APPENDIX D
SUPPLEMENTAL NOISE CONTOURS

This appendix includes information specific to the 60 CNEL noise exposure contours for 2022 and 2027 and the 2042 forecast condition. For additional information regarding the modeling inputs and noise exposure at Oxnard Airport, refer to Chapter Three – Aviation Noise and Chapter Four – Noise Impacts.

While the FAA considers 65 CNEL the threshold of significant impact on noise-sensitive uses, information regarding the 60 CNEL noise contour is included in this appendix to maintain consistency with other locally adopted land use planning documents, including the *2000 Airport Comprehensive Land Use Plan* for Ventura County. Although the document discusses the 60 CNEL noise contour, it is noted that under the current FAA Airport Improvement Program (AIP), mitigation efforts outside the 65 CNEL noise contour – while potentially eligible for federal funding – receive lower priority for funding than projects within the 65 CNEL noise contour.

The noise exposure contours developed in this appendix will be used as follows:

- **Exhibit D1** and **Exhibit D2** present the 60 CNEL noise exposure contours for 2022 and 2027, which are based on the assumptions outlined in Chapter Three – Aviation Noise. While not part of the official NEMs for Oxnard Airport, the 60 CNEL noise exposure contours can be used for land use planning purposes, as well as for the development of land use and noise abatement alternatives in the airport's Part 150 Noise Compatibility Program.
- **Exhibit D3** also depicts a 20-year forecast noise exposure contour. While not part of the NEMs for Oxnard Airport, this scenario can be used by the Ventura County Airport Land Use Commission to update the Airport Land Use Compatibility Plan (ALUCP) for Oxnard Airport. The 20-year forecast noise contour is one of the key planning assumptions in an ALUCP and is used when evaluating development proposals near an airport.

AEDT OUTPUT

Using the methodology and assumptions outlined in Chapter Three, 60 CNEL noise contours modeled for the 2022, 2027, and 2042 scenarios are shown on **Exhibits D1**, **D2**, **and D3**. Additionally, **Table D1** presents the total acres for each contour that extends off airport property. The 2042 noise contours are slightly larger due to the forecasted operations increase. As discussed in Chapter Three – Aviation Noise, the initial takeoff roll is the loudest component of aircraft operations; therefore, as shown on the

exhibits, the contours are widest to the east near the Runway 26 end, resulting from most aircraft departing to the west on Runway 26. The width of the contours on the north side of the airport near Highway 101 is influenced by helicopter activity: one helipad is located in this area. The additional contours to the southeast of Runway 8-26 are also the result of helicopter activity at two helipads associated with emergency response aircraft.

As indicated in **Table D1**, the total area of the 2042 noise contours located off airport property is 480.99 acres. Of this total, 432.19 acres are within the 60-65 CNEL noise contour range.

TABLE D1 | Contour Area Extending Off Existing Airport Property - Oxnard Airport

	AREA (ACRES)		
	2022	2027	2042
60-65 CNEL	185.69	200.68	284.82
65-70 CNEL	56.99	61.29	79.57
70-75 CNEL	2.3	2.87	8.86
75+ CNEL	0	0	0
Total	**244.98**	**264.84**	**373.25**

Notes: Acreages represent only those areas between the stated contour ranges.

Source: Coffman Associates analysis

LAND USES AND POPULATION EXPOSED TO 60 CNEL NOISE

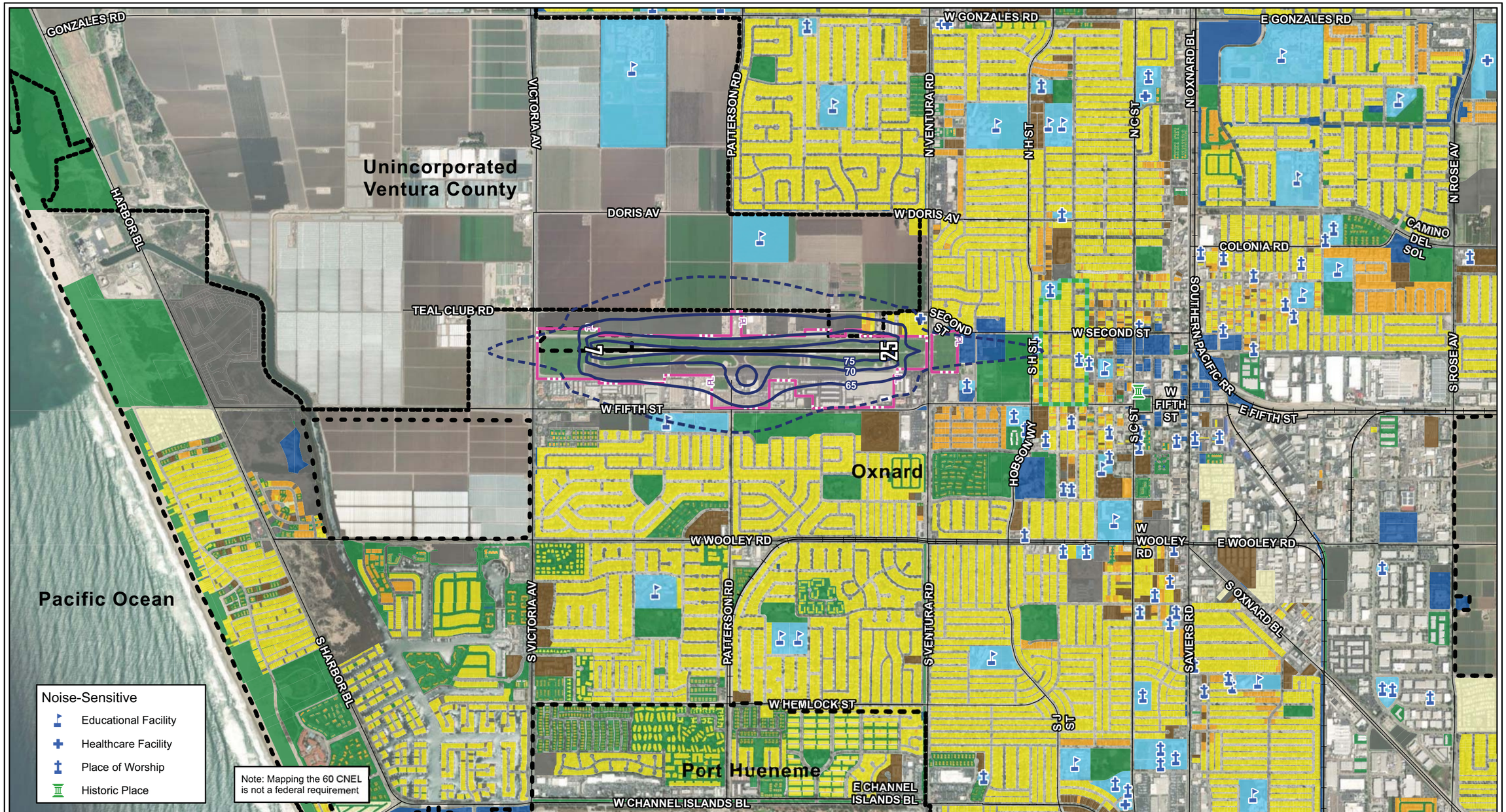
60 CNEL noise contours modeled for the 2022, 2027 and 2042 scenarios are shown on **Exhibits D1**, **D2**, **and D3**. As indicated on the exhibit, portions of the 60-65 CNEL contours for all conditions (2022, 2027, and 2042) extend off airport property. **Table D2** summarizes the acreages of each existing land use type encompassed by the 60-65 CNEL noise contours in each condition based on the generalized land use types described in Chapter One – Inventory.

TABLE D2 | Land Uses Exposed to Aircraft Noise Between 60-65 CNEL - Oxnard Airport

	AREA (ACRES)		
	60-65 CNEL 2022	60-65 CNEL 2027	60-65 CNEL 2042
Compatible Land Uses			
Airport Property	52.29	50.72	42.34
Agricultural	71.89	77.61	113.40
Commercial, Industrial, Transportation, and Utilities	38.01	37.52	39.93
Right of Way	23.20	26.54	40.30
Open Space	13.06	16.69	28.94
Undeveloped[1]	14.56	13.00	11.57
Mixed-Use	0.58	0.55	0.31
Noise-Sensitive Land Uses			
Noise-Sensitive	9.66	11.63	15.87
Single-Family Residential	5.00	5.19	9.98
Multi-Family Residential	0.23	0.20	0.58
Public Buildings	0	0	0
Public Institutions	9.39	10.27	14.12
Historic Properties	0.02	1.13	9.18
Total	**237.89**	**251.05**	**326.52**

[1] *Undeveloped land consists of portions of multiple parcels.*

Source: Coffman Associates analysis



Legend

- Runway Centerline
- 2022 CNEL Noise Contours
- 2022 60 CNEL Noise Contour
- Airport Property Line
- Railroad
- Henry T. Oxnard National Historic District
- Roads
- Jurisdictional Boundaries

Existing Land Use

- Single-Family Residential
- Multi-Family Residential - Medium Density
- Multi-Family Residential - High Density
- Manufactured Homes
- Public/Quasi-Public
- Parks/Open Space
- Noise-Sensitive
- Vacant

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022

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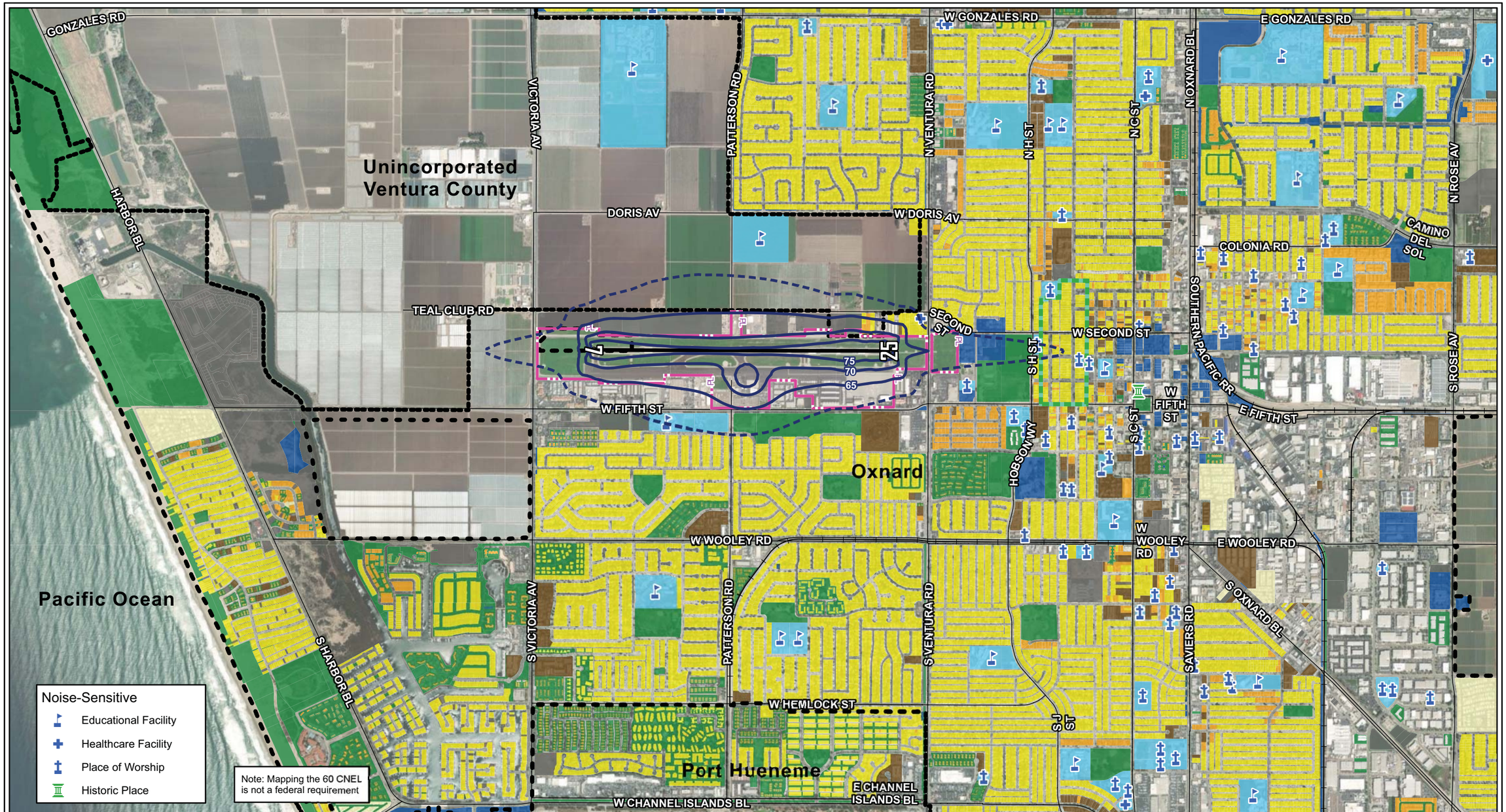
1" = 2,000'



Legend

- Runway Centerline
- 2027 CNEL Noise Contours
- 2027 60 CNEL Noise Contour
- Airport Property Line
- Railroad
- Henry T. Oxnard National Historic District
- Roads
- Jurisdictional Boundaries

Existing Land Use

- Single-Family Residential
- Multi-Family Residential - Medium Density
- Multi-Family Residential - High Density
- Manufactured Homes
- Public/Quasi-Public
- Parks/Open Space
- Noise-Sensitive
- Vacant

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022

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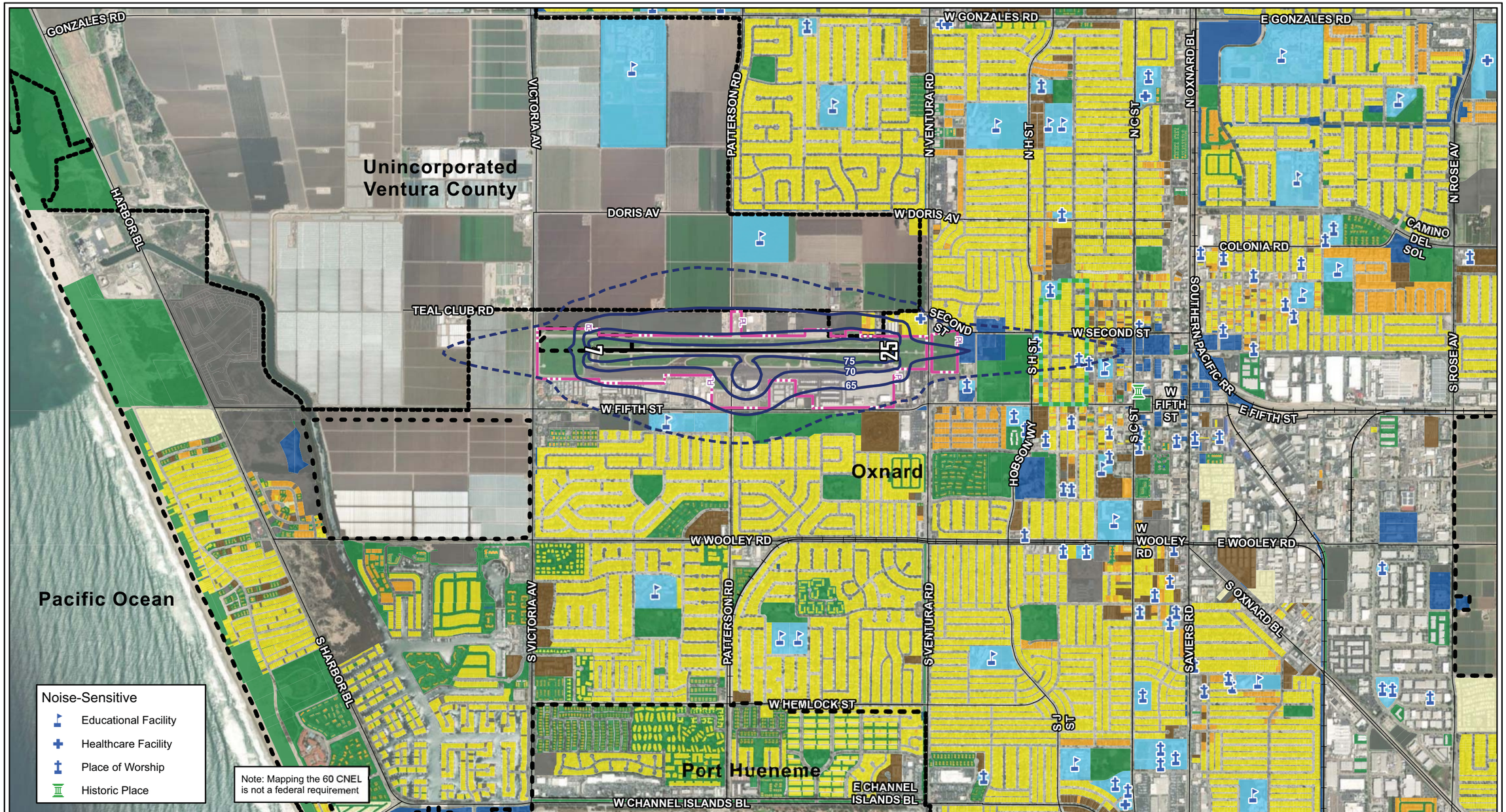

Legend

- Runway Centerline
- 2042 CNEL Noise Contours
- 2042 60 CNEL Noise Contour
- Airport Property Line
- Railroad
- Henry T. Oxnard National Historic District
- Roads
- Jurisdictional Boundaries

Existing Land Use

- Single-Family Residential
- Multi-Family Residential - Medium Density
- Multi-Family Residential - High Density
- Manufactured Homes
- Public/Quasi-Public
- Parks/Open Space
- Noise-Sensitive
- Vacant

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022

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The majority of developed property within the 60-65 CNEL contours is compatible. Land uses include agricultural, commercial, industrial, transportation and utilities, right of way, open space, and mixed-use.

There is one noise-sensitive institution within the 60-65 CNEL contours for 2022 and 2027: Juan Lagunas Soria Elementary School, located at 3101 Dunkirk Drive, which serves approximately 953 students in grades K-8. There are three noise-sensitive institutions within the 60-65 CNEL contours for 2042: Juan Lagunas Soria Elementary School; NeuroRestorative rehabilitation center, located at 1540 Teal Club Road, Oxnard, CA; and Oxnard Buddhist Temple, located at 250 S. H Street, Oxnard, CA.

Other non-compatible land uses within the 60-65 CNEL contours include single-family residential, multi-family residential, public institutions, and a portion of the Henry T. Oxnard Historic District.

LAND USES AND POPULATION EXPOSED TO 2042 NOISE

The 2042 condition noise exposure contours are depicted on **Exhibit D3**. **Table D3** summarizes the acreages of each existing land use type encompassed by the noise contours based on the generalized land use types described in Chapter One – Inventory.

TABLE D3 | Land Uses Exposed to 2042 Aircraft Noise above 60 CNEL - Oxnard Airport

	AREA (ACRES)			
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75+ CNEL
Compatible Land Uses				
Airport Property	42.34	54.91	63.29	52.70
Agricultural	113.40	1.87	0	0
Commercial, Industrial, Transportation, and Utilities	39.93	28.12	1.43	0
Right of Way	40.30	6.54	1.09	0
Open Space	28.94	0.21	0	0
Undeveloped[1]	11.57	38.57	5.67	0
Mixed-Use	0.31	1.11	0.41	0
Noise-Sensitive Land Uses				
Noise-Sensitive	15.87	0	0	0
Single-Family Residential	9.98	2.11	0.20	0
Multi-Family Residential	0.58	1.16	0.42	0
Public Buildings	0	0	0	0
Public Institutions	14.12	0.28	0	0
Historic Properties	9.18	0	0	0
Total	**326.52**	**134.88**	**72.51**	**52.70**

[1] *Undeveloped land consists of portions of multiple parcels.*

Source: Coffman Associates analysis

The majority of developed property within the 2042 contours (291.18 acres) is compatible. Land uses include agricultural, commercial, industrial, transportation and utilities, right of way, open space, and mixed-use.

There are no noise-sensitive institutions within the 65-70 CNEL, 70-75 CNEL or 75+ CNEL contours for 2042. As previously mentioned, within the 60-65 CNEL contours for 2042, there are three noise-sensitive institutions: Juan Lagunas Soria Elementary School; NeuroRestorative rehabilitation center, located at 1540 Teal Club Road, Oxnard, CA; and Oxnard Buddhist Temple, located at 250 S. H Street, Oxnard, CA.

Other non-compatible land uses within the 2042 CNEL contours include single-family residential, multi-family residential, public institutions, and a portion of the Henry T. Oxnard Historic District.

FUTURE LAND USES AND POPULATION EXPOSED TO 2042 AND 2027 60 CNEL NOISE

The Teal Club Specific Plan, dated October 25, 2021, outlines future development for 149.72 acres of land located north of Oxnard Airport. The proposed development includes non-compatible land uses within the 60 CNEL for 2022, 2027, and 2042. As shown on **Exhibit D4**, the 60 CNEL noise contours for 2027 and 2042 encompass portions of Planning Areas (PAs) 3, 5, 10, 11, 12, 13, and 14.

The planned number of dwelling units within each Planning Area are as follows:

Residential Planned Development

- PA-3 Townhome, 145 dwelling units
- PA-5 Attached Apartments – Residential Medium High, 240 dwelling units
- PA-11 Attached or Detached Condo – Residential Low Medium, 167 dwelling units
- PA-12 Attached Apartments – Residential Medium High, 100 dwelling units

Non-Residential Planned Development

- PA-10 Community Park, 0 dwelling units
- PA-13 Business Research Park, 0 dwelling units
- PA-14 Business Research Park, 0 dwelling units

As indicated on **Exhibit D4**, the noise exposure contours do not fully encompass each of these PAs and detailed site plans indicating the location of residential buildings are not available at this time. Therefore, the number of dwelling units encompassed by the 60 CNEL contours for the 2027 and 2042 conditions may be less than the total planned number discussed above.

SUMMARY

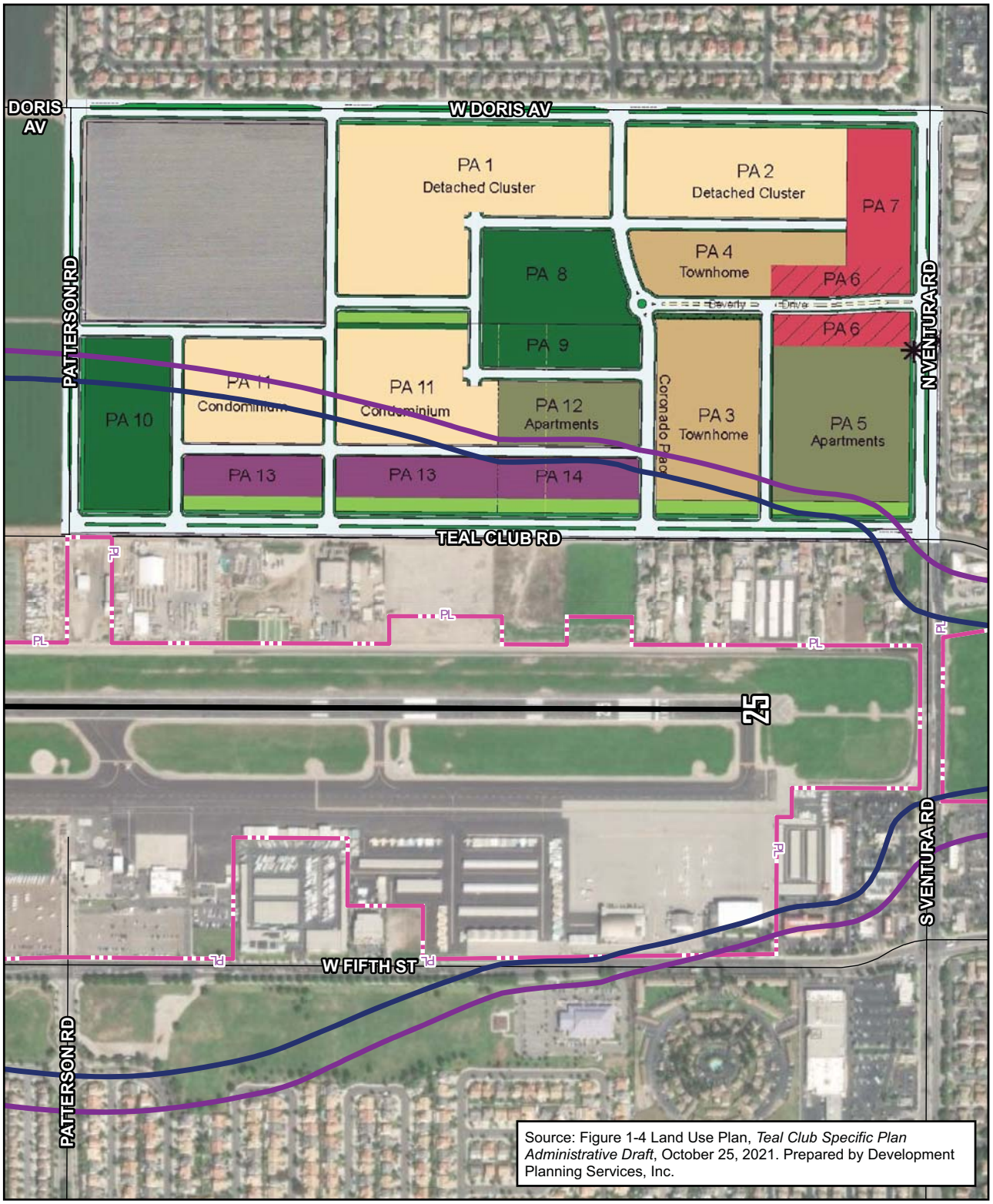
For comparative purposes, the contour area for each range and timeframe is presented in **Table D4**.

TABLE D4 | Comparison of 2022, 2027, and 2042 CNEL Contour Areas - Oxnard Airport

	AREA (ACRES)			
Year	60-65 CNEL	65-70 CNEL	70-75 CNEL	75+ CNEL
2022	237.89	115.51	64.04	34.17
2027	251.05	118.77	66.10	37.41
2042	326.52	134.87	72.52	52.7

Source: Coffman Associates analysis

As previously mentioned, other airport noise matters not identified through the Noise Exposure Map process will be considered as part of the Noise Compatibility Program in this Part 150 Noise Compatibility Study.



Source: Figure 1-4 Land Use Plan, *Teal Club Specific Plan Administrative Draft*, October 25, 2021. Prepared by Development Planning Services, Inc.

Legend

- 2027 60 CNEL Noise Contour
- 2042 60 CNEL Noise Contour
- Oxnard Airport Property Line
- Runway Centerline
- Roads

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1" = 700'