



## Chapter 4

# NOISE IMPACTS

The Federal Aviation Administration (FAA) has established guidelines, codified within Title 14, Code of Federal Regulations, Part 150 (14 CFR Part 150 or Part 150), that identify suitable land uses for development near airport facilities in order to standardize the assessment of airport land use compatibility. The Part 150 compatibility guidelines, summarized on **Exhibit 4A**, are based on previous studies and recommendations by federal agencies. As discussed in Chapter Three – Aviation Noise, the Ventura County Department of Airports recognizes that some community members are disturbed by noise at levels below the FAA guidelines for noise exposure. Additional efforts to evaluate potential options to reduce the effects of noise exposure will be considered as part of the noise abatement and land use alternatives sections of the airport’s Part 150 Noise Compatibility Program.

Additional information regarding the FAA’s Part 150 compatibility thresholds can be found in the Noise and Land Use Compatibility Guidelines section of **Appendix C – Resource Library**, and within §A150.101(a), §A150.101(d), and the explanatory note in Table 1 of 14 CFR Part 150. It should be noted that although the FAA provides the Part 150 land use compatibility guidelines, land use planning is a local decision made by the city or county with jurisdiction over a specific property; however, upon receipt of FAA grant funding, airport sponsors agree to take appropriate action – including the adoption of zoning laws – to the extent reasonable to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations, in accordance with FAA Grant Assurance 21, *Compatible Land Use*. Oxnard Airport is owned by Ventura County and operated by the Ventura County Department of Airports. As discussed in Chapter One – Inventory, there are several communities near the airport which have land use planning jurisdictions over these areas; therefore, Ventura County must coordinate with these communities to maintain compatible land uses within the immediate vicinity of the airport to comply with this FAA grant provision. The study area includes portions of the cities of Oxnard and Port Hueneme, as well as unincorporated Ventura County. When incompatible land uses are identified within these areas, Ventura County should coordinate with the specific jurisdiction to resolve the issue. For example, the Airport Land Use Commission (ALUC) is responsible for the planning and implementation of the Airport Land Use Compatibility Plan (ALUCP) for all public airports within the County of Ventura, and the Ventura County Transportation Commission serves as the designated ALUC, as authorized and required by state law (Cal PUB, Division 9, Aviation Part 1, Chapter 4, Article 3.5, Section 21670 et seq.).



LAND USE		Yearly Day-Night Average Sound Level (DNL) in Decibels					
		Below 65	65-70	70-75	75-80	80-85	Over 85
<b>Residential</b>							
	Residential, other than mobile homes and transient lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
	Mobile home parks	Y	N	N	N	N	N
	Transient lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N <sup>1</sup>	N	N
<b>Public Use</b>							
	Schools	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
	Hospitals and nursing homes	Y	25	30	N	N	N
	Churches, auditoriums, and concert halls	Y	25	30	N	N	N
	Government services	Y	Y	25	30	N	N
	Transportation	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	Y <sup>4</sup>
	Parking	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b>Commercial Use</b>							
	Offices, business and professional	Y	Y	25	30	N	N
	Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
	Retail trade-general	Y	Y	25	30	N	N
	Utilities	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
	Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>							
	Manufacturing, general	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
	Photographic and optical	Y	Y	25	30	N	N
	Agriculture (except livestock) and forestry	Y	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>8</sup>
	Livestock farming and breeding	Y	Y <sup>6</sup>	Y <sup>7</sup>	N	N	N
	Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>							
	Outdoor sports arenas and spectator sports	Y	Y <sup>5</sup>	Y <sup>5</sup>	N	N	N
	Outdoor music shells, amphitheaters	Y	N	N	N	N	N
	Nature exhibits and zoos	Y	Y	N	N	N	N
	Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
	Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally-determined land uses for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise compatible land uses.



## KEY

- Y (Yes)** Land Use and related structures compatible without restrictions.
- N (No)** Land Use and related structures are not compatible and should be prohibited.
- NLR** Noise Level Reduction (outdoor-to-indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
- 25, 30, 35** Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

## NOTES

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB, respectively, should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide an NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require an NLR of 25.
7. Residential buildings require an NLR of 30.
8. Residential buildings not permitted.

Source: **14 CFR Part 150**, Appendix A, Table 1.



## 14 CFR PART 150 GUIDELINES

The FAA guidelines summarized on **Exhibit 4A** indicate that all land uses are acceptable in areas below 65 CNEL (community noise equivalent level). Residential land uses without acoustic treatment, mobile homes, and transient lodging are all incompatible in areas of noise exposure above 65 CNEL. The table notes that homes of standard construction and transient lodging may be considered compatible where local communities have determined these uses are permissible; however, acoustic treatment of these structures is recommended to meet noise level reduction thresholds when comparing the outdoor noise level to the indoor noise level. Schools and other public-use facilities are also generally considered to be incompatible with noise exposure above 65 CNEL. As with residential development, communities can make policy decisions that these uses are acceptable with appropriate sound attenuation measures. Hospitals and nursing homes, places of worship, auditoriums, and concert halls are generally compatible structures if measures to achieve noise level reduction are incorporated into the design and construction of the structures. Outdoor music shells and amphitheatres are not compatible and should be prohibited within the 65 CNEL noise contour. Additionally, agricultural uses and livestock farming are generally considered compatible, except for related residential components of these uses, which should incorporate sound attenuation measures.

Within the 70-75 CNEL noise contour range, residences, transient lodging, and schools have the same sound attenuation recommendations as uses within the 65-70 CNEL range. Additionally, as the noise levels increase, the following land uses identified in the table are recommended to have sound attenuation: governmental services; transportation; parking; offices; wholesale and retail; utilities; communication; manufacturing; photographic and optical; golf courses; riding stables; and water recreation. In addition to those identified within the 65-70 CNEL contour range, the table recommends prohibiting nature exhibits and zoos as land uses within the 70-75 CNEL contour range. Beyond the 75 CNEL contour, the land use recommendations are increasingly stringent as the noise levels increase.

In addition to the land uses outlined in Table 1 of 14 CFR Part 150, historic properties must be considered within a Part 150 study. Historic properties are generally no more sensitive to noise than other properties of similar uses; however, federal regulations require that noise effects on these uses be considered when evaluating the effects of an action, such as a noise abatement or land use management procedure.

The strictest of these requirements is the *U.S. Department of Transportation (DOT) Act of 1966*. Section 4(f) of the *DOT Act* provides that the U.S. Secretary of Transportation shall not approve any program (such as a Part 150 Noise Compatibility Program) or project which requires the use of any historic site of national, state, or local significance unless there is no feasible and prudent alternative to the use of such land. The FAA is required to consider the direct physical taking of eligible property (such as acquisition and demolition of historic structures), as well as the indirect use of or adverse impact to eligible properties (such as noise exposure within the 65 CNEL noise contour). When evaluating the effects of the noise abatement and land use management alternatives later in this report, it will be necessary to identify whether the proposed action conflicts with or is compatible with the normal activity or aesthetic value of any historic property not already significantly affected by noise. The FAA's review and acceptance of an airport's Noise Exposure Map (NEM) contours are not evaluated under Section 4(f).



As shown on **Exhibit 4A** – which is reproduced from Table 1 of 14 CFR Part 150 – an airport’s corresponding noise contours are used as the basis for identifying areas within which certain mitigation measures aimed at achieving compatibility within an area exposed to sound levels in excess of 65 decibels (dB) CNEL may be eligible for federal funding. Following the completion of a Part 150 study, projects that may qualify are recommended by the airport sponsor for funding from the noise set-aside portion of the FAA’s Airport Improvement Program (AIP).

In general, noise compatibility projects must be within the 65 CNEL noise contour to be eligible for federal funding. According to the FAA’s *AIP Handbook*, “Noise compatibility projects usually are in areas where aircraft noise exposure is significant, as measured in day-night average sound level (DNL) (Community Noise Equivalent Level [CNEL] in California) of 65 decibels (dB) or greater.” However, projects may also be approved and may be eligible in areas exposed to noise of less than 65 CNEL if certain criteria are met. This concept will be examined further in the Noise Compatibility Program of this Part 150 Noise Compatibility Study.

### LAND USE GUIDELINES AT OXNARD AIRPORT

For the purposes of the Part 150 Noise Compatibility Study at Oxnard Airport, the FAA’s land use compatibility guidelines established in 14 CFR Part 150 will be used to make determinations about land use compatibility in the airport area.

As previously discussed, the Ventura County Transportation Commission serves as the designated ALUC and is responsible for implementing the county’s ALUCP. The ALUC considers noise exposure as one criterion when evaluating development proposals near airports.

### AIRPORT NOISE LAND USE ANALYSIS

To evaluate the impact of noise within the vicinity of Oxnard Airport, the 2022 and 2027 contours discussed in Chapter Three – Aviation Noise will be compared to the existing land use patterns, and areas of incompatibility will be identified based on the previously discussed Part 150 land use compatibility recommendations. Additionally, consideration will be given to the potential for growth of noise-sensitive land uses within the 2027 noise contours.

### LAND USES AND POPULATION EXPOSED TO 2022 NOISE

The 2022 condition noise exposure contours are depicted on **Exhibit 4B**. As indicated on the exhibit, portions of each contour range extend off airport property. **Table 4A** 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.

The majority of developed property (21.57 acres) within the contours is compatible. Land uses include commercial, industrial, transportation and utilities, mixed-use, and right of way.



There are no noise-sensitive institutions within the 65-70, 70-75, or 75+ CNEL contour ranges.

**TABLE 4A | Land Uses Exposed to 2022 Aircraft Noise Above 65 CNEL – Oxnard Airport**

	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
<b>Compatible Land Uses</b>			
Airport Property	58.27	61.38	34.17
Commercial, Industrial, Transportation, and Utilities	18.74	0.17	0
Mixed-Use	1.03	0.21	0
Right of Way	0.59	0.83	0
Undeveloped <sup>1</sup>	34.55	1.12	0
<b>Noise-Sensitive Land Uses</b>			
Single-Family Residential	1.12	0.11	0
Multi-Family Residential	1.22	0.22	0
Public/Quasi-Public	0	0	0
Historic Properties	0	0	0
<b>Total</b>	<b>115.52</b>	<b>64.04</b>	<b>34.17</b>

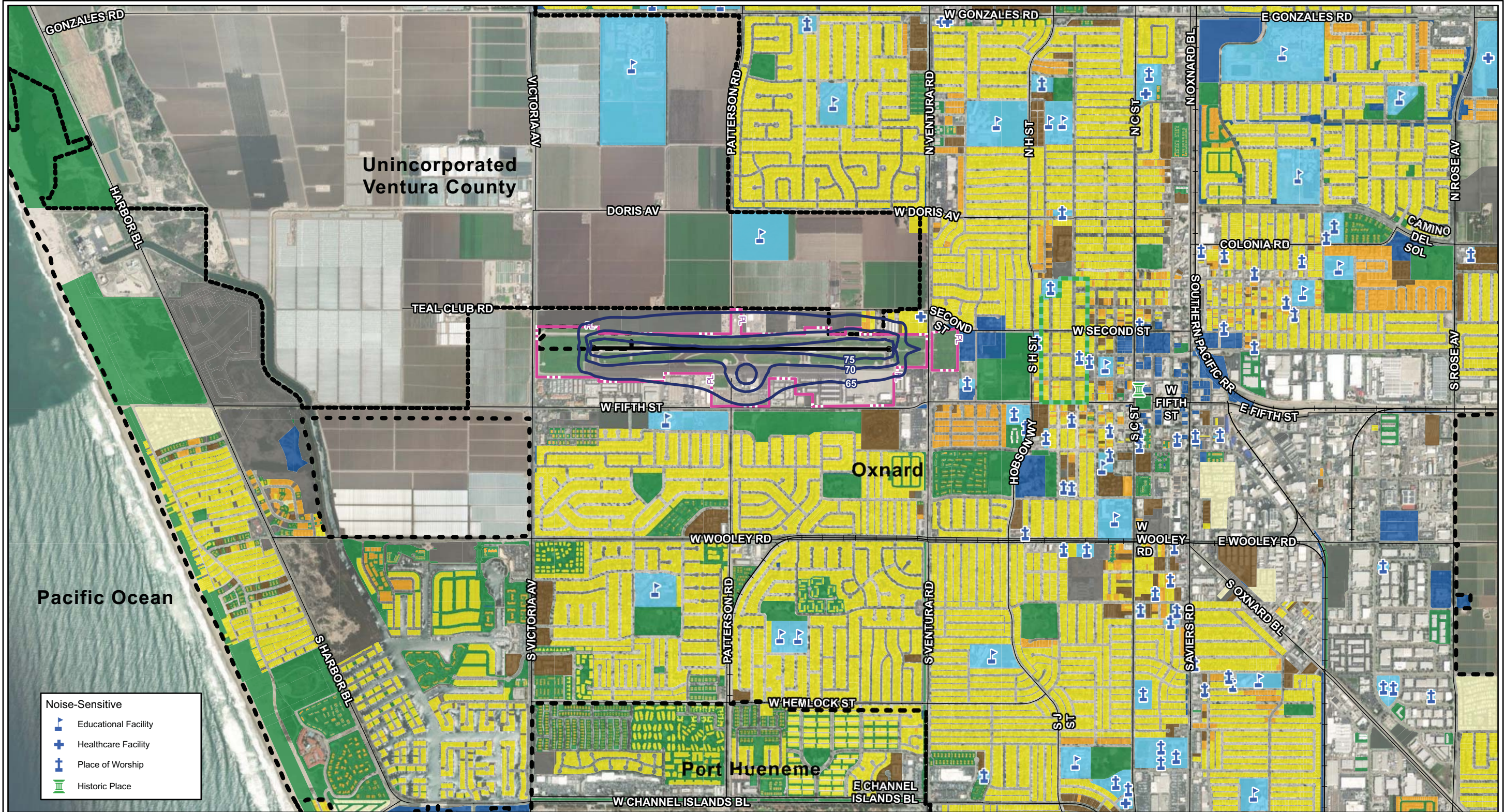
<sup>1</sup> Undeveloped land consists of portions of multiple parcels.

Source: Coffman Associates analysis

For portions of the noise contours encompassing residential land uses (2.67 acres), which are incompatible, the number of dwelling units within the noise contours was determined using digital mapping of the parcels. **Table 4B** summarizes the number of dwelling units within the 2022 noise exposure contours. As indicated in the table, eight parcels with residential land uses are located within the 65-70 CNEL contour range. The total area of the affected parcels is 5.62 acres. Of the eight identified parcels, three are also located within the 70-75 CNEL contour range. According to county assessor data, the parcels within the contours contain a total of two single-family dwellings; three custom single-family dwellings or single-family dwellings with a guest house, garage apartment, or sleeping room; two duplexes; one multi-family building with five to nine living units; and two parcels with mixed residential improvements not otherwise classified. There are no residential land uses within the 75+ CNEL contour range, as the 75+ CNEL contour remains entirely on airport property.

**TABLE 4B | Residential Parcels and Estimated Population Exposed to 2022 Aircraft Noise – Oxnard Airport**

Parcel	Land Use Classification	65-70 CNEL	70-75 CNEL	75+ CNEL
		Parcels/Dwelling Units (d.u.) <sup>2</sup>		
1830110260	Single-Family	1	0	0
1830110270 <sup>1</sup>	Multi-Family, Medium Density	2	0	0
1830110255 <sup>1</sup>	Multi-Family, Medium Density	3	0	0
1830110030 <sup>1</sup>	Single-Family	2	0	0
1830110045	Single-Family	2	0	0
1830110050	Single-Family	2	0	0
1830110195	Multi-Family, High Density	9	0	0
1830110205	Single-Family	2	0	0
<b>Total:</b>		<b>23</b>	<b>0</b>	<b>0</b>

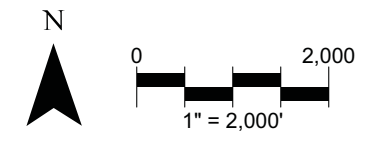


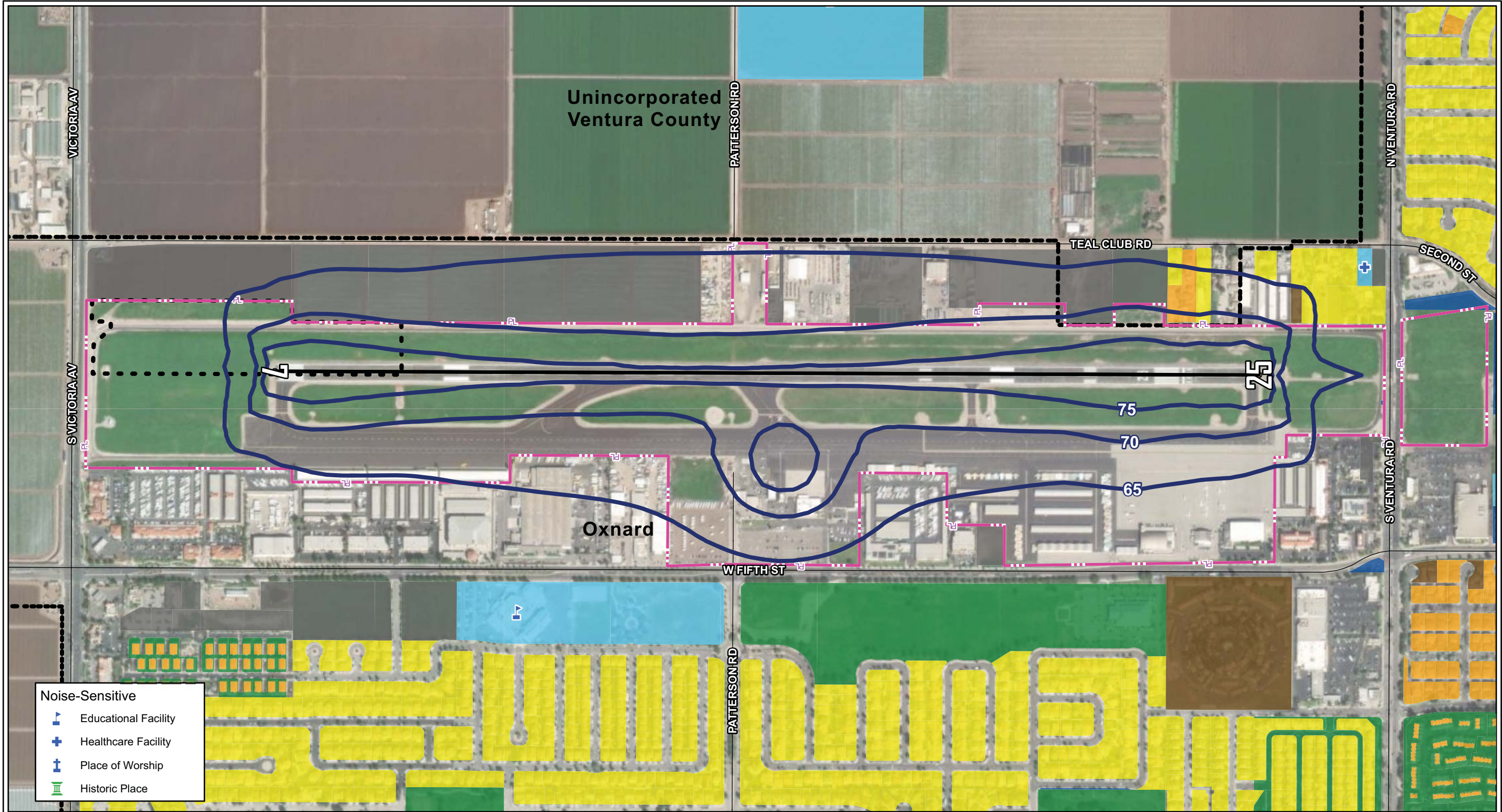
- Noise-Sensitive**
- Educational Facility
  - Healthcare Facility
  - Place of Worship
  - Historic Place

**Legend**

- |                          |                       |  |                           |                          |   |   |                    |                  |
|--------------------------|-----------------------|--|---------------------------|--------------------------|---|---|--------------------|------------------|
| Runway Centerline        | Airport Property Line | Henry T. Oxnard National Historic District | Roads                     | <b>Existing Land Use</b> | Multi-Family Residential - Medium Density | Multi-Family Residential - High Density | Manufactured Homes | Parks/Open Space |
| 2022 CNEL Noise Contours | Railroad              | Jurisdictional Boundaries                  | Single-Family Residential | Public/Quasi-Public      | Noise-Sensitive                           | Vacant                                  | Noise-Sensitive    | Vacant           |

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



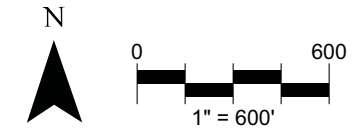


- Noise-Sensitive**
- Educational Facility
  - Healthcare Facility
  - Place of Worship
  - Historic Place

**Legend**

2022 CNEL Noise Contours	Jurisdictional Boundaries	Roads	Existing Land Use	Multi-Family Residential - Medium Density	Multi-Family Residential - High Density	Public/Quasi-Public	Noise-Sensitive
Airport Property Line	Runway Centerline		Single-Family Residential		Parks/Open Space	Parks/Open Space	Vacant

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







**TABLE 4B | Residential Parcels and Estimated Population Exposed to 2022 Aircraft Noise – Oxnard Airport (continued)**

	65-70 CNEL	70-75 CNEL	75+ CNEL
<b>Estimated Population<sup>3</sup></b>	<b>Parcels/Dwelling Units (d.u.)<sup>2</sup></b>		
Single-Family Residential	36	0	0
Multi-Family Residential	56	0	0
<b>Total:</b>	<b>92</b>	<b>0</b>	<b>0</b>

<sup>1</sup> A portion of the parcel is also within the 70-75 CNEL noise contour; however, no permanent structures are located on that portion.  
<sup>2</sup> Number of dwelling units is estimated based on the Ventura County Assessor’s property use descriptions for each parcel, selecting the upper limit of any ranges and adding one dwelling unit for parcels described as containing guest houses, garage apartments, or sleeping rooms.  
<sup>3</sup> Estimated population is calculated by multiplying the number of dwelling units for residential land uses by the number of persons per household (4.00). Persons per household information is based on U.S. Census Bureau 2017-2021 American Community Survey information, as of July 1, 2022. Retrieved from: <https://www.census.gov/quickfacts/fact/table/oxnardcitycalifornia/PST045222>

Source: Coffman Associates analysis

**LAND USES AND POPULATION EXPOSED TO 2027 NOISE**

The 2027 condition noise exposure contours are depicted on **Exhibit 4C**. As indicated on the exhibit, portions of the 65-70 CNEL and 70-75 CNEL contours extend off airport property. The 75+ CNEL contours remain on airport property. **Table 4C** 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 4C | Land Uses Exposed to 2027 Aircraft Noise above 65 CNEL – Oxnard Airport**

	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
<b>Compatible Land Uses</b>			
Airport Property	57.25	62.82	37.41
Commercial, Industrial, Transportation, and Utilities	20.91	0.25	0
Mixed-Use	1.04	0.23	0
Right of Way	0.75	0.90	0
Undeveloped <sup>1</sup>	36.40	1.54	0
<b>Noise-Sensitive Land Uses</b>			
Single-Family Residential	1.21	0.12	0
Multi-Family Residential	1.22	0.25	0
Public/Quasi-Public	0	0	0
Historic Properties	0	0	0
<b>Total</b>	<b>118.78</b>	<b>66.11</b>	<b>37.41</b>

<sup>1</sup> Undeveloped land consists of portions of multiple parcels.

Source: Coffman Associates analysis

The majority of developed property (24.08 acres) within the 2027 contours is compatible. Land uses include commercial, industrial, transportation and utilities, mixed-use, and right of way.

There are no noise-sensitive institutions within the 65-70, 70-75, or 75+ CNEL contour ranges.

For portions of the noise contours encompassing residential land uses (2.80 acres), which are incompatible, the number of dwelling units within the noise contours was determined using digital mapping of the parcels. **Table 4D** summarizes the number of dwelling units within the 2027 noise



exposure contours. As indicated in the table, eight parcels with residential land uses are located within the 65-70 CNEL contour range. The total area of the affected parcels is 5.62 acres. Of the eight identified parcels, three are also located within the 70-75 CNEL contour range. According to county assessor data, the parcels within the contours contain a total of two single-family dwellings; three custom single-family dwellings or single-family dwellings with a guest house, garage apartment, or sleeping room; two duplexes; one multi-family building with five to nine living units; and two parcels with mixed residential improvements not otherwise classified. There are no residential land uses within the 75+ CNEL contour range, as the 75+ CNEL contour remains entirely on airport property.

**TABLE 4D | Residential Parcels and Estimated Population Exposed to 2027 Aircraft Noise – Oxnard Airport**

Parcel	Land Use Classification	Parcels/Dwelling Units (d.u.) <sup>2</sup>		
		65-70 CNEL	70-75 CNEL	75+ CNEL
1830110260	Single-Family	1	0	0
1830110270 <sup>1</sup>	Multi-Family, Medium Density	2	0	0
1830110255 <sup>1</sup>	Multi-Family, Medium Density	3	0	0
1830110030 <sup>1</sup>	Single-Family	2	0	0
1830110045	Single-Family	2	0	0
1830110050	Single-Family	2	0	0
1830110195	Multi-Family, High Density	9	0	0
1830110205	Single-Family	2	0	0
<b>Total:</b>		<b>23</b>	<b>0</b>	<b>0</b>
<b>Estimated Population<sup>3</sup></b>				
Single-Family Residential		36	0	0
Multi-Family Residential		56	0	0
<b>Total:</b>		<b>92</b>	<b>0</b>	<b>0</b>

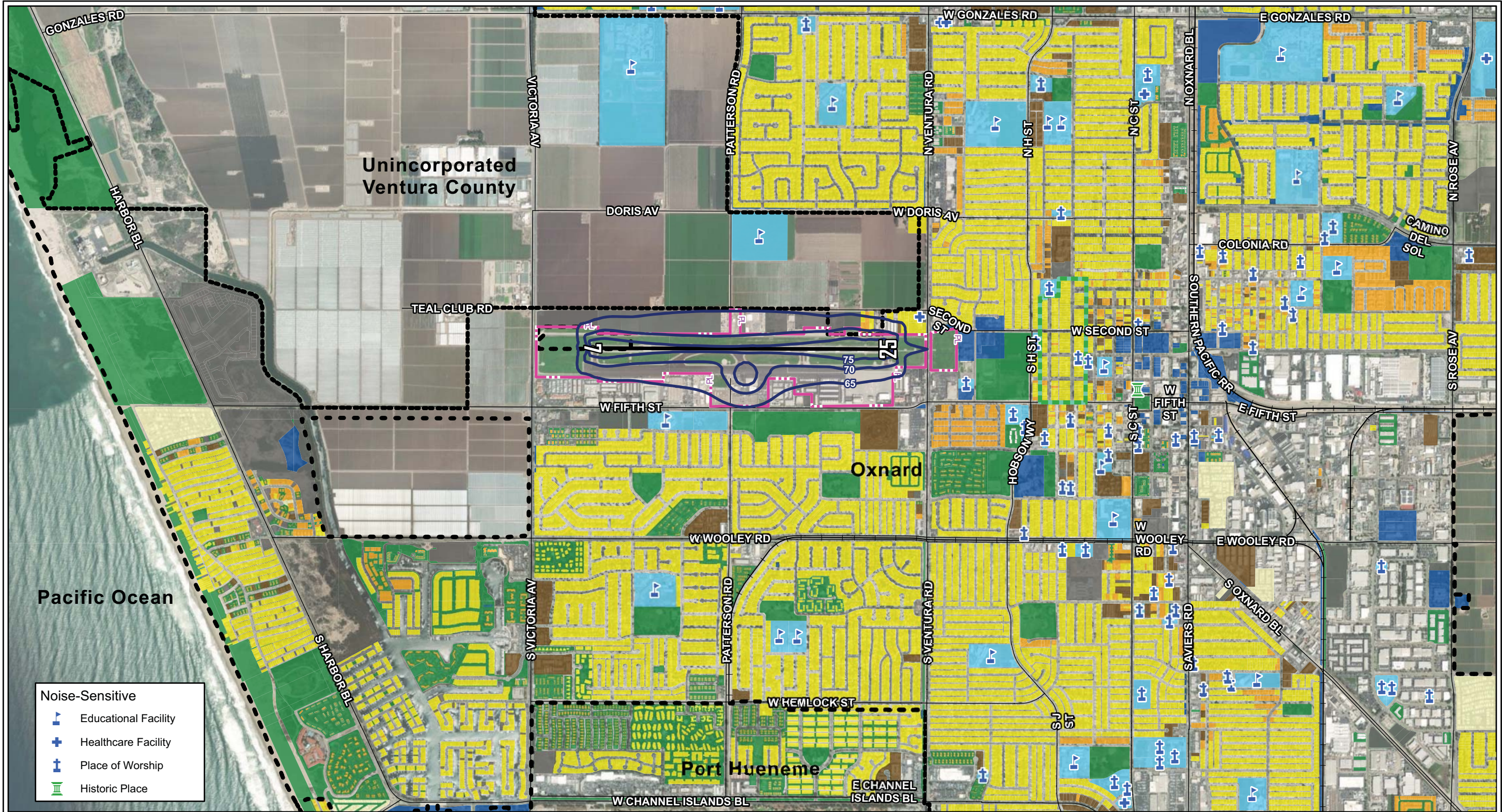
<sup>1</sup> A portion of the parcel is also within the 70-75 CNEL noise contour. However, no permanent structures are located on that portion.  
<sup>2</sup> Number of dwelling units is estimated based on the Ventura County Assessor’s property use descriptions for each parcel, selecting the upper limit of any ranges and adding one dwelling unit for parcels described as containing guest houses, garage apartments, or sleeping rooms.  
<sup>3</sup> Estimated population is calculated by multiplying the number of dwelling units for residential land uses by the number of persons per household (4.00). Persons per household information is based on U.S. Census Bureau 2017-2021 American Community Survey information, as of July 1, 2022. Retrieved from: <https://www.census.gov/quickfacts/fact/table/oxnardcitycalifornia/PST045222>

Source: Coffman Associates analysis

Residential parcels within the contours are shown on **Exhibit 4D**.

### **GROWTH RISK ANALYSIS**

For the 2027 scenario, consideration is given to the potential for noise-sensitive land uses to be developed on the land encompassed by the noise exposure contours. This is done by evaluating the locally adopted zoning (Exhibit 1D) and general plan (Exhibit 1E) designations for those parcels encompassed by the noise contours to determine if noise-sensitive land uses could be developed on these areas given the current zoning or future land use plan designations, which typically specify the preferred density, or number of dwelling units per acre, for each classification. As discussed in Chapter One – Inventory, the general plan land use designation identifies the *projected or future* land use for a property according to the locally adopted general plans. This document guides future development within the community planning area and provides the basis for zoning designations. The zoning ordinance identifies the type of land use *permitted on* a given piece of property and should be consistent with the general plan. In many communities, however, the zoning and future land use designations are not the same; therefore, an evaluation of each is necessary for the growth risk analysis.

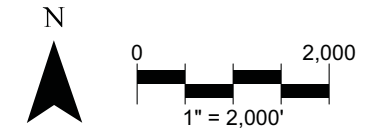


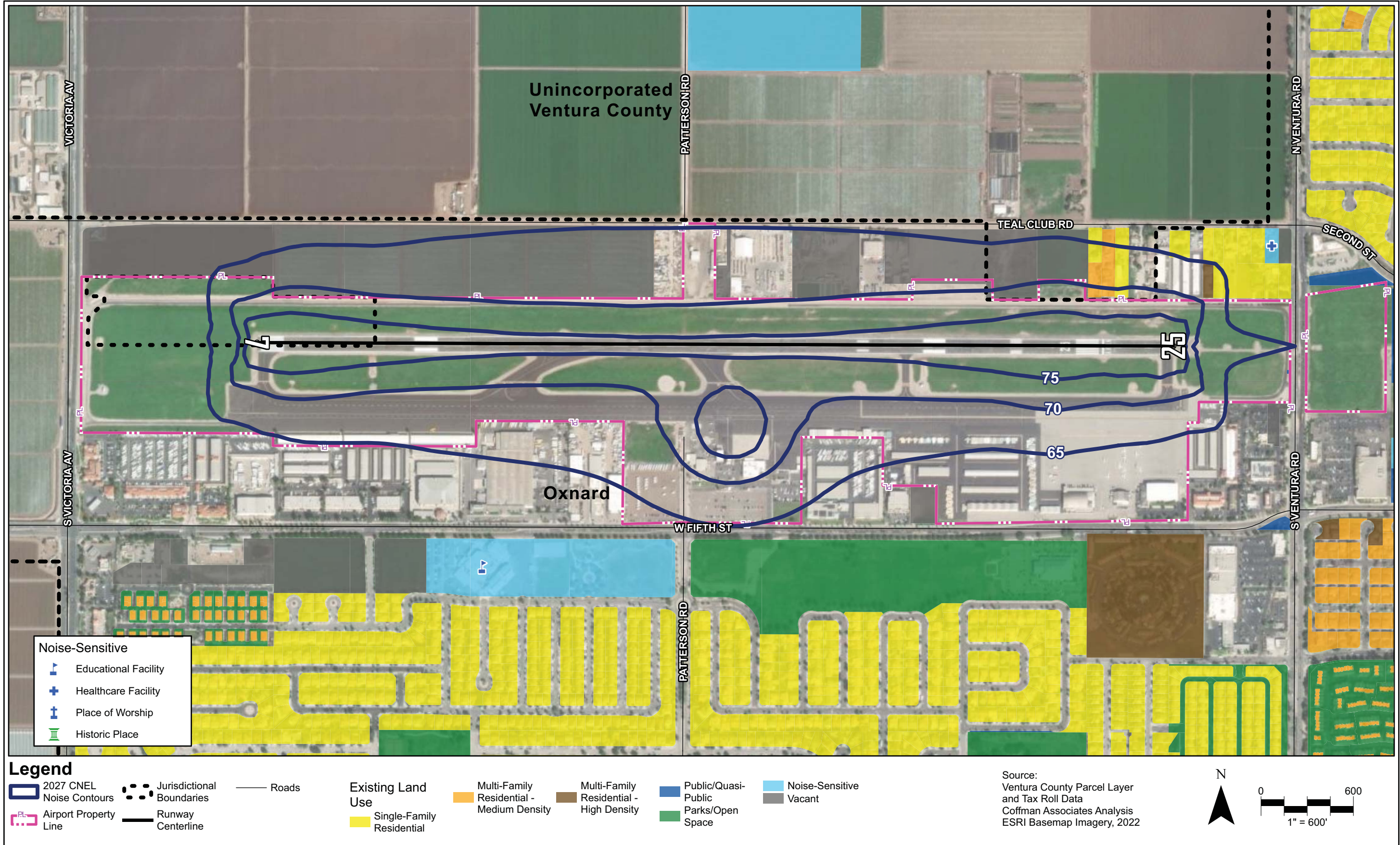
- Noise-Sensitive**
- Educational Facility
  - Healthcare Facility
  - Place of Worship
  - Historic Place

**Legend**

- |                          |                       |  |                           |                          |   |   |                    |                  |
|--------------------------|-----------------------|--|---------------------------|--------------------------|---|---|--------------------|------------------|
| Runway Centerline        | Airport Property Line | Henry T. Oxnard National Historic District | Roads                     | <b>Existing Land Use</b> | Multi-Family Residential - Medium Density | Multi-Family Residential - High Density | Manufactured Homes | Parks/Open Space |
| 2027 CNEL Noise Contours | Railroad              | Jurisdictional Boundaries                  | Single-Family Residential | Public/Quasi-Public      | Vacant                                    |   |                    |                  |

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







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The following example describes the method for calculating the growth risk of an area:

*If a 10-acre area encompassed by the 65 CNEL noise contour is zoned for single-family residential development and the single-family residential zoning allows for development of one single-family residence per acre, the growth risk analysis would indicate the potential for 10 residences to be built within the 65 CNEL noise contour given the current zoning.*

Similar calculations can be made based on the general plan land uses to determine if noise-sensitive land uses are planned for areas forecasted to be exposed to aircraft noise. This information can be used to guide land use planning decision efforts to maximize airport/land use compatibility.

This analysis assumes that on-airport property will not be developed with noise-sensitive land uses, in accordance with the sponsor’s FAA grant assurances; therefore, only those off-airport properties classified as undeveloped within the 2027 noise contours are included in the growth risk calculations. As indicated previously in **Table 4C**, a total of 37.94 acres within 2027 contours is classified as undeveloped. This acreage includes part or all of eight parcels located north of the airport between the airport property line and Teal Club Road, as indicated on **Exhibit 4E**.

**Table 4E** summarizes the acreage of the parcels located within the noise contour. Based on a review of the zoning map and general plan future land use data for the City of Oxnard, these parcels are zoned Industrial and are planned for Industrial uses, which are compatible.

In unincorporated Ventura County, there are two undeveloped parcels (currently zoned Agricultural) adjacent to airport property with a combined 4.44 acres within the 65-70 CNEL contour and 0.7 acres within the 70-75 CNEL contour.

**TABLE 4E | Growth Risk Parcels – Oxnard Airport**

Parcel <sup>1</sup>	Zoning Designation	General Plan Designation	Area Within 2027 65-70 CNEL Noise Contour		Area Within 2027 70-75 CNEL Noise Contour	
			Acres	Square Feet	Acres	Square Feet
1830090385	BRP	AC	18.57	808,986	0.15	6,741
1830090395	BRP	AC	2.90	126,541	0.60	26,157
1830090575	BRP, M1PD <sup>2</sup>	AC	0.92	39,993	0.0	0
1830100405 <sup>3</sup>	AE	AC	2.25	97,966	0.62	27,175
1830100535	BRP	AC	4.52	197,096	0.0	0
1830100555 <sup>3</sup>	AE	AC	2.19	95,317	0.08	3,654
1830100170	BRP	AC	0.61	26,441	0.0	0
1830100430	M1PD	AC	4.43	193,099	0.08	3,470
<b>Total:</b>			<b>36.39</b>	<b>1,585,436</b>	<b>1.53</b>	<b>67,197</b>

Zoning Designations: BRP = Business Research Park, M1PD = Light Manufacturing Planned Development, AG=Agricultural Exclusive  
 General Plan Designations: AC=Airport Compatible  
<sup>1</sup> A portion of each parcel is outside the 2027 noise contour.  
<sup>2</sup> Parcel is split between two zoning designations.  
<sup>3</sup> Unincorporated Ventura County jurisdiction.

Source: *Source: Coffman Associates’ analysis*

**Table 4F** summarizes noise-sensitive land uses that are permitted to be developed within the applicable zones under Part 150 guidelines.



**TABLE 4F | Summary of Zoning Provisions for Noise-Sensitive Land Uses – City of Oxnard and Ventura County**

Zoning Land Use Designation	Noise-Sensitive Uses	Area Within 2027 65-70 CNEL Noise Contour (acres)	Area Within 2027 70-75 CNEL Noise Contour (acres)
BRP: Business Research Park	Assisted living residential facility <sup>1</sup> Medical: hospitals and medical centers <sup>1</sup> Trade schools; public and private schools and colleges; dance and performing arts studios	27.06	0.75
M1PD: Light Manufacturing Planned Development	Farmworker housing	4.89	0.08
AE: Agricultural Exclusive	<ul style="list-style-type: none"> <li>• Agricultural worker housing – maximum of four dwelling units<sup>2</sup></li> <li>• Care facilities, residential – care of six or fewer persons<sup>2</sup></li> <li>• Dwellings, single-family<sup>2</sup></li> <li>• Mobile home, continuing nonconforming<sup>1</sup></li> <li>• Employee housing, agricultural – maximum of four dwelling units<sup>2</sup></li> <li>• Other employee housing – six or fewer employees<sup>2</sup></li> <li>• Farmworker housing complex<sup>3,4</sup></li> <li>• Farmworker group quarters<sup>3</sup></li> </ul>	4.44	0.70
<sup>1</sup> Conditional Use Permit required <sup>2</sup> Zoning Clearance required <sup>3</sup> Planned Development Permit required <sup>4</sup> Approval by Planning Commission required			

Sources: Chapter 16 – Zoning Code, Oxnard, California Code of Ordinances; Division 8, Chapter 1 – Zoning, Ventura County, California Municipal Code

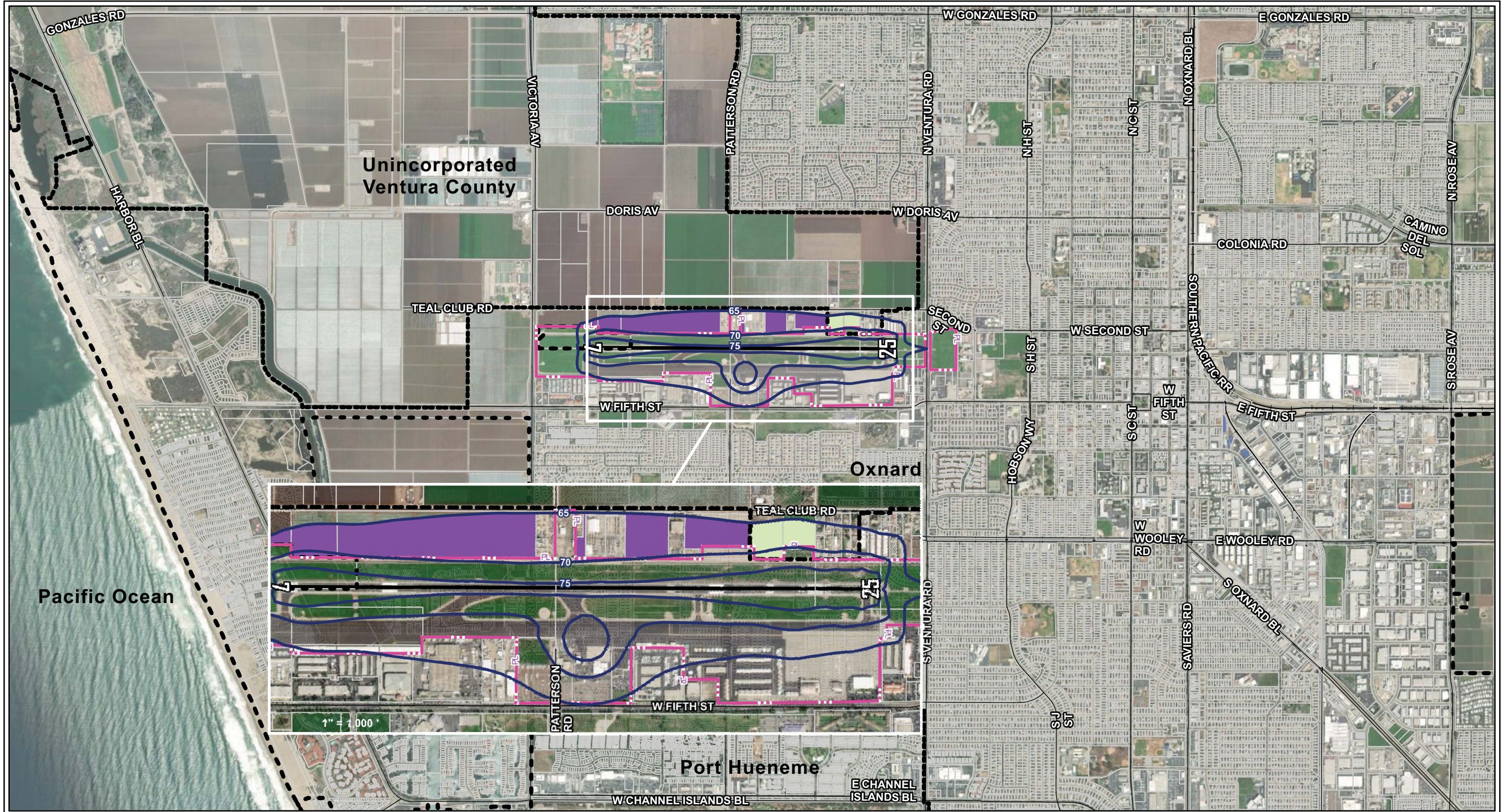
The proximity of vacant land near agricultural uses and existing residential uses within the noise contours suggests incompatible development potential in the area. The Airport Compatible General Plan designation is intended to promote low-intensity uses focused on both airport and occupant safety; however, the zoning under this designation varies. A proposed mixed-use development directly adjacent to the vacant parcels within unincorporated Ventura County has planned residential components in accordance with the Teal Club Specific Plan. Once developed, residents of this area may experience annoyance from aircraft noise exposure in this area.

Since incompatible uses are allowed to some degree in each of the vacant parcel zoning designations, there is potential for growth risk for residential uses (9.33 acres) and noise-sensitive institutions (27.06 acres) within the 2027 noise contours.

**SUMMARY**

**Table 4G** summarizes the noise impacts for the 2022 and 2027 noise scenarios based on present land use development patterns. Additionally, estimates for potential growth risk for residential land uses and population based on the existing zoning and general plan designations for properties within the 2027 noise

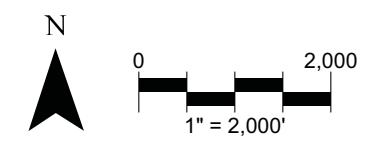




**Legend**

- Railroad
- Roads
- Runway Centerline
- 2027 CNEL Noise Contours
- Airport Property Line
- Jurisdictional Boundaries
- Parcels
- Vacant Agricultural Zoned Parcels within 65 CNEL Contour
- Vacant Industrial Zoned Parcels within 65 CNEL Contour

Source:  
Ventura County Zoning Shapefile  
City of Oxnard Zoning Shapefile  
Ventura County Parcel Layer  
and Tax Roll Data  
Coffman Associates Analysis  
ESRI Basemap Imagery, 2022



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contours are included in the table. Noise-sensitive institutions, although not quantified, have the potential for development based on current zoning designations.

As indicated in the table, there are 23 dwelling units within the 65-70 CNEL contours and an estimated population of 92 residing within the 65-70 CNEL contour for both the 2022 and 2027 scenarios. There are no residences within the 70-75 CNEL noise contours for 2022 or 2027.

**TABLE 4G | Noise-Sensitive Land Use Impact Summary – Oxnard Airport**

	65-70 CNEL	70-75 CNEL	75+ CNEL
<b>Noise-Sensitive Parcel Acres/Dwelling Units (d.u.)</b>			
2022	2.34 acres/23 d.u.	0.33 acres/0 d.u.	0
2027	2.43 acres/23 d.u.	0.37 acres/0 d.u.	0
<b>Estimated Population</b>			
2022	92	0	0
2027	92	0	0
<b>2027 Growth Risk Potential</b>			
Residential	9.33 acres	0.78 acres	0
Noise-Sensitive Institutions	27.06 acres	0.75 acres	0

As discussed in Chapter Three – Aviation Noise, the Ventura County Department of Airports recognizes that some community members are disturbed by noise outside of the FAA guidelines for noise contours. The noise exposure contour information, along with the supplemental noise contours included in **Appendix D**, will be used as a starting point for the Land Use Alternatives and Noise Abatement Alternatives discussions included in the airport’s Part 150 Noise Compatibility Program.