation**



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

**ICS-11.5 Distribution System**

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

**ICS-11.6 Sustainability of Groundwater**

Support the policies of the local groundwater management agency to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.

**ICS-11.7 Water Conservation**



Require the use of water conservation measures, such as use of reclaimed water, efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, and promote water audits, and public awareness and education programs.

**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 Assessment for All Projects**



Prior to approval of any tentative small lot subdivision map for a proposed residential project of 500 or fewer units, the City need not comply with Section 66473.7 or formally consult with the public water system that would provide water to a proposed subdivision, but shall nevertheless make a factual showing or impose conditions similar to those required by Section 66473.7 in order to ensure an adequate water supply for development authorized by the map. Water Facility Sizing

**ICS-11.11 Water Quality**



Monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State 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.

**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 an adequate wastewater capacity for proposed new development.

**Stormwater Drainage**

**Goal  
ICS-13**

Adequately sized storm drain systems that accommodate existing and future needs

**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**

Provide storm drainage facilities with sufficient capacity to protect the public and property from stormwater drainage.

**ICS-13.3 Stormwater Detention Basins**

Design stormwater detention basins to ensure public safety, to be visually unobtrusive and to provide temporary or permanent wildlife habitat values and, where feasible, recreational uses.

**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.

**Solid Waste Management**

<b>Goal ICS-14</b>	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 to employ practices that reduce the quantities of waste generated and promote resource recovery.

## Landfill Compatibility

<b>Goal</b> <b>ICS-15</b>	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 land fills 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 and Ventura County Waste Commission shall be included in the review process.

## Hazardous Waste

<b>Goal</b> <b>ICS-16</b>	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) services and facilities are built in accordance with the California Public Utilities Commission and meet demonstrated need 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 Clean Energy**



Encourage the use of solar water heating technologies to lessen the demand for fossil fuels.

#### **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 broad band 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:

- Located away from residential and open space areas;
- Not visible from public rights-of-way;
- When possible, located 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 local residents.

## 4.6 Public Facilities and Services

### Law Enforcement

<b>Goal ICS-19</b>	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 review proposed development projects and provide recommendations implement 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 (deadbolts, 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 though employed through the national Crime Prevention Through Environmental Design program), Neighborhood Watch Programs, and 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 developments 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 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 or less as a general guideline for service provision 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 and industrial development to provide sprinklers per City Fire Department requirements, and incorporate measures for fire prevention and access for firefighting personnel and equipment.

**ICS-20.4 Residential Sprinkler Requirements**

Require sprinklers and other fire service equipment in all residential, commercial, and industrial businesses.

- ICS-20.5 Fire Prevention Mitigation Fee**  
Consider implementing a Fire Prevention Mitigation Fee to provide a continued adequate level of fire prevention service.
- ICS-20.6 Fire Services to New Development**  
Monitor the need for personnel and require large developments to prepare an analysis of fire personnel and equipment needs.
- ICS-20.7 Fire Education Programs**  
Continue to promote public awareness and prevention of fire hazards through fire protection programs, especially those aimed for elementary age students.
- ICS-20.8 Adherence to City Standards**  
Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.
- ICS-20.9 Development Review**  
Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.
- ICS-20.10 Cooperation with Adjacent Fire Districts**  
Continue to cooperate with adjacent fire districts in the provision of fire protection service through mutual aid agreements.
- ICS-20.11 Adequate Emergency Access and Routes**  
Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment and evacuation routes, as appropriate.
- ICS-20.12 Citizen Disaster Groups**  
Establish and maintain Citizen Emergency Response Teams (CERT) to assist during emergencies.
- ICS-20.13 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/providing adequate school facilities 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 for specific plans and large projects to determine school facility needs.

**Libraries**

<b>Goal ICS-22</b>	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 public facilities, such as 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**

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

**4.7 Parks and Recreation**

<b>Goal ICS-23</b>	A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors
------------------------	----------------------------------------------------------------------------------------------------------------

**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	½ - 1 mile
Community	1.5	20	1½ miles
<b>TOTAL</b>	<b>3.0</b>		

Source: Modified Oxnard Standards

**ICS-23.2 Facility Rehabilitation**

Continue to rehabilitate deteriorated 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.

**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**

Provide Oxnard residents with access 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 Interest**

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

**ICS-23.7 Signage**

Utilize uniform signage, and employ other unifying design features to integrate 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 Siting 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

<b>Goal ICS-24</b>	Optimized public investment in parks and recreation by reduced costs and funding alternatives
------------------------	-----------------------------------------------------------------------------------------------

**ICS-24.1 Funding Methods**

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

**ICS-24.2 Fiscal Responsibility**

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

**ICS-24.3 Quimby Fee Formula**

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

**Bicycle and Pedestrian Connections**

**Goal  
ICS-25**

Bicycle trails and lanes and pedestrian trails that connect and meet the needs of Oxnard's residents, workers, and visitors.

**ICS-25.1 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.

**ICS-25.2 Bicycle and Pedestrian Master Plan**

Implement the Bicycle and Pedestrian Facilities Master Plan and trail system to link parks and recreational facilities.

**Recreation Programs**

**Goal  
ICS-26**

Recreational programs that meet Oxnard's diverse needs

**ICS-26.1 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-26.2 Coordinate Recreation Programs with Other Agencies**

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

**ICS-26.3 Sponsor Specialized Recreation Programs**

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

**ICS-26.4 Recreational Opportunities for Lower-Income Families**

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

**ICS-26.5 Youth Programs and Services**

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

**ICS-26.6 Recreational Services and Programs Reflecting Cultural Diversity**

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

Please see the next page

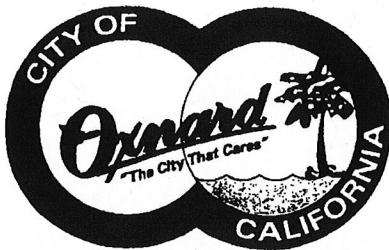
4.1 Vision .....1  
4.2 Adequate Facilities.....4  
4.3 Circulation.....5  
4.4 Utilities.....14  
4.5 Public Facilities and Services ..... 20  
4.6 Parks and Recreation ..... 23

Groundwater Recovery Enhancement and Treatment (GREAT .....1  
Del Norte Regional Recycling & Transfer Station (Del Norte ..... 2  
emergency operations centers (EOC..... 2  
**Level of Service (LOS)..... 2**  
Congestion Management Program (CMP ..... 5  
Ventura County Transportation Commission (VCTC ..... 5  
Intelligent Transportation Systems (ITS..... 6  
Naval Construction Battalion Center (NCBC..... 9  
Transportation Demand Management (TDM..... 11  
Environmental Protection Agency (EPA.....15  
low impact development (LID..... 16  
Citizen Emergency Response Teams (CERT ..... 22

**Figure 4-1. Circulation System Diagram ..... 8**

**ATTACHMENT B**

**REPORT AND DIRECTION TO STAFF ON WATER SUPPLY MANAGEMENT AND  
TRAFFIC LEVEL OF SERVICE POLICIES RELATED TO THE 2020 GENERAL  
PLAN UPDATE, CITY COUNCIL, JANUARY 4, 2008.**



Meeting Date: 01/15/2008

ACTION	TYPE OF ITEM
<input type="checkbox"/> Approved Recommendation	<input type="checkbox"/> Info/Consent
<input type="checkbox"/> Res. No(s).	<input checked="" type="checkbox"/> Report
<input type="checkbox"/> Ord. No(s).	<input type="checkbox"/> Public Hearing (Info/consent)
<input type="checkbox"/> Other	<input type="checkbox"/> Other

Prepared By: Christopher Williamson, Senior Planner *CW* Agenda Item No. 0-1

Reviewed By: City Manager *[Signature]* Attorney *[Signature]* Finance *SW* Other (Specify) *N/A*

**DATE:** November 30, 2007

**TO:** City Council

**FROM:** Matthew G. Winegar, AICP, Development Services Director *[Signature]*

**SUBJECT:** Report and Direction to Staff on Water Supply Management and Traffic Level of Service Policies Related to the 2020 General Plan Update.

**RECOMMENDATION**

That City Council consider reports on 1) water supply reliability management and 2) Level of Service (LOS) traffic related to the 2020 General Plan Update; and provide direction to staff.

**DISCUSSION**

Water Supply Reliability Management

In the 2007 California Supreme Court (Court) case of *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (Vineyard)*, the Court established a set of rules for the water supply reliability analysis to be contained within each Environmental Impact Report (EIR). The Court ruled that the California Environmental Quality Act (CEQA) does not require a definite water supply for all future development, but does require a full description and discussion of: a) "in-hand" and likely water supplies, b) any uncertainties regarding those supplies, and c) alternative water supplies or strategies and their respective environmental impacts.

Oxnard's adopted 2005 Urban Water Management Plan (UWMP) contains a comprehensive evaluation of the supply versus anticipated demand from 2006 through 2030. The Water Resources Manager anticipates a gradually increasing reliable water supply through the entire period considered in the UWMP. Development and water usage demand projections included in the UWMP, remain very accurate and must be consistent with the water demand data being used in the General Plan Update EIR.

However, the possibility exists that water demand may temporarily exceed planned supply under five situations: 1) development "spikes" faster than planned water supply increases, 2) unanticipated development proposals are filed, 3) existing users significantly increase demand, 4) completion of GREAT Program facilities are delayed, or 5) United Water Conservation

## Water Supply Management and LOS Policies

January 15, 2008

Page 2

District and/or Calleguas Municipal Water District water supply is decreased due to extended drought or other reasons.

The 2005 UWMP already includes a Water Storage Contingency Plan (Contingency Plan) that would be activated during a declared Water Shortage Emergency. The emphasis of the Contingency Plan is on voluntary and mandatory conservation, setting water allocations based on recent usage, and enforcement. Staff proposes to augment the Contingency Plan to satisfy the criteria of the *Vineyard* decision in the unlikely event that the circumstances described above result in new water user connection request temporarily exceeding available supply. The proposed mitigation program would divide new water use requests into those projects included in the 2005 UWMP (A Users) and those that are not (B Users). Each new user would then have CEQA mitigation measures which would facilitate the continued processing of their respective development application. Initially, this program would be included in EIRs and MND, including the General Plan Update EIR, and then added into the next update of the UWMP.

(A) New Users included in the 2005 UWMP have three options:

- A-1. Agree to phased development based on a pro rata share of the reliable water supply growth anticipated with the UWMP, or
- A-2. Participate in program(s) developed by the Water Department that offsets existing water demand (permanent, verifiable, and quantifiable), and then be entitled to the amount of the offset, or
- A-3. Be managed by an allocation formula to be developed by the Development Services Director.

(B) New Users not included in the 2005 UWMP have three options:

- B-1. Small new water users (threshold to be defined) would be exempt from the mitigation program and receive water service as requested, or
- B-2. Large new water users could participate in program(s) developed by the Water Department that offset existing water demand (permanent, verifiable, and quantifiable) and then be entitled to the amount of the offset, or
- B-3. Suspend project approval contingent on confirmed availability of reliable water supplies.

The mitigation program would remain in place until reliable water supplies are consistent with anticipated demand. This is likely to occur when the GREAT Program facilities are operational

Staff is requesting direction as to whether augmenting the 2005 Contingency Plan in this manner as mitigation within the 2020 General Plan Update EIR and other project EIRs is an acceptable approach to satisfying the *Vineyard* decision requirements.

000104

Traffic Level of Service

The term "Level of Service" (LOS) used in the 2020 General Plan is a calculation to estimate the congestion at an intersection based on the number of traffic lanes and the traffic counts for the traffic movements that must compete for green light time at an intersection. An intersection is graded LOS A to F, best to worst, respectively. Currently, Oxnard requires, where environmentally feasible, that LOS "C" or better be provided except that Oxnard Boulevard is expected to experience higher levels of congestion until a bypass expressway is constructed.

As part of the 2020 General Plan Update, traffic counts were taken in 2005 and used to calculate LOS's for 91 city intersections. Based on the 2005 data, 21 intersections had an LOS below 'C' in either the AM and/or PM peak travel hours. Between 2005 and 2007, the Santa Clara River Highway 101 Bridge and the Oxnard Blvd./101 interchange were completed and opened, sewer line construction ended along Ventura and Gonzales Roads, and various other intersection improvements were completed. In September, 2007, new traffic counts were taken for 33 intersections and new LOS calculations were made that result in only three intersections operating below LOS C: 1) Five Points, 2) Rose Avenue at Gonzales Road, and 3) Auto Center Drive at Rice/Santa Clara Avenue. The Auto Center Drive at Rice/Santa Clara Avenue intersection will improve to LOS C or better once the freeway interchange is completed. This updated LOS data will be included in the 2020 General Plan Update traffic study.

The 2020 General Plan Update traffic study is completed and future LOS calculations made under four growth scenarios: Current 2020 General Plan Buildout; and Alternatives A, B, and C. In the four scenarios, the number of intersections operating below LOS C ranges from five (Alternative B) to 39 (Alternative C). Various improvements are anticipated for other intersections such as adding lanes (either within the existing right-of-way or on adjacent vacant land), use of Intelligent Traffic System improvements, or grade separation (two locations). Further upgrades needed to improve remaining intersections below LOS C may involve condemnation of existing homes and businesses and/or other expensive capital improvements which may have negative community and/or environmental impacts. An alternative to maintaining at least LOS C for all intersections at all times is to modify the General Plan's LOS policy to allow a select number of intersections to operate at LOS D during peak AM and PM travel periods. The City of Ventura recently adopted a similar policy and the County of Ventura is considering creating a similar LOS policy.

Staff is requesting direction as to whether this approach of modifying LOS operating standards for a limited number of intersections is acceptable, or whether the 2020 General Plan Update alternatives should be scaled back to prevent any intersections from operating at less than LOS C.

Planning studies are statutorily exempt from the California Environmental Quality Act under Public Resources Code Section §21102.

**000105**

**FINANCIAL IMPACT**

There is no direct financial impact from giving direction as part of a planning study. Reducing the LOS standard for some or all intersections will reduce the cost of improvements compared to improvements needed to reach LOC 'C.'

Exhibits:

1. Water Storage Contingency Plan (Section 7, 2005 UWMP)
2. Deficient Intersections After Feasible Mitigation

## **Section 7: Water Storage Contingency Plan**

---

The City has established diverse approaches to meeting future water demands including facility improvements and increased deliveries of local groundwater, increased deliveries of imported water, implementing a recycled water program, and supporting water demand management programs. This has allowed the City, to date, to meet demands in spite of drought conditions. Water shortages can be triggered by a hydrologic limitation in supply (i.e., a prolonged period of below normal precipitation and runoff), limitations or failure of supply and treatment infrastructure, or both. Hydrologic or drought limitations tend to develop and abate more slowly, whereas infrastructure failure tends to happen quickly and relatively unpredictably. The following section summarizes the City's plan to respond to such emergencies so that water demands are met promptly and equitably.

### **7.1 Introduction**

As a result of severe drought conditions and implementation of a Water Demand Reduction Plan by the Metropolitan Water District, the City adopted Ordinance No. 2246 in April 1991 that enacted Water Shortage Emergency Procedures incorporated as City Code Chapter 22, Article IX. A copy of that article is provided in Appendix J. This Ordinance established two major components: (1) expands the previous water conservation/public information program to provide greater community awareness and respond to concerns expressed by residents and business owners; and (2) it provides for an eleven-stage water regulation and allocation program. Objectives of this allocation program are to maximize the beneficial use of water, eliminate unreasonable waste of water, and encourage water conservation.

### **7.2 Water Shortage Emergency**

The City's existing Water Shortage Emergency Plan (Plan), which is Ordinance No. 2246, defines a "water shortage emergency" as the condition of a drought induced water shortage of a critical nature within the boundaries of the City that exists as determined by the City Council by resolution. During a declared water shortage emergency, the water sources available to the City will be put to the maximum beneficial use to the greatest extent possible, and the waste or unreasonable use of use of water will be prevented, and such water available is to be conserved with a view to the reasonable and beneficial use thereof in the interests of the people of the City and for the public welfare.

The primary purpose of Ordinance No. 2246 is to provide water shortage emergency procedures with mandatory provisions to minimize the effect of any existing and threatened water shortage emergency to the consumers of the City and, by means of such provisions, to adopt procedures that will significantly reduce the consumption of City water over an extended period of time and, thus, extend the available water required for the consumers of the City while reducing the hardship on the City and the general public to the greatest extent possible.

The ordinance defines "waste" as any excessive, unnecessary or unwarranted use of water, including but not limited to, any use that causes unnecessary run-off beyond the boundaries of any property as served by its meter and any failure to repair as soon as reasonably possible any

000107

EXHIBIT 1  
PAGE 1 OF 11

leak or rupture in any water pipes, faucets, valves, plumbing fixtures or other water service appliances.

### **7.3 Implementation**

The Director of Public Works will monitor and evaluate the projected water supply and demand by consumers. In the event of a prolonged severe water shortage emergency, the Director of Public Works will recommend to the City Council a water shortage plan that describes the delivery of water to customers. The City Council may order implementation of a water shortage strategy they deem necessary and appropriate to address any water shortage emergency. Adoption of a water shortage plan will be by City Council resolution and will be published one time only in a daily newspaper of general circulation and will become effective immediately on such date of publication. On a finding by the City Council that a water shortage emergency no longer exists, any water shortage plan then in effect will terminate by City Council resolution.

### **7.4 Goals and Allocations**

After determining the severity of the water shortage emergency, the City Council will declare by resolution establishing water conservation goals by stages as listed in Table 7-1. Immediately after adoption of a City Council resolution declaring the percentage stage, the water allocations will be in effect and no customer or consumer will cause, use or permit the use of water in excess of the authorized allocation. Each customer will be solely responsible for managing the customer's water uses in such a manner as to not exceed the amount of water allocated to that customer. Percentage reduction stages and goals will be in effect with the first full billing period commencing on or after the effective date of the City Council resolution adopting a water shortage plan.

#### **7.4.1 Single-Family Residential Customers**

Single-family domestic/residential water allocations will be made per consumer and will be based on the number of persons per household and reasonable landscaping requirements relative to the severity of the drought conditions. Monthly allocation will be subject to percentage stage reductions (see Table 7-1) as declared by City Council resolution.

A resident verification form will be used to determine the number of residential units and the number of persons using water in order for the City to allocate water for residential customers. Any single-family domestic residential customer failing to truthfully complete a resident verification will be guilty of a violation.

#### **7.4.2 Multi-Family Residential Customers**

Multi-family domestic/residential water allocations will be made per consumer and will be based on the number of persons per consumer and reasonable landscaping requirements (unless landscaping is separately metered) relative to the severity of the drought conditions. The monthly allocation will be subject to percentage stage reductions as declared by City Council resolution.

000108

EXHIBIT 1  
PAGE 2 OF 11

A resident verification form will be used to determine the number of residential units and the number of persons using water in order for the City to allocate water for residential customers. Any multi-family domestic residential customer failing to truthfully complete a resident verification will be guilty of a violation and penalties can be imposed.

### 7.4.3 Commercial, Industrial, Agricultural and Landscape Customers

Commercial, industrial, agricultural and landscape water allocations will be based upon an historical base period reduced by the percentage stage reduction (Table 7-1) as declared by City Council resolution.

### 7.4.4 New Customer

Any commercial, industrial, agricultural, or landscape customer that was not a customer during the historical base period will be assigned an average monthly allocation of water which corresponds to the usage of a similar customer. Each new customer will be solely responsible for managing the customer's water uses in such a manner as to not exceed the amount of water allocated to that customer.

## 7.5 Water Shortage Restriction Stages and Minimum Supply

During 10 percent through 50 percent stages inclusive, no consumer will cause, use or permit the use of water for any use restricted by the City Council resolution. Water used on a one time basis, for purposes such as construction and dust control, will be limited to that quantity identified in a plan submitted by the consumer to the Director of Public Works for approval. The City Council resolution will describe the specific water use requirements and will identify water sources other than potable water that will be used where available.

Water will not be used to clean, fill or maintain levels in decorative fountains, ponds, lakes or other similar aesthetic structures, unless such structures have a recycling system. Use of water from fire hydrants will be limited to fire fighting and related activities. Other uses of water from fire hydrants will be limited to activities reasonably necessary to maintain the public health, safety and welfare. Testing of fire hydrant flows is prohibited unless approved by the Director of Public Works. Draining and/or refilling of residential swimming pools or spas are prohibited. Commercial swimming pools and/or spas may be drained and refilled only as required by the county health department and approved in advance by the Director of Public Works.

Each customer will be solely responsible for managing the customer's water uses in such a manner as to not exceed the amount of water allocated to that customer.

**TABLE 7-1  
WATER SUPPLY SHORTAGE STAGES AND CONDITIONS**

Stage No.	Water Supply Conditions	percent Shortage
1-11	City Council determines the degree of shortage based on water conditions	10 percent to 50 percent in

**000109**

EXHIBIT 1  
PAGE 3 OF 11



Possible Catastrophe	Summary of Actions
Tsunami	<ul style="list-style-type: none"> <li>• Has more well capacity than needed. See discussion below this table.</li> </ul> No critical facilities are located in an area that might be impacted by a tsunami. The most vulnerable would be the Advanced Water Purification facility and that facility is not critical since it is feeding agricultural and landscape areas. The growers could revert back to their wells, for instance.

The most vulnerable source of supply would likely be the CMWD supply that comes through the Springville Reservoir and then through a single pipeline to Blending Station No. 1. In the event of a break in this supply, the City would increase pumping from its groundwater wells. Then to stay within its allocation, a greater portion of CMWD water would be used once that water became available until the proper amount of groundwater pumped during the year was met. Of course, an earthquake event late in the year may not allow for this to be met and in that instance, it is presumed that the GMA would allow the total water pumped to be adjusted over a 2-year period.

### 7.7 Enforcement of Water Use Allocations

During a water shortage emergency, the Director of Public Works will take specific actions for the failure of any customer to comply with the required water use allocation. For the first, second, and third failure to comply with water use allocation requirements, a customer's use of water in excess of the allocated amount during a billing period will be assessed a penalty (Table 7-4). A penalty for excess water use will be charged in addition to the regular rate charged for water as specified by City Council resolution. A customer's failure to comply with water allocation requirements will be cumulative for the duration of a water shortage emergency.

For the fourth failure to comply with the water use allocation requirements a customer will be assessed a penalty (Table 7-4) in addition to the regular rate charged for water and will be in an amount provided for by City Council resolution. In addition, the Director of Public Works may install for a period of not less than one week a flow-restricting device of three gallons per minute capacity for services up to 1.5 inch size, and comparatively sized restricting devices for larger services, on the service of the customer at the premises where the violation occurred. The Director of Public Works will charge the customer for reasonable costs incurred for installing and for removing a flow-restricting device and for restoration of regular service. The charge will be paid before regular service is restored.

000111

EXHIBIT 1  
PAGE 5 OF 11

**TABLE 7-4  
WATER SHORTAGE EMERGENCY PLAN PENALTIES**

Water Shortage Stage	Penalty Per HCF Over Allocation	
	First Three Offenses	Additional Offenses
1	\$0.00	\$0.00
2	\$0.50	\$1.00
3	\$1.00	\$2.00
4	\$2.00	\$4.00
5	\$4.00	\$8.00
6	\$4.50	\$9.00
7	\$5.00	\$10.00
8	\$5.50	\$11.00
9	\$6.00	\$12.00
10	\$6.50	\$13.00
11	\$7.00	\$14.00

Source: City of Oxnard Ordinance No. 2246, pt. 1, 4-16-91.

For the fifth and subsequent failures to comply with the water use allocation requirements a customer will be assessed a penalty (see Table 7-4) in addition to the regular amount charged for water in an amount provided by City Council resolution. In addition, the Director of Public Works may install for a period of not less than one month a flow-restricting device of three gallons per minute capacity for services up to 1.5 inch size, and comparatively sized restricting devices for larger services, on the service of the customer at the premises where the violation occurred. The City will charge the customer the reasonable costs incurred for installing and for removing a flow-restricting device and for restoration of regular service. The charge will be paid before regular service will be restored.

The Director of Public Works may disconnect water service to a customer's property for continued violations. The City will charge the customer the reasonable costs incurred for disconnection and restoration of regular service. The charge will be paid before regular service is restored. Additional details relevant to the enforcement procedures are provided in the City Code Section 33-98.12 (Appendix F-2).

Tables 7-5, 7-6 and 7-7 discuss mandatory prohibitions, consumption reduction methods, and penalties and charges, respectively.

000112

EXHIBIT 1  
PAGE 6 OF 11

**TABLE 7-5  
MANDATORY PROHIBITIONS  
(Table 26, Guidelines)**

<b>Examples of Prohibitions</b>	<b>Stage When Prohibition Becomes Mandatory</b>
Using potable water for street washing	Anytime from 10 percent to 50 percent stage
Decorative fountains under certain conditions	Anytime from 10 percent to 50 percent stage
Car washing unless under conditions stated in the ordinance	Anytime from 10 percent to 50 percent stage
Filling or re-filling pools	Anytime from 10 percent to 50 percent stage

**TABLE 7-6  
CONSUMPTION REDUCTION METHODS**

<b>Consumption Reduction Method</b>	<b>Stage When Method Takes Effect</b>	<b>Projected Reduction (percent)</b>
Penalties and Charges	Anytime from 10 percent to 50 percent stage	See below
Flow restrictors	Anytime from 10 percent to 50 percent stage	See below
Discontinue service	Anytime from 10 percent to 50 percent stage	See below

It is anticipated that penalties and fines for using more than the allocated amount of water will be effective in terms of achieving needed reductions. However, since not all customers will achieve their stated reductions, it is anticipated that the City will set goals slightly higher than actually needed such that the actual achieved results are acceptable.

**TABLE 7-7  
PENALTIES AND CHARGES**

<b>Penalty or Charge</b>	<b>Stage When Penalty Takes Effect</b>
Penalty for excess use	All stages
Charge for excess use	All stages

## **7.8 Review Process**

A customer notified that a penalty has been assessed for exceeding the water use allocation will have the right to a review of the penalty by the Director of Public Works. A customer notified that a flow restrictor will be installed for exceeding the water use allocation will have the right to a review by the Director of Public Works. A customer notified that water service will be disconnected for exceeding the water use allocation will have the right to a review by the

**000113**

EXHIBIT 1  
PAGE 7 OF 11

Director of Public Works. These reviews will be held provided that a written request for review is filed by the customer with the Water Division office within 15 days after receipt of notification. The review will be held within a reasonable time after receipt of the request thereof.

At the review opportunity provided prior to disconnection of service, the customer may present any relevant evidence tending to show that disconnection of service is not warranted. The formal rules of evidence will not apply to this review and all relevant evidence customarily relied upon by reasonable persons in the conduct of serious business affairs will be admissible unless a valid objection justifies its exclusion. In reviewing a customer's claims, the Director of Public Works will consider all relevant factors. The decision of the Director of Public Works will be final and will exhaust all administrative remedies. Additional details relevant to the review process are provided in the City Code Section 33-98.13 (Appendix F-2).

## **7.9 Notices of Failure to Comply and Violations**

The Director of Public Works will give written notice of a failure to comply or violation. The regular City water bill may be used as a notice of failure to comply. Notice of failure to comply with the water use allocation provisions or commission of waste will be provided to the customer by regular mail or by personal delivery. Details of relevant information to be provided via the notice are provided in the City Code Section 33-98.14 (Appendix F-2).

## **7.10 Changes in Allocations**

Upon application by the customer to the Director of Public Works, a change in allocation or an exemption from the provisions of this article may be granted by the Director of Public Works based on substantial evidence of undue hardship, reasons of health and safety or other valid reasons. In determining whether a change of allocation or exemption will be granted to the customer, the Director of Public Works will consider all relevant factors submitted in the application. Details of relevant information to be provided via application are provided in the City Code Section 33-98.15 (Appendix F-2).

## **7.11 Emergency Service Connections**

At present, the City does not have any emergency service connections and is reliant upon its three independent sources. In the event CMWD water becomes unavailable, the City would be totally reliant upon groundwater. Over the short-term, the City could utilize its full well capacity and request its full entitlement from UWCD to provide limited service at a reduced water quality. If UWCD service were to be curtailed, limited service could also be provided using City wells and CMWD water. Barring contamination, it is assumed that the City wells would be available under all scenarios.

CMWD has a goal of developing additional storage to address emergency storage and carryover storage requirements. Emergency storage is defined as the amount of water necessary to meet 75 percent of normal demands over a six month period. Carryover storage is the amount of water needed to meet the difference between normal and above-normal demands over two successive dry years. CMWD is predicting a storage deficit of 77,757 acre-feet in the

**000114**

EXHIBIT 1  
PAGE 8 OF 11

year 2020 and currently maintains a reserve of 10,000 acre-feet at Lake Bard, CMWD's primary storage facility.

The City is investigating a permanent emergency interconnection with the City of San Buenaventura. The specifics of this physical interconnection remain to be worked out and there are institutional issues that must be addressed. Both the City of Oxnard and City of San Buenaventura view this as an opportunity to jointly provide emergency service to one another.

**7.12 Analysis of Revenue Impacts of Reduced Sales During Shortages**

The City of Oxnard operates its water system as an enterprise fund. Within that fund are both operational and capital funds. In general, the operational funds are supported by water sales and the capital funds are supported by fees paid by developers as well as a portion of water sales revenue.

Water billing for City accounts consists of two parts: (1) a fixed charge, also referred to as the service charge or meter charge, based on the meter size, and (2) a variable component or commodity charge based on water purchase. Ideally, most water utilities would like to collect sufficient funds from the fixed charges to cover the fixed expenses, such as salaries and benefits and the costs involved in maintaining facilities. However, due to the need to maintain "lifeline" rates for customers, this is not always achieved.

For the City of Oxnard, the service charges collected are significantly short of the revenue needed to cover fixed costs – which are mostly for personnel.

Table 7-8 discusses various actions and conditions that may impact the City revenues.

**TABLE 7-8  
ACTIONS AND CONDITIONS THAT IMPACT REVENUES**

Type	Anticipated Revenue Reduction
Reduced sales due to drought conditions	Up to a total reduction of 10 percent of water sales under normally expected drought conditions due to the City's resource mix. This would translate into a revenue reduction of approximately \$2.2 million.
Slow-down in development, impacting capital revenue	Capital revenue is dependent on development or re-development within the City. The past several years have seen high growth rates throughout Southern California, including the City of Oxnard. However, based on the past reductions in the amount of land development activity – a primary source of capital - , a drop in capital revenue of 50 percent or more can be expected in the future. Ultimately, as the City approaches a buildout condition, capital revenue will drop to very minimal

000115

EXHIBIT 1  
PAGE 9 OF 11

Table 7-9 discusses expenditures.

**TABLE 7-9  
ACTIONS AND CONDITIONS THAT IMPACT EXPENDITURES**

<b>Category</b>	<b>Anticipated Cost</b>
Increase staff cost	It is expected that staff salaries will increase with inflation. In addition, the GREAT Program will involve additions to staffing levels of ultimately an addition of 7-10 persons.
Increased O&M cost	The City's O&M costs will be significantly impacted by the personnel and energy costs associated with the new AWPf.
Increased cost of supply & treatment	Treatment is discussed above. The cost of supplies includes water purchased from Calleguas Municipal Water District and United Water Conservation District. The current cost for Tier 1 water is \$484 per AF (2005).

Table 7-10 discusses the measures that water utilities, including the City of Oxnard overcomes the impacts of revenue changes. Where there are decreases, primarily due to reduced water sales, the City considers the corresponding reduction in expenditures (energy and water purchases) and then has the ability to adjust the rates. However, increasing rates when customers are decreasing water purchases (voluntary or mandatory) can be problematic. Therefore, to some degree decreased revenue could be somewhat offset from reserve funds.

**TABLE 7-10  
PROPOSED MEASURES TO OVERCOME REVENUE IMPACTS**

<b>Names of Measures</b>	<b>Summary of Effects</b>
Rate adjustment	Rate adjustments or use of reserve funds can make up for drops in revenue. It is estimated that a 10 percent drop in water sales will decrease City revenue by approximately \$2.2 million. However, there would also be a decrease in expenditures, particularly in the amount of purchased Calleguas water.
Development of reserves	The City currently has an operational reserves that could accommodate reductions in water revenues of 10-20 percent for a particular year without the need to adjust rates.
Bond Financing	For larger capital expenditures, including the GREAT Program, the City has been and will continue to utilize bond financing. This financing spreads costs over many years mitigating revenue changes on a year-to-year basis.

**000116**

EXHIBIT     1    

PAGE   10   OF   11

Table 7-11 discusses measure to overcome expenditure impacts

**TABLE 7-11  
PROPOSED MEASURES TO OVERCOME EXPENDITURE IMPACTS**

<b>Names of Measures</b>	<b>Summary of Effects</b>
Rate increases	The City will adjust its water rates as necessary to meet expenditures.
Bond financing	The City is using bond financing for the larger capital expenditures.
GREAT Program	The GREAT program is designed to reduce the City's need for purchase of water on a percentage basis. This will allow the City to better control and predict its expenditures.

Finally, the assumptions are that the impacts of drought will be relatively minor in nature due to the City's portfolio of water resources. However, the Municipal Code and this UWMP must examine a decrease of up to 50 percent in water sales. Such a drastic decrease would obviously have an impact. Such a significant reduction would create a need to increase rates by approximately 21.5 percent under current conditions unless there were other actions taken by the City. It is unlikely that there would be any reduction in personnel since, if anything, staff needs may increase to enforce the mandatory reductions in water use.

**7.13 Draft Ordinance and Use Monitoring Procedures**

The draft ordinance – revised from an earlier 1991 ordinance is included in Appendix J.

Monitoring of water use reductions during a water shortage time period will be accomplished by monitoring the water use of all customers as reflected in the monthly meter reading to generate bills. Where water use exceeds the amounts allocated, notices will be sent and enforcement actions will be taken.

Monitoring non-permitted uses will depend on: (1) zoning enforcement officers of the City; and (2) complaints or information supplied by residents or workers within the City.

Table 7-12 discusses water use monitoring mechanisms.

**TABLE 7-12  
WATER USE MONITORING MECHANISMS  
(Table 31, Guidelines)**

<b>Mechanisms for Determining Actual Reductions</b>	<b>Type and Quality of Data Expected</b>
Review of meter reading	Monthly for all customers
Restrictions enforcement	Reports from citizens/workers or zoning enforcement officers

000117

EXHIBIT 1  
PAGE 11 OF 11

## Deficient Intersections After Feasible Mitigation City of Oxnard 2020 General Plan Update

NOTE: Readily feasible mitigations developed only for Alternative B were applied to the other three scenarios, which would each likely have fewer deficient intersections with additional mitigation analysis. The acceptable Level of Service (LOS) at intersections as currently defined in the City of Oxnard General Plan is LOS C. Deficiency is defined as any intersection operating at LOS D, E, or F in either AM or PM peak period, or both.

### Current 2020 General Plan Buildout Deficient Intersections

INTERSECTION	AM LOS	PM LOS
1. C St & Gonzales	A	D
2. C St & Wooley	A	D
3. Oxnard-Saviers & Wooley	E	F
4. Rice & Gonzales	C	D
5. Rose & Channel Islands	B	D
6. Rose & Gonzales	C	D
7. Rose & Pleasant Valley	D	C
8. Rose & Third	A	D
9. Santa Clara & Auto Center	A	D
10. Saviers & Channel Islands	B	D

### General Plan Update Alternative A Deficient Intersections

INTERSECTION	AM LOS	PM LOS
1. C St & Wooley	B	D
2. Oxnard-Saviers & Wooley	F	F
3. Rice & Gonzales	C	D
4. Rose & Bard	D	C
5. Rose & Gonzales	C	D
6. Rose & Pleasant Valley	C	D
7. Rose & Third	A	D
8. Santa Clara & Auto Center	A	D

### General Plan Update (Preferred) Alternative B Deficient Intersections

INTERSECTION	AM LOS	PM LOS
1. C St & Wooley	B	D
2. Oxnard-Saviers & Wooley	F	F
3. Rice & Gonzales	C	D
4. Rose & Pleasant Valley	C	D
5. Rose & Third	A	D

000118

EXHIBIT 2  
PAGE 1 OF 2

**General Plan Update Alternative C Deficient Intersections**

<b>INTERSECTION</b>	<b>AM LOS</b>	<b>PM LOS</b>
1. C St & 3rd St	C	D
2. C St & 5th St	C	E
3. C St & Channel Islands	A	D
4. C St & Gonzales	A	D
5. C St & Wooley	B	D
6. Del Norte & Gonzales	A	D
7. Del Norte & SR-34 (5th St.)	B	D
8. H St & Gonzales	C	D
9. Hobson/J St & Wooley	B	D
10. Lombard & 5th St.	B	D
11. Oxnard & 2nd St.	B	D
12. Oxnard & 5th St.	C	E
13. Oxnard & Camino Del Sol	C	E
14. Oxnard & Gonzales	B	D
15. Oxnard & Pleasant Valley	C	E
16. Oxnard & Vineyard	D	D
17. Oxnard-Saviers & Wooley	E	F
18. South Oxnard & Wooley	F	F
19. Pacific & Wooley	A	D
20. Rice & Gonzales	D	D
21. Rice & Wooley	C	E
22. Rose & Auto Center	C	E
23. Rose & Bard	D	D
24. Rose & Camino del Sol	E	F
25. Rose & Channel Islands	D	D
26. Rose & Emerson	C	D
27. Rose & Gonzales	C	B
28. Rose & Oxnard	B	D
29. Rose & Pleasant Valley	C	E
30. Rose & Third	D	F
31. Rose & Wooley	D	E
32. Santa Clara & Auto Center	B	D
33. Saviers & Channel Islands	D	D
34. Statham & Channel Islands	B	D
35. Ventura & 5th St	B	D
36. Ventura & Wooley	B	D
37. Victoria & 5th St	D	D
38. Victoria & Wooley	D	D
39. Vineyard & Esplanade	B	D

000119