



Planning Division

PLANNING COMMISSION STAFF REPORT

TO: Planning Commission

FROM: Christopher Williamson, AICP, Principal Planner

DATE: December 17, 2009

SUBJECT: Report on Recirculated Sections of the Draft Program Environmental Impact Report (PEIR) for the Oxnard 2030 General Plan

- 1) **Recommendation:** That the Planning Commission receive a report on the Recirculated Sections of the Draft Oxnard 2030 General Plan PEIR.
- 2) **Background:** The California Environmental Quality Act (CEQA) provides that the purpose of the PEIR prepared by the City is to identify the significant effects the proposed 2030 General Plan (Project) may have on the environment, identify alternatives to the Project, and indicate how those significant effects may be mitigated or avoided. (Pub. Resources Code §21002.1(a)) The Draft PEIR was completed and circulated for comments between March and May, 2009 followed by presentations on individual chapters of the 2030 General Plan between May and August, 2009. As a result of public comments and/or updated information, five sections of the PEIR are being recirculated for public review and were released for public review on November 23, 2009 for a 45-day public comment period ending January 7, 2010 (the Executive Summary is attached and the entire document is available on the City's Internet site at www.ci.oxnard.ca.us). The Draft PEIR, responses to comments on the Draft PEIR, and responses to comments on the five recirculated sections of the Draft PEIR will together constitute the Final PEIR. City staff and consultants are preparing responses and intend to send responses to major commentors as soon as possible to allow adequate review prior to the City Council certification hearing, tentatively scheduled for January 26, 2010.
- 3) **Changes to the 2030 General Plan:** The 2030 General Plan is in final review by staff, consultants, and legal staff. Summaries of major changes to the Land Use Map, Goals and Policies document, and Circulation Map are attached as Attachments B to D, respectively. A

revised 2030 General Plan is expected to be released before the end of the year, if not sooner. Project changes that warranted the recirculation of their respective PEIR sections are described in the PEIR document. Other changes were considered minor in nature and did not require modifications to the previously circulated PEIR.

- 4) **Recirculated PEIR:** The five modified sections within the recirculated PEIR are summarized below:

Section 4.2: Circulation, Traffic, and Transportation

This section of the original Draft PEIR was revised to incorporate the results of the updated city-wide traffic model based on the revised November 2009 Land Use and Circulation Map. The updated section includes a revised impact discussion as several roadway intersections experienced different levels of services, with three different intersections experiencing below LOS C service, but the total remains at five. The original impact conclusion of “*significant and unavoidable*” for this impact remains unchanged.

Section 4.3: Utilities (Water Supply)

This section of the original draft PEIR was revised to incorporate the results of a recent study addressing current regional groundwater conditions and imported water supply availability that has been re-evaluated in light of current environmental and regulatory conditions. The study indicates that the City will draw on groundwater credits between 2010 through 2015 while the GREAT Program facilities are being constructed and brought on line. After 2015, there is sufficient water supply for projected demand and a surplus that will be used to gradually restore the groundwater credit bank. The original impact conclusion of “*less than significant*” for this impact remains unchanged.

Section 5.5: Agriculture and Soil Resources

This section of the original draft PEIR was revised to incorporate several land use changes made to the February 2009 version of the General Plan Land Use and Circulation Map. As a result of these land use changes, 215 additional acres currently classified as important farmlands (according to the FMMP) in the Del Norte Community Expansion area (northeastern portion of the Planning Area between El Rio and Strickland Acres would be designated as Planning Reserve which implies eventual conversion to a developed use as a part of the Del Norte Community Expansion CURB amendment, if approved by the voters. The impact conclusion of “*significant and unavoidable*” for important farmland conversion (Impact 5.5-1) remains unchanged.

Section 5.7: Air Quality and Climate Change

This section of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic and additional vehicle miles travelled (VMTs) throughout the Planning Area compared to those levels previously analyzed in the draft PEIR. These additional VMTs resulted in additional air quality emissions addressed under Impact 5.7-2 of the draft PEIR. As a result of this analysis, the impact conclusion of “*significant and unavoidable*” for air quality remains unchanged. The City has also decided to include a significance threshold (for the purposes of CEQA) to address the impact of climate change associated with the proposed project. Using the revised

air quality analysis (with operational emissions for CO2 or greenhouse gas emissions), Impact 5.7-6 of the draft PEIR now includes a significance threshold and the impact conclusion for Impact 5.7-6 was changed from “unable to determine” to “*significant and unavoidable*”.

Section 6.4: Noise

This section of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic, additional VMTs, and a different distribution of traffic-generated noise impacts. As a result of this analysis, a different set of roadway segments would experience significant traffic-generated noise impacts at peak travel periods. The original impact conclusion of “*significant and unavoidable*” for Impact 6.4-2 remains unchanged.

- 5) Subsequent Process:** Staff are finalizing the following documents and will release them as completed: 1) response to comments (March to May, 2009) on the Draft PEIR, 2) revised Goals and Policies (including Land Use and Circulation maps), 3) revised 2006 to 2014 Housing Element, and 4) response to comments received through the comment period closing date of January 7, 2010 on the recirculated sections of the PEIR. These documents and the February 2009 Draft PEIR would constitute the Final PEIR for which a special Planning Commission hearing is tentatively scheduled for January 14, 2010.

Attachments

- A. Executive Summary of the Recirculated PEIR
- B. Summary of Changes to the 2030 Land Use Changes
- C. Summary of Changes to the 2030 Circulation Map
- D. Summary of Changes to 2030 Goals and Policies

Prepared by:  CW
Approved by:  SM

EXECUTIVE SUMMARY

Introduction

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of programs and projects over which they have discretionary authority before taking action on those projects or programs. Where there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare an environmental impact report (EIR) (CEQA Guidelines, Section 15164[a]). An EIR is an informational document that will inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

CEQA requires that a draft EIR be prepared and circulated for public review. Following the close of the public review period, the lead agency prepares a final EIR, which includes the comments received during the review period (either verbatim or in summary), and responses to the significant environmental issues raised in those comments. Prior to taking action on a proposed project, the lead agency must certify the EIR and make certain findings.

A lead agency is required to recirculate a draft EIR, prior to certification, when “significant new information” is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

In addition, a lead agency may choose to recirculate an EIR if additional studies or analysis is conducted for a project before a specific action is taken by local decision makers to approve a project.

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- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

In addition, a lead agency may choose to recirculate an EIR if additional studies or analysis is conducted for a project before a specific action is taken by local decision makers to approve a project.

Recirculation may be limited to those chapters or portions of the EIR that have been modified. Public notice and circulation of the recirculated draft EIR is required, per CEQA Guidelines Sections 15086 and 15087.

Project Overview

The City’s 2030 General Plan (proposed project) is intended to address several changes in the City since preparation of the existing 2020 General Plan, which was originally adopted in November of 1990. Consequently, the proposed project, which establishes a planning framework and policies through the year 2030, will replace the existing 2020 General Plan document.

The City began this planning process in 2002 as an update to the 2020 General Plan with a visioning exercise, followed by a detailed technical and policy review. As time passed and the nature of major capital water and traffic improvements and State and regional planning efforts increasingly focused on 2030, the 2020 General Plan Update was redefined as the 2030 General Plan. The need for a new general plan is a result of the City determining that the 2020 General Plan was largely completed and/or in the development review process and the passage of SOAR in 1998 fundamentally changed the City’s approach to future growth. In addition, several new initiatives were emerging such as restoration of the Ormond Beach wetlands, climate change and sustainable development, greater emphasis on redevelopment, and the proposal for the Jones Ranch Workforce Housing Specific Plan that requires voter approval.

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). Each general plan must address the seven topics (referred to as “elements”) of land use, circulation, housing, open-space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). Consequently, the City has chosen to update its existing general plan to include all of the mandatory elements and will continue to include the five optional topics such as sustainable development, military compatibility, economic development, community identity, parks and recreation, and public facilities. The City has also chosen to group the elements into four broad categories; Community Development, Infrastructure and Community Services, Environmental Resources, and Safety and Hazards (see **Table ES-1**).

**TABLE ES-1
ORGANIZATION OF 2030 GENERAL PLAN**

General Plan Category	2030 General Plan Topics
Sustainable Development	Climate Change and Sea Level Rise Energy Generation and Increased Efficiency Green Buildings
Community Development	Land Use Community Identity Growth Management Economic Development
Infrastructure and Community Services	Circulation Utilities

**TABLE ES-1
ORGANIZATION OF 2030 GENERAL PLAN**

General Plan Category	2030 General Plan Topics
	Public Facilities and Services Schools Parks and Recreation
Environmental Resources	Biological Resources Water Resources Aesthetic Resources Cultural Resources Agricultural and Soil Resources Mineral Resources Air Quality Resources Open Space/Conservation
Safety and Hazards	Geologic, Seismic, and Soil Natural Hazards Emergency Preparedness Hazardous Materials Transportation Hazards Noise
Military Compatibility	Mission Support Compatible Development
Housing	2006-2014 Housing Element
Implementation	Goals and Policies Assigned

The CEQA Guidelines provide information on the types of environmental analysis that can be used to analyze a project, and one of these is a Program EIR (PEIR). According to the CEQA Guidelines (Section 15168[a]), a local agency may prepare a program-level EIR to address a series of actions that can be characterized as one large project or series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Consistent with this description, the EIR being prepared for the proposed project is a PEIR.

Project Objectives

The proposed project presents several key objectives that were identified and considered by the City based on various General Plan Themes and input received from City stakeholders during public visioning workshops held early in the General Plan Update process. These objectives include the following:

- Minimize the loss of agricultural land.
- Population projections within a range of 238,000 to 286,000 people.
- Provide a broader range of workforce and affordable housing opportunities.
- Consider updated traffic level of service information and mobility implications of land use decisions.
- Provide options for better usage of land – such as infill or mixed use development.
- Protect existing land uses from incompatible development.

Project Setting

The City of Oxnard is located on the central coast of Ventura County (see **Figure ES-1**). The City is located 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. Oxnard's Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season combine to provide favorable agricultural conditions in the surrounding Oxnard plain. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry.

Planning Boundaries

According to State law, a city must consider a planning area that consists of land within the city and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." As currently proposed, the proposed project's Planning Area encompasses all of the land inside the City Limits, the existing City Urban Limits Boundary (CURB), and additional unincorporated land areas that may influence future planning efforts.

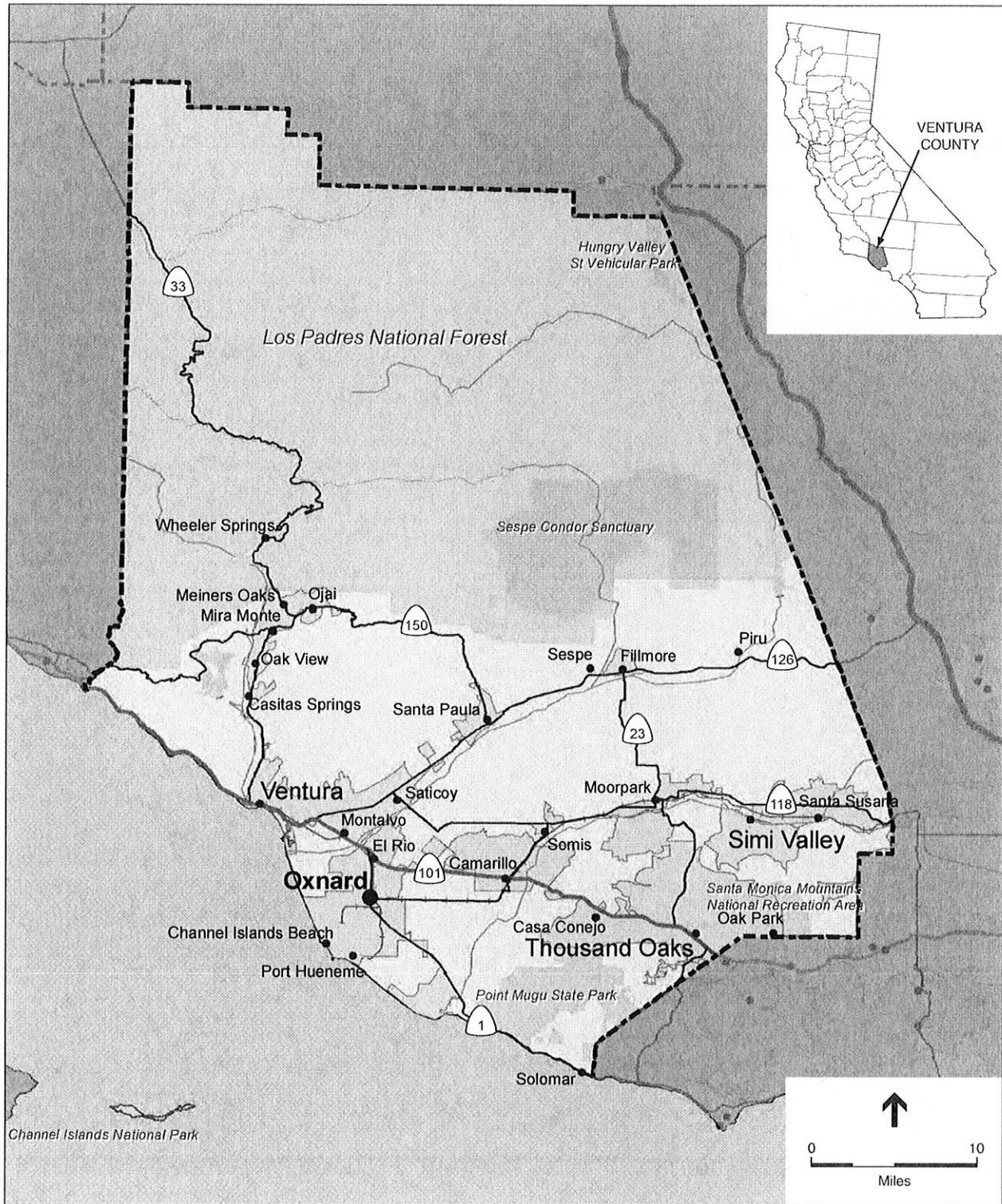
The Planning Area for the proposed project covers an area consisting of approximately 44,000 acres. The western boundary extends north along the Pacific Ocean Coast from the northern boundary of the Ventura County Naval Base, around the City of Port Hueneme, to the Santa Clara River. The northern boundary begins at the coast and extends east-northeast along the Santa Clara River. Approximately one mile east-northeast of Wells Road, the boundary heads directly east across the Santa Clara River for approximately three miles before the boundary turns south. The boundary follows Beardsley Wash for approximately three miles until it reaches Highway 101. At this point, the boundary travels along Highway 101 for approximately a half mile then turns south. North of 5th Street, the boundary again follows Beardsley Wash and the Revlon Slough. The boundary then turns southwest and crosses State Route 1 (SR-1) and passes west through the Ventura County Naval Base. The boundary continues along the northern boundary of the Ventura County Naval Base and Port Hueneme towards the Pacific Coast.

Implementation of the Proposed General Plan

Included as Chapter 9 in the Goals and Policies Report is an implementation plan that includes a consistency procedure. A City office is assigned responsibility for each 2030 General Plan goal and its implementing policies and specific implementation actions and schedule are included for selected policies. As part of the proposed project, the City is also providing a review and update of its existing Public Facilities Fees.

California Environmental Quality Act Compliance

The draft PEIR for the proposed project was prepared in compliance with CEQA and the CEQA Guidelines (California Code of Regulations, Title 14). As described in the CEQA Guidelines, Section 15121(a), as EIR is a public information document that assesses the potential environmental effects of a project, as well as identifies mitigation measures and alternatives to the project that



SOURCE: ESRI, 2006; and ESA, 2008

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Figure ES-1
Regional Locator Map

could reduce or avoid adverse environmental impacts. CEQA guidelines require that state and local government agencies consider the environmental consequences of a project over which they have discretionary authority. Consequently, the draft PEIR (along with this recirculated draft PEIR) is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to recommend either approval or denial of a project.

The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects (Public Resources Code Section 21002).” In the case of this PEIR for the proposed project, the proposed mitigation measures for these significant effects take the form of general plan policies that would be incorporated into the final General Plan. For example, to help mitigate the severity of impacts to local air quality and regional climate change impacts that may occur through implementation of the proposed project the following policies (shown below in **Table ES-2**) were identified through preparation of the draft PEIR to help reduce the severity of these impacts.

TABLE ES-2
EXAMPLE OF CLIMATE CHANGE IMPACTS AND PROPOSED MITIGATION
FROM THE DRAFT PEIR FOR THE PROPOSED PROJECT

Impact 5.7-6: The Proposed Project could potentially conflict with implementation of state goals for reducing greenhouse gas emissions.

Proposed Mitigation Measures:

SC-1.4 Support Climate Action Team Emission Reduction Strategies. The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. *[New Policy – Environmental Analysis]*.

SC-1.5 Support Offsite Measures to Reduce Greenhouse Gas Emissions. The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. *[New Policy – Environmental Analysis]*.

Implementation Measure 55.0. The City shall develop and maintain a Climate Change Adaption Action Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and report plan. *[New Implementation Measure – Recirculated Draft EIR Analysis]*

The draft PEIR for the proposed project was submitted to the State Clearinghouse (SCH 2007041024) and released for public and agency review on March 9, 2009. While the public review and comment period for the draft PEIR closed on April 22, 2009, the public review period was extend an additional 30 days until May 22, 2009. A notice of availability was published in a local newspaper and the draft PEIR and 2030 General Plan were also made available for public review at several locations including local libraries, city offices, and on a website.

Reader’s Guide to the Recirculated PEIR

As the CEQA lead agency, the City of Oxnard is responsible for the preparation and certification of the PEIR prior to approving or carrying out the proposed project. The discretionary action before the lead agency is the approval and adoption of the 2030 General Plan. In its role as the lead agency, the City has directed the recirculation of the draft PEIR for the proposed project.

Notice of Recirculation

Recirculation of a draft EIR requires notification of responsible and trustee agencies and the general public, per CEQA Guidelines Sections 15086 and 15087. The lead agency need only recirculate those chapters or portions of the draft EIR that have been modified. The modified portions of the draft PEIR are identified and summarized below.

Purpose of Recirculation

During the spring and summer of 2009, the City of Oxnard made several changes to the 2030 General Plan Land Use and Circulation Diagram in response to a variety of public comments received on the proposed project. The recirculated traffic section reflects the changes both to proposed land uses and improvements to the circulation network. During the same time period, the City also considered new water supply and demand projections developed for the Planning Area. A summary of the proposed land use and circulation changes is provided below.

Summary of Land Use Changes

The revised Land Use and Circulation Diagram is also identified in **Figure ES-2**. The revised diagram designates the proposed general location, distribution, and extent of land uses through build out of the General Plan (or proposed project). As required by State law, land use classifications, shown in specific color patterns, letter designations, or labels on the land use diagram, specify a range of a housing density and building intensity for each land use type. These standards also allow for various circulation and utility infrastructure needs to be determined.

Table ES-3 provides a list of the designated land uses proposed for the revised Land Use and Circulation Diagram along with an estimate of acreage attributed to each land use category. This table compares the previous projected land uses along with the revised totals that comprise the current project. Figure ES-2 does not depict the entire Planning Area which is shown in Figure 5-1 in Section 2.3 of this recirculated draft PEIR.

**TABLE ES-3
DESIGNATED LAND USES PROPOSED UNDER THE FEBRUARY AND
NOVEMBER 2009 OXNARD LAND USE AND CIRCULATION DIAGRAM**

Designated Land Use	February 2009 Land Use Map utilized for the Draft PEIR ¹	November 2009 Land Use Map utilized for the Recirculated Sections ¹
Residential		
Residential (includes all types)	7,330	7,435
Commercial		
Commercial (includes all types)	1,305	1,230
Central Business District	208	208
Industrial		
Industrial (includes all types)	2,351	2,481
Business and Research Park	389	438
Central Industrial Area	220	220

**TABLE ES-3
DESIGNATED LAND USES PROPOSED UNDER THE FEBRUARY AND
NOVEMBER 2009 OXNARD LAND USE AND CIRCULATION DIAGRAM**

Designated Land Use	February 2009 Land Use Map utilized for the Draft PEIR ¹	November 2009 Land Use Map utilized for the Recirculated Sections ¹
Open Space		
Agriculture Planning Reserve	0	176
Open Space	63	35
Resource Protection	1,420	1,567
Parks/Recreation	1,400	1,326
Other		
Airport Compatible	214	214
Public/Semi-Public	380	500
Public Utility/Energy Facility	302	153
Schools	860	866
Easement	399	396
Other/Unclassified	72	0
Ventura County (predominately agriculture)	26,921	26,589
Point Mugu	567	567
Total	44,401	44,401

1 Does not include waterways, rights-of-ways, or other non designated areas that can't be developed

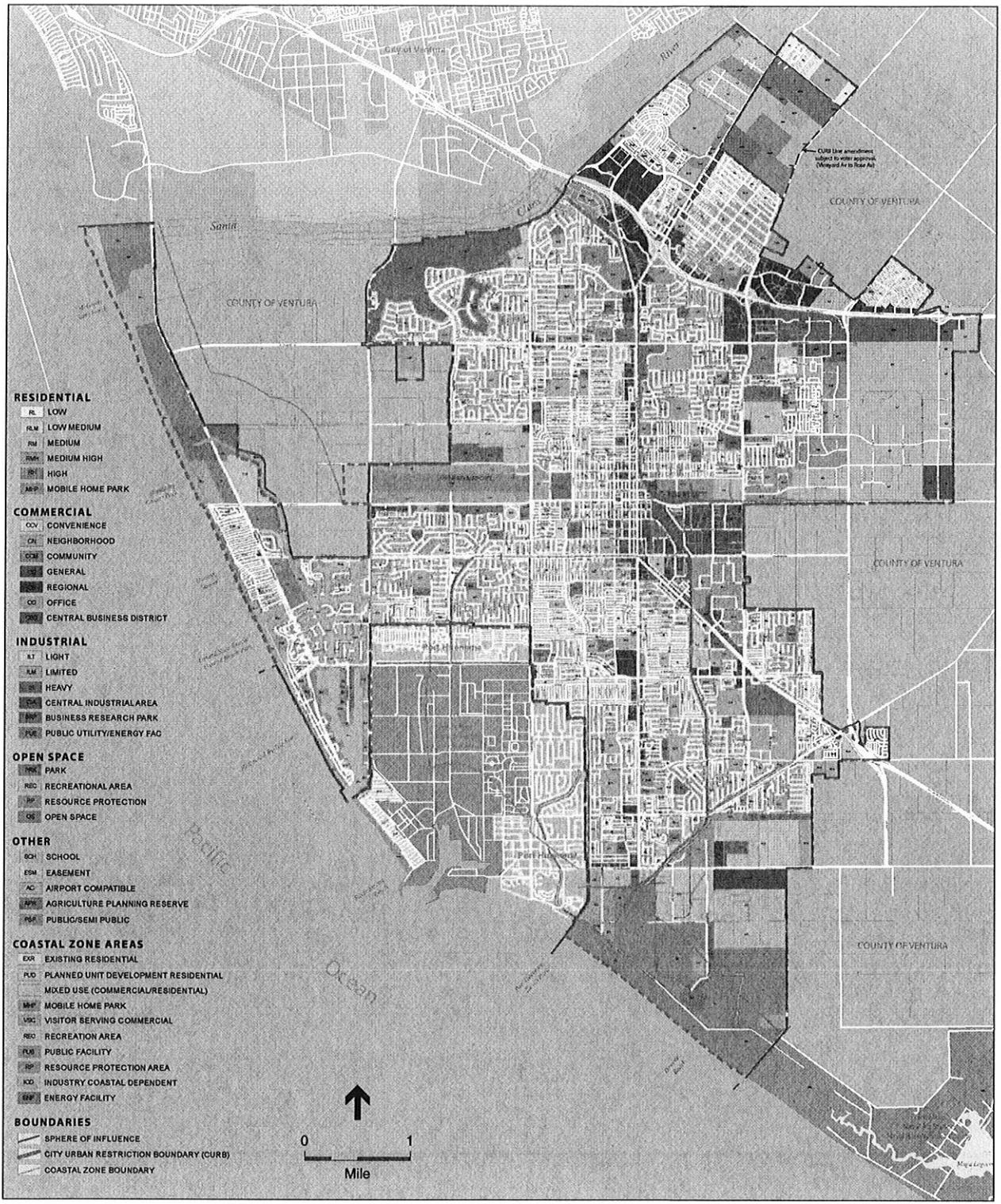
2 Commercial consists of Commercial Community, Commercial Convenience, Commercial General, Commercial Neighborhood, Commercial Office, and Commercial Regional.

3 Industrial includes Industrial Light and Industrial Limited.

Summary of Circulation Changes

During the spring and summer of 2009, City of Oxnard transportation staff made several revisions to the OTM. These revisions were warranted as several changes to the General Plan Land Use and Circulation Diagram (a key input component to the model) had been updated. These changes are summarized in the following bullets.

- Removed the proposed extension of Wooley Road to Del Norte Blvd from the network.
- Changed Rice Avenue from Gonzales Road and Fifth Street from a freeway to conventional highway.
- Ramp connections are provided so that turns are accommodated at the Rice Avenue/Fifth Street grade separation.
- Gonzales Road is proposed as a four-lane road rather than six-lane road from Victoria Avenue to H Street.
- Removed the proposed extension of Lombard Avenue south of Fifth Street.
- Removed the proposed extension of Elevar Street to Fifth Street.
- Added a 4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Blvd.



SOURCE: City of Oxnard, 2009; and ESA, 2009

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Figure ES-2
 Land Use and Circulation Map

- Extended Gonzales Rd east of Del Norte Blvd to the City of Camarillo.
- Extended the frontage road (Ventura Blvd) on the north side of Route 101 from Del Norte Blvd to the City of Camarillo.

Summary of Environmental Impacts addressed in this PEIR

The recirculated draft PEIR for the proposed project consists of this introduction and the five modified sections from the *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report* (February 2009), as described below:

1. Circulation, Traffic, and Transportation

Section 2.1 “Circulation, Traffic, and Transportation” of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model based on the revised November Land Use and Circulation Diagram. The updated section includes a revised impact discussion (Impact 4.2-1) as several roadway intersections experienced different levels of services, with some additional intersections experiencing reduced levels of service. However, as a result of this analysis, the original impact conclusion of “*significant and unavoidable*” for this impact remains unchanged.

2. Utilities

Section 4.3 “Utilities” of the original draft PEIR was revised to incorporate the results of a recent study addressing current regional groundwater conditions and imported water supply availability that has been re-evaluated in light of current environmental and regulatory conditions. The study indicates that the City will draw on groundwater credits between 2010 and 2015 while the GREAT Program facilities are being constructed and brought on line. After 2015, there is sufficient water supply for projected demand and a surplus that will be used to gradually restore the groundwater credit bank. Consequently, as a result of this analysis, the original impact conclusion of “*less than significant*” for this impact remains unchanged.

3. Agricultural and Soil Resources

Section 5.5 “Agricultural and Soil Resources” of the original draft PEIR was revised to incorporate several land use changes made to the February 2009 version of the General Plan Land Use and Circulation Diagram. As a result of these land use changes, 215 additional acres currently classified as important farmlands (according to the FMMP) in the Del Norte Community Expansion area (northeastern portion of the Planning Area between El Rio and Strickland Acres would eventually be designated as Planning Reserve which implies eventual conversion to a developed use. As a result of this analysis, the impact conclusion of “*significant and unavoidable*” for important farmlands (Impact 5.5-1) remains unchanged.

4. Air Quality and Climate Change

Section 5.7 “Air Quality and Climate Change” of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic and additional vehicle miles travelled (VMTs) throughout the Planning Area compared to those levels previously analyzed in the draft PEIR. These additional VMTs resulted in additional air quality

emissions addressed under Impact 5.7-2 of the draft PEIR. As a result of this analysis, the impact conclusion of “*significant and unavoidable*” for air quality remains unchanged.

The City has also decided to include a significance threshold (for the purposes of CEQA) to address the impact of climate change associated with the proposed project. Using the revised air quality analysis (with operational emissions for CO₂ or greenhouse gas emissions), Impact 5.7-6 of the draft PEIR was updated to include a significance threshold. As a result of this analysis, the impact conclusion for Impact 5.7-6 was revised from “unable to determine” to “*significant and unavoidable*”.

5. Noise

Section 6.4 “Noise” of the original draft PEIR was revised to incorporate the results of the updated city-wide traffic model, which resulted in a redistribution of traffic, additional VMTs, and a different distribution of traffic noise impacts throughout the Planning Area. As a result of this analysis, it was determined that several additional roadway segments would experience a significant increase in traffic noise. However, the original impact conclusion of “*significant and unavoidable*” for Impact 6.4-2 remains unchanged.

Summary of Environmental Impacts and Mitigation Measures

Table ES-4 provides a summary of all the impacts and mitigating policies identified in the draft and recirculated draft PEIR. It is organized to correspond with the environmental issues discussed throughout the draft PEIR. The table is arranged in four columns: 1) environmental impacts; 2) mitigating policies; 3) significance before mitigation; and 4) significance after mitigation.

**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
CHAPTER 3 COMMUNITY DEVELOPMENT			
3.2 Land Use			
Impact 3.2-1	The Project could conflict with other applicable adopted land use plans.	None Required	LS
Impact 3.2-2	The Project could conflict with an applicable airport land use compatibility plan.	New Policy CD-1.8: Remove the School designation in the Teal Club Area. Remove the school land use designation from the Teal Club area located within the airport's TPZ.	PS LS
Impact 3.2-3	The Project would not physically divide an established community.	None Required	LS
CHAPTER 4 INFRASTRUCTURE AND COMMUNITY SERVICES			
4.2 Circulation, Traffic and Transportation			
Impact 4.2-1	The Project would result in six intersections operating below LOS C.	<u>Mitigations are considered infeasible and/or undesirable as they displace residences and businesses. No additional mitigation is feasible or desirable.</u>	PS SU
Impact 4.2-2	The Project would result in an increase in public transit usage.	None Required	LS
Impact 4.2-3	The Project would result in increased bicycle and pedestrian activity.	None Required	LS
Impact 4.2-4	The Project could result in changes in accessibility to Oxnard-area railroad terminals and cargo transfer points.	None Required	LS
Impact 4.2-5	The Project could result in substantial changes in accessibility to the Port of Hueneme.	None Required	LS
Impact 4.2-6	The Project could result in inadequate parking capacity.	None Required	LS
Impact 4.2-7	The Project could conflict with adopted policies, plans, or programs supporting alternative transportation.	None Required	LS
4.3 Utilities			
Impact 4.3-1	The Project could require new or expanded water supplies, facilities, or affect the adequacy of a water supply beyond that anticipated by the current Urban Water Management Plan, the GREAT Program, and related public works plans and programs.	None Required	LS

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 4.3-2 The Project could result in impacts to groundwater supply, recharge, and secondary impacts to groundwater resources.	None Required	LS	LS
Impact 4.3-3 The Project could result in wastewater treatment demand in excess of planned capacity that cannot be met by new or expanded facilities.	None Required	LS	LS
Impact 4.3-4 The Project could violate water quality standards or waste discharge requirements, or otherwise degrade water quality.	None Required	LS	LS
Impact 4.3-5 The Project could result in water quality issues resulting from increased soil erosion and downstream sedimentation related to construction activities.	None Required	LS	LS
Impact 4.3-6 The Project could affect drainage patterns through increased on-site and downstream erosion and sedimentation.	None Required	LS	LS
Impact 4.3-7 The Project could result in the need for increased stormwater drainage system capacities beyond existing, planned, or ability to modify to meet demand.	None Required	LS	LS
Impact 4.3-8 The Project could increase solid waste disposal demand beyond existing or planned capacity or impede the ability to expand capacity.	None Required	LS	LS
4.4 Public Facilities and Services			
Impact 4.4-1 The Project would increase the need or use of law enforcement service.	None Required	LS	LS
Impact 4.4-2 The Project would increase the need or use of fire protection service.	None Required	LS	LS
Impact 4.4-3 The Project would increase the need or use of school services or facilities.	None Required	LS	LS
Impact 4.4-4 The Project would increase the need or use of libraries and other community facilities.	None Required	LS	LS
4.5 Parks and Recreation			
Impact 4.5-1 The Project would increase the need or use of park and recreation facilities.	None Required	LS	LS

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
CHAPTER 5 ENVIRONMENTAL RESOURCES			
5.1 Biological Resources			
Impact 5.2-1	The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of special status species.	None Required	LS
Impact 5.2-2	The Project could have a substantial adverse effect, either directly or through habitat modifications, on a variety of common plant and wildlife species.	None Required	LS
Impact 5.2-3	The Project could have a substantial adverse effect on sensitive natural communities including riparian habitats.	None Required	LS
Impact 5.2-4	The Project could have a substantial adverse effect on federally protected wetlands and other waters.	None Required	LS
Impact 5.2-5	The Project could have a substantial adverse effect on wildlife habitat, nursery sites, or movement opportunities.	None Required	LS
Impact 5.2-6	The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	None Required	LS
5.3 Aesthetic Resources			
Impact 5.3-1	The Project would substantially degrade the existing visual character or quality of scenic resources or vistas.	None Required	LS
Impact 5.3-2	The Project could substantially degrade the quality of scenic corridors or views from scenic roadways.	None Required	LS
Impact 5.3-3	The Project would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	None Required	LS
5.4 Cultural Resources			
Impact 5.4-1	The Project could cause a substantial adverse change to a historic resource.	None Required	LS

Less-than-significant = LS Potentially Significant = PS Cumulative Significant = CS Significant and Unavoidable = SU

**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 5.4-2 The Project could cause a substantial adverse change to archaeological, paleontological, and/or human remains.	Modified Policy ER-12.6 Identification of Archaeological Resources. Continue to require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist in the event that archaeological/paleontological resources are discovered during site excavation. <i>The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect a site or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontological materials. [Revised New Policy – Draft EIR Analysis]</i>	PS	LS
5.5 Agricultural and Soil Resources			
Impact 5.5-1 The Project would result in the conversion of important farmland to non-agricultural uses.	No Additional Mitigation is Currently Available	PS	SU
Impact 5.5-2 The Project could conflict with existing zoning for agricultural use, or conflict with existing Williamson Act contracts.	None Required	LS	
Impact 5.5-3 The Project could involve other land use conflicts between agricultural and urban uses.	None Required	LS	
Impact 5.5-4 The Project could result in substantial soil erosion or the loss of topsoil.	None Required	LS	
Impact 5.5-5 The Project could result in substantial coastal wave or beach erosion.	None Required	LS	
5.6 Mineral Resources			
Impact 5.6-1 The Project would not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site.	None Required	LS	
5.7 Air Quality and Climate Change			
Impact 5.7-1 The Project could expose a variety of sensitive land uses to construction-related air quality emissions.	None Required	LS	

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**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 5.7-2 The Project would result in a cumulative increase of criteria pollutants in a non-attainment basin.	No additional mitigation is currently available.	PS	SU
Impact 5.7-3 The Project could conflict with or obstruct implementation of the applicable air quality plan.	None Required	LS	
Impact 5.7-4 The Project could expose sensitive receptors to substantial pollutant concentrations.		PS	SU
Impact 5.7-5 The Project could create objectionable odors affecting a substantial number of people.	None Required	LS	
Impact 5.7-6 The Project would potentially conflict with implementation of state goals for reducing greenhouse gas emissions.	Recommended New Policies and Implementation Measures SC-1.4: Support Climate Action Team Emission Reduction Strategies. The City will continue to monitor the activities of the Climate Action Team (CAT) as they continue to develop a recommended list of emission reduction strategies. As appropriate, the City will evaluate each new project under the 2030 General Plan to determine its consistency with the CAT emission reduction strategies. Policy SC-1.5: Support Offsite Measures to Reduce Greenhouse Gas Emissions. The City will support and encourage the use of off-site measures or the purchase of carbon offsets to reduce greenhouse gas emissions. Implementation Measure 55.0. The City shall develop and maintain a Climate Change Adaptation Action Plan (CCAAP). The CCAAP shall include the following elements: an emissions inventory, emission reduction targets, applicable greenhouse gas control measures, and monitoring and report plan. <u>[New Implementation Measure – Recirculated Draft EIR Analysis]</u>	Unable to determine for lack of significance threshold <u>PS</u>	<u>SU</u>
5.8 Energy and Resource Conservation			
Impact 5.8-1 The Project would increase energy demand and require additional energy resources.	None Required	LS	
CHAPTER 6 SAFETY AND HAZARDS			
6.2 Geologic, Seismic, and Soil Hazards			
Impact 6.2-1 The Project could expose people to injury or structures to damage from potential rupture of a known earthquake fault, strong groundshaking, seismic-related ground failure, or landslides.	None Required	LS	
Impact 6.2-2 The Project could result in potential structural damage from development on a potentially unstable geologic unit or soil.	None Required	LS	

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**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

	Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 6.2-3	The Project could increase the potential for structural damage from development on expansive soil.	None Required	LS	
6.3 Natural Hazards				
Impact 6.3-1	The Project could expose people or structures to flood hazards from development within a 100-year Flood Hazard Area or from increased rates or amounts of surface runoff from development.	None Required	LS	
Impact 6.3-2	The Project could expose people or structures to flood hazards from failure of a levee or dam.	None Required	LS	
Impact 6.3-3	The Project could expose people or structures to inundation by seiche or tsunami.	None Required	LS	
Impact 6.3-4	The Project could expose people or structures to inundation by increased sea level rise caused by global warming conditions.	None Required	LS	
6.4 Noise				
Impact 6.4-1	The Project could expose a variety of noise-sensitive land uses to construction noise.	None Required	LS	
Impact 6.4-2	The Proposed Project could expose a variety of noise-sensitive land uses to traffic noise.	No additional mitigation is currently available.	PS	SU
Impact 6.4-3	The Project could expose a variety of noise-sensitive land uses to railroad noise.	No additional mitigation is currently available.	PS	SU
Impact 6.4-4	The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in noise effects.	None Required	LS	
Impact 6.4-5	The Project could expose a variety of noise-sensitive land uses to stationary noise sources.	None Required	LS	
Impact 6.4-6	The Project could expose a variety of noise-sensitive land uses to excessive groundborne vibration or groundborne noise levels.	No additional mitigation is currently available.	PS	SU
6.5 Hazardous Materials and Uses				
Impact 6.5-1	The Project could include uses that create a significant hazard to the public or environment from the transportation, use, or disposal of hazardous materials.	None Required	LS	

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**TABLE ES-4
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Environmental Impact	Mitigation Measures	Level of Significance Before Mitigation	Level of Significance After Mitigation
Impact 6.5-2 The Project could include uses that emit hazardous emissions or handle hazardous materials, substances, or waste near school sites.	None Required	LS	
Impact 6.5-3 The Project could locate development on a hazardous waste site.	None Required	LS	
Impact 6.5-4 The Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None Required	LS	

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SECTION 1

Introduction and Reader's Guide

Introduction

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of programs and projects over which they have discretionary authority before taking action on those projects or programs. Where there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare an environmental impact report (EIR) (CEQA Guidelines, Section 15164[a]). An EIR is an informational document that will inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

CEQA requires that a draft EIR be prepared and circulated for public review. Following the close of the public review period, the lead agency prepares a final EIR, which includes the comments received during the review period (either verbatim or in summary), and responses to the significant environmental issues raised in those comments. Prior to taking action on a proposed project, the lead agency must certify the EIR and make certain findings.

A lead agency is required to recirculate a draft EIR, prior to certification, when “significant new information” is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

In addition, a lead agency may choose to recirculate an EIR if additional studies or analysis is conducted for a project before a specific action is taken by local decision makers to approve a project.

Recirculation may be limited to those chapters or portions of the EIR that have been modified. Public notice and circulation of the recirculated draft EIR is required, per CEQA Guidelines Sections 15086 and 15087.

Project Overview

The City’s 2030 General Plan (proposed project) is intended to address several changes in the City since preparation of the existing 2020 General Plan, which was originally adopted in November of 1990. Consequently, the proposed project, which establishes a planning framework and policies through the year 2030, will replace the existing 2020 General Plan document.

The City began this planning process in 2002 as an update to the 2020 General Plan with a visioning exercise, followed by a detailed technical and policy review. As time passed and the nature of major capital water and traffic improvements and State and regional planning efforts increasingly focused on 2030, the 2020 General Plan Update was redefined as the 2030 General Plan. The need for a new general plan is a result of the City determining that the 2020 General Plan was largely completed and/or in the development review process and the passage of SOAR in 1998 fundamentally changed the City’s approach to future growth. In addition, several new initiatives were emerging such as restoration of the Ormond Beach wetlands, climate change and sustainable development, greater emphasis on redevelopment, and the proposal for the Jones Ranch Workforce Housing Specific Plan that requires voter approval.

State law requires each county and city to prepare and adopt a comprehensive and long-range general plan for its physical development (Government Code Section 65300). Each general plan must address the seven topics (referred to as “elements”) of land use, circulation, housing, open-space, conservation, safety, and noise as identified in State law (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the City (Government Code Section 65303). Consequently, the City has chosen to update its existing general plan to include all of the mandatory elements and will continue to include the five optional topics such as sustainable development, military compatibility, economic development, community identity, parks and recreation, and public facilities. The City has also chosen to group the elements into four broad categories; Community Development, Infrastructure and Community Services, Environmental Resources, and Safety and Hazards (see **Table 1-1**).

**TABLE 1-1
ORGANIZATION OF 2030 GENERAL PLAN**

General Plan Category	2030 General Plan Topics
Sustainable Development	Climate Change and Sea Level Rise Energy Generation and Increased Efficiency Green Buildings
Community Development	Land Use Community Identity Growth Management Economic Development
Infrastructure and Community Services	Circulation Utilities Public Facilities and Services Schools Parks and Recreation

**TABLE 1-1
ORGANIZATION OF 2030 GENERAL PLAN**

General Plan Category	2030 General Plan Topics
Environmental Resources	Biological Resources Water Resources Aesthetic Resources Cultural Resources Agricultural and Soil Resources Mineral Resources Air Quality Resources Open Space/Conservation
Safety and Hazards	Geologic, Seismic, and Soil Natural Hazards Emergency Preparedness Hazardous Materials Transportation Hazards Noise
Military Compatibility	Mission Support Compatible Development
Housing	2006-2014 Housing Element
Implementation	Goals and Policies Assigned

The CEQA Guidelines provide information on the types of environmental analysis that can be used to analyze a project, and one of these is a Program EIR (PEIR). According to the CEQA Guidelines (Section 15168[a]), a local agency may prepare a program-level EIR to address a series of actions that can be characterized as one large project or series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Consistent with this description, the EIR being prepared for the proposed project is a PEIR.

Project Objectives

The proposed project presents several key objectives that were identified and considered by the City based on various General Plan Themes and input received from City stakeholders during public visioning workshops held early in the General Plan Update process. These objectives include the following:

- Minimize the loss of agricultural land.
- Population projections within a range of 238,000 to 286,000 people.
- Provide a broader range of workforce and affordable housing opportunities.
- Consider updated traffic level of service information and mobility implications of land use decisions.
- Provide options for better usage of land – such as infill or mixed use development.
- Protect existing land uses from incompatible development.

ATTACHMENT B

The following is a summary of significant changes to the 2030 General Plan Land Use Map:

- a) The Halaco Superfund slag heap parcel is changed to Resource Protection.
- b) Ormond Beach beach is changed to Resource Protection.
- c) The Ormond Beach “gateway park” is moved onto the “38-acre” parcel.
- d) The south of Hueneme portion of the Ormond Beach Specific Plan is changed to more closely match the Southern Subarea proposed plan.
- e) A Heavy Industrial area is created at Del Norte Blvd. and Fifth Street.
- f) The parcels to the north and south of Jones Ranch are changed to Planning Reserve.
- g) A school site was added to the Jones Ranch parcel.
- h) Housing was removed from the Sakioka Farms specific plan area.
- i) The northernmost portion of Riverpark was corrected to be Open Space and Resource Protection.
- j) The Village (Wagon Wheel) was changed to match the approved land uses.
- k) Land use designations in the Coastal Zone were changed to match the terminology in the Coastal Land Use Plan.

ATTACHMENT C

The following is a summary of significant changes to the 2030 General Plan Goals and Objectives document, presented by chapter (not all chapters had significant changes):

Chapter 2 Sustainable Community

- a) Adds the Pacific Institute's 2009 Sea-Level Rise map as a reference.
- b) Requires development of a Climate Change Action and Adaptation Plan that may also serve as the City's SB375 Sustainable Community Strategy (SC-1.3)

Chapter 3 Community Development

- a) Includes restoration of the Ormond Beach wetlands as the fourth major theme in the 2030 General Plan (section 3.1)
- b) Removes a density cap on residential uses in commercial land use areas (section 3.4)
- c) Adds the Riverpark/Wagon Wheel/Esplanade area as an Urban Village (CD 7.1)
- d) Requires jobs/housing balance analyses in the City's SB375 Sustainable Community Strategy, Urban Villages, and proposed CURB amendments (CD 8.9)
- e) Added new Goal CD-21 that lists Local Coastal Program updates for consideration.
- f) Added new Goal CD-22 that creates the Ormond Beach wetlands with appropriate public access.

Chapter 4 Infrastructure and Community Services

- a) Revised the list of below-LOS C intersections. (ICS-3.2)
- b) Enhanced the role of sub-regional transit centers. (ICS-5.3)
- c) Added a policy to work with other agencies on levee certification. (ICS-13.5)
- d) Added a policy regarding buffers around schools. (ICS-21.7)
- e) Added a policy to pursue development of an aquatics center. (ICS-23.11)
- f) Added new Goal ICS-26 regarding information systems.

Chapter 5 Environmental Resources

- a) Added a policies related to tree management (ER-10.2 and 10.3)
- b) Added a policy to develop an agricultural processing and products strategic plan (ER-12.10)

Chapter 6 Safety & Hazards

- a) Enhanced policies regarding vehicular noise. (SH-6.7, SH-7.7)
- b) Clarified that noise impact analysis includes assessing impacts on outdoor areas and within homes with open windows. (SH-7.13)

Chapter 9 Implementation

- a) Clarified the continuation of the SOAR Ordinance (section 9.1)
- b) Added a consistency analysis (section 9.2)

ATTACHMENT D

During the spring and summer of 2009, City of Oxnard transportation staff made several revisions to the OTM. These revisions were warranted as several changes to the General Plan Land Use and Circulation Diagram (a key input component to the model) had been updated. These changes are summarized in the following bullets.

- Removed the proposed extension of Wooley Road to Del Norte Blvd from the network.
- Changed Rice Avenue from Gonzales Road and Fifth Street from a freeway to conventional highway.
- Ramp connections are provided so that turns are accommodated at the Rice Avenue/Fifth Street grade separation.
- Gonzales Road is proposed as a four-lane road rather than six-lane road from Victoria Avenue to H Street.
- Removed the proposed extension of Lombard Avenue south of Fifth Street.
- Removed the proposed extension of Elevar Street to Fifth Street.
- Added a 4-lane east-west secondary road south of Gonzales Road between Rice Avenue and Del Norte Boulevard.
- Extended Gonzales Rd east of Del Norte Blvd to the City of Camarillo.
- Extended the frontage road (Ventura Blvd.) on the north side of Route 101 from Del Norte Blvd to the City of Camarillo.