



*Planning Division*

## **PLANNING COMMISSION STAFF REPORT**

**TO:** Planning Commission

**FROM:** Kathleen Mallory, AICP, Project Planner  
Susan Martin, AICP, Planning and Environmental Services Manager

**DATE:** June 21, 2007

**SUBJECT: Draft Environmental Impact Report No. 2005-03**

For the Northern Project/SouthShore: PZ 03-640-1 (Specific Plan Amendment); PZ 03-560-1 (Prezoning); PZ 03-620-3 (General Plan Amendment); and PZ 05-670-3 (Development Agreement)

For the Southern Project: PZ 03-640-02 (Specific Plan Amendment); PZ 03-560-02 (Prezoning), PZ 03-620-08 (General Plan Amendment); and PZ 05-670-04 (Development Agreement)

**1. Recommendation:** That the Planning Commission:

- A. Hold a public hearing and take public comments on the Draft Environmental Impact Report (DEIR).
- B. Provide comments regarding the DEIR to the Planning Staff and the EIR consultant.
- C. Continue the public hearing to July 19<sup>th</sup> to allow for continued public comment on the DEIR.

**2. Project Descriptions:**

The Northern Subarea consists of approximately 322 acres of the Study Area lying north of Hueneme Road that is currently used for agriculture. The Northern project, known as the SouthShore Specific Plan project proposes to provide a mix of uses including up to 1,283 residential dwelling units of varying types and densities; an elementary school; a high school; a 28 acre community park; neighborhood parks; an 18-acre lake; a mixed-use commercial marketplace; light industrial uses; and open spaces and trails. The SouthShore Specific Plan project also proposes a system of public

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facilities and service infrastructure to support the proposed development. Development of the project will require approximately 450,000 cubic yards of fill material. The fill would consist of sub-soil to be obtained from dredging material supplied by Ventura County. Soil transfer is projected to occur over an 11 to 12 week period.

The Southern Subarea consists of the proposed South Ormond Beach Specific Plan, comprising approximately 595 acres south of Hueneme Road. Development in the northern portion of the Southern Subarea would consist of a 375-acre business park including a business/research campus, light industrial facilities and harbor-related uses. The business park would be zoned as a Business Research Park (BRP) and would be located within a 62 acre area adjacent to Hueneme Road. The remaining 313 acres would be zoned as Light Industrial Planned Development (M-1-PD). Within this zoning area, approximately 57 acres is being proposed for designation under a new Harbor Overlay zone (M-1-HR) to serve port-related needs of the Port of Hueneme.

The southern 220 acres of the Southern Subarea would continue in agricultural use and would not be annexed to the City as part of this project. This property may be sold to the California Coastal Conservancy or partner organization for use as part of the larger Ormond Beach wetland restoration project. The California Coastal Conservancy is coordinating the restoration and maintenance planning of this area. All existing agricultural uses will continue in this area until the restoration process begins.

**3. Applicants:**

The applicant for the Northern Project/SouthShore is: Hearthside Homes, 6 Executive Circle, Suite 250, Irvine, CA 92614. The applicant for the Southern project is: Marathon Land, et. al, P.O. Box 579, Port Hueneme, CA 93044-0579.

**4. Environmental Issues:**

A DEIR (State Clearinghouse Number 2005091094) has been prepared by the consulting firm of URS to address the potential environmental effects of the proposed Northern/SouthShore and Southern Ormond Beach Projects.

**Northern/SouthShore and Southern Subareas Class I Impacts (Significant and Unavoidable)**

- **Water Resources:** While the City has prepared plans that would ensure a sufficient supply of water to the Study Area, not all of these plans have environmental clearance, or funding for implementation (i.e., Phase II of the GREAT Program). Thus, for CEQA purposes, there is insufficient water supply available to serve the project from existing entitlements and resources (i.e., new or expanded entitlements would be needed).
  
- **Air Quality:** Exceedance of thresholds from construction- and project-related operational

Reactive Organic Compounds (ROC) and Oxides of Nitrogen (NO<sub>x</sub>) emissions, resulting from heavy equipment used during construction, residential and non-residential sources including vehicular traffic, space and water heating, and consumer products.

- **Noise:** Significant increases in traffic noise levels at noise-sensitive receivers located along several roadway segments. Along Pleasant Valley Road, the City's Noise Ordinance standards would be exceeded for existing residential development.
- **Visual/Aesthetic Resources:** The transition of land from agricultural to urban uses constitutes a substantial change in the visual character of the area. The City of Oxnard views agricultural lands as an important visual resource, and loss of this resource is an unavoidable consequence of development.

#### **Northern Subarea/SouthShore Class I Impacts (Significant and Unavoidable)**

- **Agricultural Resources:** The proposed development of the Northern Subarea would convert approximately 322 acres of prime farmland, currently used for agricultural operations, to urban and open space uses.

#### **Southern Subarea Class I Impacts (Significant and Unavoidable)**

- **Agricultural Resources:** The proposed project would convert approximately 375 acres of prime farmland currently used for agricultural operations to non-agricultural uses. The remaining 220 acres included in the Southern Subarea would continue to be available for agricultural production.

The proposed projects would also result in various significant but feasibly mitigated, impacts (Class II). These impacts are summarized below and the mitigation measures to avoid these impacts, or to reduce them to less than significant levels, are presented within the DEIR. These impacts and the associated mitigation measures are described in more detail within the attached tables.

#### **Northern/SouthShore and Southern Subareas Class II Impacts (Significant but Feasibly Mitigated)**

- **Water Resources:** Short- and long-term potential impacts to runoff water quality; short term construction-related drainage impacts; potential wastewater treatment and conveyance infrastructure impacts.
- **Air Quality:** Soil import, grading and excavation, and equipment operation during construction activities would generate construction-related air pollutant emissions.
- **Agricultural Resources:** Dust generated during construction could be deposited on adjacent

agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.

- **Noise:** The changes in traffic associated with future development would result in significant increases in traffic noise levels at noise-sensitive receivers.
- **Cultural Resources:** Grading activities associated with site preparation could impact previously undiscovered cultural resources.

#### **Northern/SouthShore Subarea Class II Impacts (Significant but Feasibly Mitigated)**

- **Geology and Geologic Hazards:** Impacts from erosion, as well as hazards from seismic activity, expansive and collapsible soils.
- **Biological Resources:** The proposed project could result in direct impacts to various adjacent habitats due to invasive landscape plant species. 302 acres of habitat for wildlife species, while marginal because it consists of agricultural crops and is adjacent to residential development, will be impacted as a result of the proposed project. Impacts to both sensitive and common wildlife species, particularly birds, will occur. Sensitive bird species affected include Burrowing Owl (*Athene cunicularia*), and Peregrine Falcon (*Falco peregrinus*). Indirect impacts to sensitive bird foraging habitat as a result of the proposed project include increased presence of domestic cats, which are documented to have significant impacts to bird populations in the U.S. Affected species include Western Snowy Plover (*Charadrius alexandrinus nivosus*) and California Least Tern (*Sterna antillarum browni*) that nest and forage at Ormond Beach and in the case of Least terns, along the adjacent drainage ditches.
- **Hazards and Hazardous Materials:** The proposed project could result in impacts related to potentially contaminated soils and/or groundwater contamination resulting from the historical agricultural operations, at concentrations above regulatory action levels. Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site.
- **Transportation and Circulation:** The addition of temporary soil import-related trips, as well as long-term development-generated would impact at two intersections.

#### **Southern Subarea Class II Impacts (Significant but Feasibly Mitigated)**

- **Geology and Geologic Hazards:** Impacts from erosion, as well as hazards from seismic activity, expansive and collapsible soils. Also, a tsunami generated by a seismic event or submarine landslide could potentially inundate the Southern Subarea.
- **Biological Resources:** The proposed project could result in direct impacts to various

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adjacent habitats due to invasive landscape plant species. 375 acres of habitat for wildlife species, while marginal because it consists of agricultural crops and is adjacent to residential development, will be impacted as a result of the proposed project. Impacts to both sensitive and common wildlife species, particularly birds, will occur. Sensitive bird species affected include Burrowing Owl (*Athene cunicularia*), and Peregrine Falcon (*Falco peregrinus*). Indirect impacts to sensitive bird foraging habitat as a result of the proposed project include increased presence of domestic cats, which are documented to have significant impacts to bird populations in the U.S. Affected species include Western Snowy Plover (*Charadrius alexandrinus nivosus*) and California Least Tern (*Sterna antillarum browni*) that nest and forage at Ormond Beach and in the case of Least terns, along the adjacent drainage ditches.

- **Hazards and Hazardous Materials:** The proposed project could result in impacts related to potentially contaminated soils and/or groundwater contamination resulting from the historical agricultural operations, at concentrations above regulatory action levels. Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site. In addition, due to the rural nature of the site, septic systems may be present within the site boundaries.

The DEIR was sent to the State Clearinghouse for review and the review period was from May 21, 2007 to July 5, 2007. However, on June 5, 2007 the Planning and Environmental Services Division extended the public comment period to 5:00 p.m. on July 20, 2007. The DEIR has previously been forwarded to the Planning Commission. However, the summary of impacts tables are attached for ease of use.

**Attachment:**

- A. Summary of impacts tables

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TEMPLATE.DOC

Prepared by: KM  
KM

Approved by: SM  
SM

**EXECUTIVE SUMMARY**  
**DRAFT ORMOND BEACH SPECIFIC PLAN EIR**

**TABLE ES-2**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts – Ormond Beach (Northern Subarea)</b>			
3.3 Water Resources (Post-Construction)	<b>WATER-6:</b> Not have sufficient water supplies available to serve the project from existing entitlements and resources, and new or expanded entitlements would be needed.	Cannot be feasibly mitigated.	Significant and unavoidable
3.4 Air Quality	<b>AQ-3: Construction-Related Emissions.</b> Heavy equipment used during proposed construction activities produces combustive NOx and ROG emissions. Emissions from the construction of development projects are accounted for in the County ozone attainment planning process.	<p><b>AQ-2.</b> ROC and NOx emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> <li>1. Minimize equipment idling time.</li> <li>2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.</li> <li>3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.</li> <li>4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.</li> </ol>	Significant and unavoidable
3.4 Air Quality	<b>AQ-4: Project-Related Emissions.</b> Operations of the project would produce significant ROC and NOx emissions from all combined residential and non-residential project sources, including vehicular traffic, space heating, water heating, and consumer products. Project-related emissions were estimated using the URBEMIS2002 model. This analysis assumes that the project would be fully built-out by the year 2020.	<p><b>AQ-3.</b> Measures to reduce operational and vehicle emissions to the extent feasible shall be identified and incorporated in conditions of approval for any Tentative Tract Map or development permit within the Specific Plan.</p> <p><b>AQ-4.</b> Transportation Demand Management (TDM) Fee Program shall be developed for the project and approved by the City of Oxnard prior to the issuance of the first building permit for any project within the Study Area. This program shall determine the total TDM fee to be paid for individual projects within the Study Area, consistent with City standards and the methodology identified in Section 7.5.3 of the Ventura County APCD Guidelines</p>	Significant and unavoidable

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES - NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	<b>AG-5: Conversion of Prime Farmland or Farmland of Statewide Importance to Non-agricultural Uses.</b> Development of the Northern Subarea would convert approximately 322 acres of land currently used for agricultural operations to urban and open space uses. The proposed project includes up to 1,283 residential units, schools, parks, an 18-acre lake, and commercial uses.	Cannot be feasibly mitigated	Significant and unavoidable
3.11 Noise	<b>NOISE-1: Traffic Noise with Northern Subarea Development.</b>  Compared with existing conditions, the changes in traffic associated with future development of the Northern Subarea would result in significant increases in traffic noise levels at noise-sensitive receivers located along several roadway segments, according to either the exceedance standard or the change standard or both. Along Pleasant Valley Road, existing residential development would be exposed to exceedances of the City's Noise Ordinance standards and the opportunities for mitigation are limited.	<b>NOISE-1: Rose-SouthShore Drive Exterior Noise.</b> The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB L <sub>dn</sub> would be in the range of 140 feet from the centerline of Rose-South Shore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along South Shore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along South Shore Drive would be 89 feet. The site design of the attached residential areas along South Shore Drive would, thus, need to accommodate another 50 feet between the front edge of the parcels and outdoor living areas to achieve the recommended setback of 140 feet from the centerline. With proper site design of the residential areas along South Shore Drive, mitigation to this standard would be feasible.  <b>MM NOISE-2: Outdoor Activity Areas.</b> The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the back yards are shielded by the homes), or by the use of noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from SouthShore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal	Significant and unavoidable

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.11 Noise	<b>NOISE-2: Traffic Noise with Combined Subarea Development.</b> Compared with existing conditions, the changes in traffic associated with future development of both the Northern and Southern subareas would result in significant increases in traffic noise levels at noise	<p>roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in barrier height beyond breaking line of sight.</p> <p><b>NOISE-3: Interior Noise Exposure.</b> The methods required to mitigate interior noise exposures would depend on the locations of the residences relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L<sub>dn</sub> or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB L<sub>dn</sub>, it is usually feasible to achieve the interior noise standard of 45 dB L<sub>dn</sub> by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L<sub>dn</sub>, it is usually more difficult to achieve the interior noise standard in residences.</p> <p><b>NOISE-4: Post-Design Acoustical Analysis.</b> To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading plans have been finalized. The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.</p>	Significant and unavoidable
	<b>NOISE-1: Rose-South Shore Drive Exterior Noise.</b> The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB L <sub>dn</sub> would be in the range of 140 feet from the centerline of Rose-South Shore Drive. With the proposed		

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<p>sensitive receivers located along the several roadway segments, according to either the exceedance standard or the change standard or both; Along Pleasant Valley Road, existing residential development would be exposed to exceedances of the City's Noise Ordinance standards and the opportunities for mitigation are limited.</p> <p>cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along SouthShore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along SouthShore Drive would be 89 feet. The site design of the attached residential areas along SouthShore Drive would, thus, need to accommodate another 50 feet between the front edge of the parcels and outdoor living areas to achieve the recommended setback of 140 feet from the centerline. With proper site design of the residential areas along SouthShore Drive, mitigation to this standard would be feasible.</p> <p><b>NOISE-2: Outdoor Activity Areas.</b> The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the back yards are shielded by the homes), or by the use of noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from SouthShore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in barrier height beyond breaking line of sight.</p> <p><b>NOISE-3: Interior Noise Exposure.</b> The methods required to mitigate interior noise exposures would depend on the locations of the residences</p>			

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L<sub>dn</sub> or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB L<sub>dn</sub>, it is usually feasible to achieve the interior noise standard of 45 dB L<sub>dn</sub> by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L<sub>dn</sub>, it is usually more difficult to achieve the interior noise standard in residences.</p> <p><b>NOISE-4: Post-Design Acoustical Analysis.</b> To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading plans have been finalized. The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.</p>	Significant and unavoidable
3.13 Aesthetics/ Visual Resources	AES-9: Visual Character. The Specific Plan Study Area is predominantly used for agricultural operations. The approval of the two specific plans and development of all of the proposed land uses would result in the transition of the area from a rural agricultural area to an urban area. When compared to existing conditions, the transition of land use intensity to an urban area would have a substantial change in the visual character.	Cannot be feasibly mitigated	Significant and unavoidable

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts – Ormond Beach (Northern Subarea)</b>			
3.2 Geology	<p><b>GEO-1: Erosion.</b> The proposed project would result in development of residential housing and mixed uses in the Northern Subarea and light industrial development in portions of the Southern Subarea. Development of residential, mixed use and light industrial structures and improvements to open space could result in substantial soil erosion or the loss of topsoil.</p> <p><b>GEO-2: Slope Stability.</b> Project grading is not likely to include the placement of cut and fill slopes. Given the gently sloping nature of the site, any final slopes included in the project would not be anticipated to create an unstable slope. However, though not thought of as ‘slope’ in the traditional sense of the word, excavations have many similarities to slopes when evaluating stability of excavation sidewalls. Some deep excavations may be necessary for the installation of improvements and deep excavations may be susceptible to failure. The presence of high groundwater conditions and potential for encountering collapsible soils are two contributing factors to excavation instability. In any case, engineered slopes or excavations included in the project would be required to meet established standards in the CBC and City Grading Ordinance.</p>	<p><b>GEO-1: Erosion.</b> Construction plans, including the Grading and Drainage Plan, Construction SWPPP, and/or Post-Construction Erosion and Sediment Control Plan, shall incorporate measures, as appropriate, to minimize erosion.</p> <p><b>GEO-2: Slope Stability.</b> In order to avoid slope stability hazards, all temporary excavations shall be designed according to CBC, OSHA, and City standards for temporary construction excavations and slopes. All plans submitted for approval of a Development Permit for development projects in the Northern Subarea and the Southern Subarea shall incorporate design recommendations for mitigation of unstable temporary construction slopes and excavations as investigation by registered soils engineers and engineering geologists.</p>	Mitigated to less than significant
3.2 Geology	<p><b>GEO-3: Seismic Hazards.</b> An earthquake on a nearby fault could result in strong ground shaking. Ground shaking has the potential to cause fill material to settle, instigate liquefaction, and cause physical damage to structures, property, utilities, and road access. Ground shaking has the potential to cause injury and death to humans.</p>	<p><b>GEO-3: Seismic Hazards.</b> In order to avoid seismic hazards, all structures shall be designed to earthquake standards for CBC Seismic Zone 4, and appropriate building setbacks from active and potentially active faults shall be applied. All plans submitted for approval of a Development Permit shall incorporate design recommendations for mitigation of seismic hazards.</p>	Mitigated to less than significant
			Design-level geotechnical and geological studies shall be performed as part of the final design effort for the project. Significant soil improvement

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.2 Geology	<p><b>GEO-4: Expansive Soils.</b> Soils with moderate shrink-swell (expansive) potential have been identified in the Study Area. Soils with expansion potential contain clay minerals that expand when wet and shrink when dry. Repeated shrinking and swelling of the soil can result in damage to foundations, fill slopes, utilities, and other associated facilities. Site-specific geotechnical studies will be required to identify areas underlain by expansive soils and provide appropriate mitigation measures.</p>	<p>measures may be needed to mitigate potential for liquefaction and ground settlement, as determined by the design-level geotechnical studies. Seismic design criteria will be refined by the applicant's geotechnical consultant. All grading and earthwork recommendations shall be incorporated into the final project design, including the Final Grading Plan. A Registered Civil Engineer or Certified Engineering Geologist shall supervise all grading activities. The project shall be designed and constructed in compliance with all applicable codes and regulations.</p>	<p>Mitigated to less than significant</p>
3.2 Geology	<p><b>GEO-5: Collapsible Soils and Sensitive Soils.</b> The surface soils may be dry and porous to depths of 12 to 24 inches below existing grade, and may be susceptible to collapse, compression, and settlement with increasing moisture content.</p>	<p><b>GEO-4: Expansive and Collapsible Soils.</b> In order to avoid soil-related hazards, the project applicant shall investigate and implement recommendations set forth by the applicant's geotechnical engineer and refine the project design through detailed soils analysis. The design of the proposed foundation systems and floor slabs of the proposed structures shall consider the likely presence of expansive soil conditions, as well as collapsible and compressible soil conditions that have a high potential for both short- and long-term settlement and compression.</p>	<p>Mitigated to less than significant</p>
3.3 Water Resources (Construction)	<p><b>WATER-1: Potential impacts to runoff water quality that would be directed to sensitive estuary and marine environments.</b> Water resource impacts would be identified as significant if they degrade surface or groundwater quality in violation of the Los Angeles RWQCB</p>	<p><b>WATER-5: Environmental Site Assessment.</b> An environmental site assessment adequate to identify potential sources of stormwater contaminants and areas requiring remediation. The assessment must include the location and condition of areas used for the storage of</p>	<p>Mitigated to less than significant</p>

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA A**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	Basin Plan objectives or water quality regulations, and result in substantial degradation of water quality conditions that could affect beneficial uses of receiving waters.	<p>pesticides and herbicides, petroleum storage tanks or fueling areas, septic tanks, and underground storage tanks. Areas of soil staining should be noted and the potential contaminant identified. Soil should be excavated to determine the exact vertical extent of contamination. If during soil removal, staining indicates petroleum contamination continuing below the ground surface, sampling should be performed to characterize the extent of contamination and identify appropriate remedial measures.</p> <p><b>WATER-6: De-Watering.</b> De-watering operations during construction will utilize established BMPs for limiting the discharge of sediment. Prior to the discharge of de-watering from shallow groundwater, water quality sampling will be performed to determine if the groundwater to be de-watered is contaminated with pesticides or petroleum products. If levels of pollutants are present in quantities exceeding applicable water quality standards, the de-watering will be pumped and removed for proper disposal offsite.</p> <p><b>WATER-7: Stormwater Pollution Prevention Plan.</b> The applicants shall submit to the City evidence of County review and approval of the receipt letter of a completed Notice of Intent (NOI) and waste discharge identification number to obtain coverage under the NPDES General Permit for Discharges Associated with Construction Activity issued by the California State Water Resources Control Board. Along with the NOI, the applicant shall submit to the County a Stormwater Pollution Prevention Plan (SWPPP) and monitoring program consistent with SWRCB rules for the construction phase of the project prior to initiating construction.</p> <p><b>WATER-8: Stormwater Pollution Control Plan.</b> Prior to issuance of any construction/grading permits a Stormwater Pollution Control Plan (SWPCP) will be prepared. The SWPCP will include erosion and sediment control BMPs for both active and inactive (previously disturbed)</p>	

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources (Post-Construction)	<p><b>WATER-1:</b> Potential impacts to runoff water quality that would be directed to sensitive estuary and marine environments. Water resource impacts would be identified as significant if they degrade surface or groundwater quality in violation of the Los Angeles RWQCB Basin Plan objectives or water quality regulations, and result in substantial degradation of water quality conditions that could affect beneficial uses of receiving waters.</p>	<p><b>WATER-5: Environmental Site Assessment.</b> An environmental site assessment adequate to identify potential sources of stormwater contaminants and areas requiring remediation. The assessment must include the location and condition of areas used for the storage of pesticides and herbicides, petroleum storage tanks or fueling areas, septic tanks, and underground storage tanks. Areas of soil staining should be noted and the potential contaminant identified. Soil should be excavated to determine the exact vertical extent of contamination. If during soil removal, staining indicates petroleum contamination continuing below the ground surface, sampling should be performed to characterize the extent of contamination and identify appropriate remedial measures.</p>	Mitigated to less than significant

**WATER-6: De-Watering.** De-watering operations during construction will utilize established BMPs for limiting the discharge of sediment. Prior to the discharge of de-watering from shallow groundwater, water quality sampling will be performed to determine if the groundwater to be-de-watered is contaminated with pesticides or petroleum products. If levels of pollutants are present in quantities exceeding applicable water quality standards, the de-watering will be pumped and removed for proper disposal offsite.

**WATER-9: SQUIMP Development Guidelines.** A combination of non-structural and structural BMPs (e.g., bioswales, permeable pavement, etc.) shall be installed to effectively prevent the discharge of pollutants from the residential units, roads, equestrian facilities, and open space easements and, their conveyance, either directly or through storm drain systems into natural watercourses and the Pacific Ocean.

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources (Construction)	<b>WATER 3: Potential changes in flow directions and peak runoff flow rates resulting from loss of precipitation infiltration areas and increases in impervious surfaces such as roads, driveways, patios, and rooftops.</b> Impacts would be considered to be significant if they increased runoff flow rates to the extent of creating erosion or otherwise damaging waterways.	None required	Less than significant
3.3 Water Resources (Construction)	<b>WATER 4: Potential drainage impacts resulting from short-term increases in erosion during construction and operation.</b> Increased surface runoff from the Study Area during construction and occupation could result in short-term and long-term erosion and sedimentation impacts to the watercourses and waterbodies in the study area.	<p><b>WATER-1: Drainage Plan.</b> A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path</p> <p><b>WATER-2: Stormwater Control Structures and Devices.</b> The projects in both the Northern and Southern Subarea Specific Plans propose to construct detention basins to attenuate peak stormwater runoff flows. In the case of the Northern Subarea Specific Plan, the detention basin will take the form of an artificial lake. Due to the amount of water collected and the presence of shallow groundwater, these basins will require relatively large footprints to provide enough volume to perform their desired function. Detention Basin storage volume should be based on VCWPD hydrographs and the requirements of the VCWPD Hydrology Manual. Stormwater retention and protection structures (i.e., detention basins, outlet dissipaters, etc.) and other industry standard erosion protection devices (i.e., silt fences, jute netting, straw bales, bioswales, etc.) shall be constructed, installed, and made operational during the initial phases of</p>	Mitigated to less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources (Post-Construction)	<b>WATER-8: Existing wastewater collection and conveyance lines do not have sufficient capacity to accommodate wastewater from the project.</b>	site grading. Pre- and post-construction surface runoff from the new residential developments shall not exceed existing conditions. A registered civil engineer specializing in flood control or other qualified professional shall design stormwater structures to ensure that adequate flood control capability is met.	Mitigated to less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-9: Proposed wastewater flows would exceed the present capacity of the City of Oxnard Waste Water Treatment Plant (OWWTP).</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-10: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB) or result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-11: Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.4 Air Quality	<b>AQ-1: Soil Import and Stockpiling in the Northern Subarea.</b> The Northern Subarea would require import of fill from an offsite source. The fill would be moved and stockpiled in a small subsection of the Northern Subarea prior to construction, so these emissions are evaluated separately from construction emissions. Emissions from grading and excavation during the construction phase are included in the construction emissions.	<p><b>AQ-1.</b> Dust generated by project construction shall be kept to a minimum by following dust control measures.</p> <p><b>AQ-2.</b> ROC and NO<sub>x</sub> emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> <li>1. Minimize equipment idling time.</li> <li>2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.</li> <li>3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.</li> <li>4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.</li> </ol>	Mitigated to less than significant
3.4 Air Quality	<b>AQ-2: Construction-Related Particulates.</b> Ground disturbances and equipment operation during construction activities produce potentially significant, but feasibly mitigated short-term PM <sub>10</sub> emissions. Implementation of the proposed project would generate construction-related air pollutant emissions from two general activity categories: entrained dust, and vehicle and equipment emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM <sub>10</sub> emissions.	<p><b>AQ-1.</b> Dust generated by project construction shall be kept to a minimum by following dust control measures.</p> <p><b>AQ-2.</b> ROC and NO<sub>x</sub> emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> <li>1. Minimize equipment idling time.</li> <li>2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.</li> <li>3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.</li> <li>4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.</li> </ol>	Mitigated to less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<b>HM-1: Impacts from Potentially Contaminated Soils Resulting from Agricultural Operations.</b> Although the area has been used for agriculture for several decades, the specifics of these operations are unknown. The Phase I ESA prepared for the Northern Subarea identified superficial stains and odor in several locations, which may be indicative of soil contamination. There is also a potential for pesticides, herbicides, fuels, and other chemicals used in various agricultural operations to be present onsite. These substances may have resulted in soil and/or groundwater contamination at concentrations above regulatory action levels. Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site. In addition, due to the rural nature of the site, septic systems may be present within the site boundaries.	<b>HM-1:</b> The majority of the Study Area has been utilized for agricultural purposes for several decades and may contain pesticide residues in the soil. Soil sampling shall occur throughout the subject site, as part of a Phase II ESA, including any known pesticide mixing areas. In order to adequately assess the extent of any existing soil contamination affecting the site, a Phase II ESA complying with ASTM standards shall be completed before recordation of any Tract Maps for the proposed Study Area. The sampling and the comprehensive Phase II ESA will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.	Mitigated to less than significant
3.5 Hazards	<b>HM-2: Impacts from Hazardous Materials Leaks and Spills Recorded Onsite and on Adjacent Properties.</b> The Phase I ESAs prepared for the Study Area identified occurrences within the site and adjacent properties.	<b>HM-2:</b> At least two facilities adjoining the Northern Subarea have reported subsurface petroleum releases and contamination. The properties have impacted soil and groundwater; however, the extent of lateral contamination remains undefined. In order to adequately assess the extent of any existing hazardous materials contamination affecting the site, a groundwater evaluation complying with ASTM standards shall be completed before recordation of any Tract Maps for the proposed Study Area.	Mitigated to less than significant
3.5 Hazards	<b>HM-3: Impacts from Asbestos-Containing Materials and Lead-Based Paints.</b> Based upon the period during which the existing onsite structures were built (prior to 1978), it is likely that ACMs and LBPs are present onsite and would have to be handled properly prior to demolition activities.	<b>HM-3:</b> Based on the period during which the existing structures in both the Northern and Southern subareas were built (prior to 1978), ACM and LBP may be present within the existing onsite structures and shall be handled properly prior to remodeling or demolition activities. In order to adequately assess the presence of ACMs and LBPs affecting the site, a Phase II ESA complying with ASTM standards shall be completed before recordation of	Mitigated to less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<b>BIO-1: Direct Impacts to Habitat and Vegetation Invasive Species.</b> The Northern Subarea does not contain native vegetation; however, impacts to nearby native vegetation at Ormond Beach could potentially include invasive species used in landscaping that could escape into natural areas and out-compete native vegetation.	<b>BIO-3.</b> To reduce the impacts of non-native plants colonizing adjacent native habitats, the landscaping plan for the proposed Northern Subarea and Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.	Less than significant
3.6 Biology	<b>BIO-4: Direct Impacts to Common Wildlife Species. Bird Foraging Habitat.</b> The Northern Subarea provides marginal habitat for foraging birds and raptors such as Red-tailed Hawk, Red-shouldered Hawk, and American Kestrel, as well as a variety of other common passerines and shorebirds listed in Appendix A-1. The habitat is marginal because it consists of agricultural crops and is adjacent to residential development. An estimated 295.5 acres of agricultural land and 6.5 acres of agricultural ditches will be impacted as a result of the proposed project in the Northern Subarea.	<b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in a total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).	Less than significant
3.6 Biology	<b>BIO-6: Direct Impacts to Common Wildlife Species. Nesting Birds.</b> Activities associated with grading and construction have the potential to disturb nesting birds on and adjacent to the site to the degree that the nests may be abandoned, resulting in a direct loss of an active bird nest.	<b>BIO-5.</b> A pre-construction survey for nesting birds will be conducted by a qualified biologist to determine if active nests of special-status birds, or common bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code, are present in the construction zone or within 100 feet (200 feet for raptors) of the construction zone. The survey shall be conducted no earlier than 45 days and no sooner than 20 days prior to construction or site preparation activities that would occur during the nesting/breeding season of native bird species potentially	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p><b>BIO-7: Direct Impacts to Special Status Wildlife. Special Status Birds.</b> Impacts to special-status wildlife are limited to sensitive birds species that are known to occur or could potentially occur in the Northern Subarea. The project site has the potential to be used by these sensitive species for foraging only, and breeding is not expected, except for the low possibility of breeding burrowing owls. Evaluating the loss of foraging habitat to one single species as a result of the proposed project would be considered less than significant because it would not reduce the foraging opportunities to a point that would significantly impact the foraging opportunities for these species; however, evaluating collectively the loss of this foraging habitat to a large diversity of sensitive birds of prey, raptors, and shorebirds would be a significant impact.</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).</p> <p><b>BIO-7.</b> Since there is potential for burrowing owls forage in the Study Area and to nest within the Southern Subarea, the following measures shall be implemented in order to avoid take of burrowing owls. A qualified biologist will survey for burrowing owl activities within the Study Area 30 days prior to construction to assess burrowing owl presence and need for further mitigation. If owls are nesting in the Study Area, the nest will be avoided by a minimum of a 250-foot buffer until fledging has occurred. Burrowing owls typically breed from late March to July.</p>	<p>Less than significant</p>
3.6 Biology	<p><b>BIO-8: Direct Impacts to Special Status Wildlife. Burrowing Owl (<i>Athene cunicularia</i>).</b> The burrowing owl is a federal and state species of concern. The decline of this species was recognized as early as the 1940s. The decline is attributable to the conversion of grasslands and pasturelands to agriculture and to the destruction of ground squirrel colonies by plowing and poisoning. The burrowing owl is unique because it lives in the abandoned burrows of ground squirrels. They modify the burrows to suit their needs by digging. It is one of the few diurnal owls and can be seen in the day perched on fence posts or near the entrance to their burrow.</p> <p>While no burrowing owls were observed during the survey and they are not known to occur in the Northern Subarea, there is a low potential for this owl to occur to forage onsite since it has been observed in the adjacent sod farms.</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).</p> <p><b>BIO-7.</b> Since there is potential for burrowing owls forage in the Study Area and to nest within the Southern Subarea, the following measures shall be implemented in order to avoid take of burrowing owls. A qualified biologist will survey for burrowing owl activities within the Study Area 30 days prior to construction to assess burrowing owl presence and need for further mitigation. If owls are nesting in the Study Area, the nest will be avoided by a minimum of a 250-foot buffer until fledging has occurred. Burrowing owls typically breed from late March to July.</p>	<p>Less than significant</p>

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p><b>BIO-9; Direct Impacts to Special Status Wildlife. Peregrine Falcon (<i>Falco peregrinus</i>)</b>. The peregrine falcon is a state endangered species. The peregrine falcon occurs on almost every continent except Antarctica, and lives in a wide variety of habitats from tropics, deserts, and maritime to the tundra, and from sea level to 12,000 feet. Peregrines nest mainly on high cliffs. This species was observed in the Southern Subarea and likely forages there. Since the Northern Subarea is adjacent to this area there is potential for it to forage in the Northern Subarea although the likelihood is lower due to lower quality foraging habitat. There are no records of peregrine falcons breeding in the project vicinity, so breeding at the Northern Subarea is not expected.</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in a total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).</p>	Less than applicable
3.6 Biology	<p><b>BIO-11; Indirect Impacts to Sensitive Habitats.</b> Indirect impacts to nearby sensitive habitats and foraging habitat for several sensitive bird species are possible as a result of the proposed project. Marginal bird and raptor foraging habitat is present in the agricultural lands immediately east of Olds Road at the eastern boundary of the Northern Subarea and south of Hueneme Road. Indirect impacts to sensitive bird foraging habitat as a result of the proposed project include increased presence of domestic cats, which are documented to have significant impacts to bird populations in the U.S.</p>	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p> <p><b>BIO-2.</b> At least one or a combination of several potential measures shall be taken to minimize domestic cats associated with the Northern Subarea residential development from entering and preying on native species in nearby open space/natural areas. There are several ground nesting birds in the nearby area including the federally threatened western snowy plover and federally endangered California least terns, as well as common birds such as killdeer that would be preyed upon by domestic cats associated with the proposed Northern Subarea residential development. Potential</p>	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>measures include installation of cat-proof fencing between the development and open space/natural areas, installation of ultrasonic devices, and/or strategically locating or using waterbodies to act as barriers to cats between the proposed development and open space/natural areas.</p> <p><b>BIO-3.</b> To reduce the impacts of non-native plants colonizing adjacent native habitats, the landscaping plan for the proposed Northern Subarea and Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.</p> <p><b>BIO-6.</b> In addition to BIO-1 which would help reduce impacts of increased human disturbance and domestic animals to the Western snowy plover and California least tern, educational pamphlets should be distributed by the City of Oxnard in consultation with a qualified biologist to the home owners of the Northern Subarea development and owners of the businesses in the Southern Subarea each year prior to the breeding season for these species (March to September).</p>	<p>Less than significant</p>
3.6 Biology	<b>BIO-12: Indirect Impacts to Special Status Wildlife Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>).</b> Snowy plovers are present at Ormond Beach and are not expected to occur in the Northern Subarea. Therefore, no direct impacts as a result of the proposed project would result to snowy plovers. Indirect impacts, including increased human presence and domestic animals, would be reduced by the open space/greenbelt buffer included in the proposed project.	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p> <p><b>BIO-2.</b> At least one or a combination of several potential measures shall be taken to minimize domestic cats associated with the Northern Subarea</p>	<p>Less than significant</p>

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>residential development from entering and preying on native species in nearby open space/natural areas. There are several ground nesting birds in the nearby area including the federally threatened western snowy plover and federally endangered California least terns, as well as common birds such as killdeer that would be preyed upon by domestic cats associated with the proposed Northern Subarea residential development. Potential measures include installation of cat proof fencing between the development and open space/natural areas, installation of ultrasonic devices, and/or strategically locating or using waterbodies to act as barriers to cats between the proposed development and open space/natural areas.</p> <p><b>BIO-6.</b> In addition to BIO-1 which would help reduce impacts of increased human disturbance and domestic animals to the western snowy plover and California least tern, educational pamphlets should be distributed by the City of Oxnard in consultation with a qualified biologist to the home owners of the Northern Subarea development and owners of the businesses in the Southern Subarea each year prior to the breeding season for these species (March to September).</p>		
3.6 Biology	<p><b>BIO-13: Indirect Impacts to Special Status Wildlife California Least Tern (<i>Sterna antillarum browni</i>).</b> The California Least Tern is a state and federally endangered species. The historical breeding range of this species is along the Pacific coast from Monterey County, California to southern Baja California, Mexico. Nesting locations are in dry sand or dirt near lagoons or estuaries with a dependable food supply. Due to decreasing habitat, terns are often forced to nest on manmade structures such as airports or landfills. They usually arrive around mid-April and breed in colonies from mid-May to early August and then migrate south over the winter. This species is known to forage along</p>	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p> <p><b>BIO-2.</b> At least one or a combination of several potential measures shall be taken to minimize domestic cats associated with the Northern Subarea</p>	<p>Less than significant</p>

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
the Oxnard Canal No. 3 adjacent to the Southern Subarea and to breed at Ormond Beach. No direct impacts are expected as a result of the proposed project. Indirect impacts, including increased human presence and domestic animals, would be reduced by the open space/greenbelt buffer included in the proposed project.	<p>residential development from entering and preying on native species in nearby open space/natural areas. There are several ground nesting birds in the nearby area including the federally threatened western snowy plover and federally endangered California least terns, as well as common birds such as killdeer that would be preyed upon by domestic cats associated with the proposed Northern Subarea residential development. Potential measures include installation of cat-proof fencing between the development and open space/natural areas, installation of ultrasonic devices, and/or strategically locating or using waterbodies to act as barriers to cats between the proposed development and open space/natural areas.</p> <p><b>BIO-6:</b> In addition to BIO-1 which would help reduce impacts of increased human disturbance and domestic animals to the western snowy plover and California least tern, educational pamphlets should be distributed by the City of Oxnard in consultation with a qualified biologist to the home owners of the Northern Subarea development and owners of the businesses in the Southern Subarea each year prior to the breeding season for these species (March to September).</p>	<p><b>AQ-1:</b> Dust generated by project construction shall be kept to a minimum by following dust control measures.</p> <p><b>AG-1: Buyer Notification.</b> A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions.</p>	Mitigated to less than significant
3.8 Agriculture	<b>AG-4: Dust Impacts to Local Crops.</b> Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.	<b>AQ-1:</b> Dust generated by project construction shall be kept to a minimum by following dust control measures.	Mitigated to less than significant
3.10 Transportation	<b>TRANS-1: Peak Hour Traffic Conditions: Northern Subarea.</b> Based on City of Oxnard established thresholds of significance, the addition of trips generated by development in the Northern Subarea is forecast to result in a potentially significant impact at only two study intersections: Ventura Road/Hueneme Road and Saviers Road/Channel Islands	<b>TRANS-1: Northern Subarea Traffic.</b> To eliminate the significant impacts associated with development of the Northern Subarea, the following mitigation measures, designed in accordance with City standards, are recommended:	Mitigated to less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Boulevard.	<ul style="list-style-type: none"> <li><b>Ventura Road/Hueneme Road</b> – Modify the Ventura Road/Hueneme Road intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn movement from southbound to northbound Ventura Road.</li> <li><b>Saviers Road/Channel Islands Boulevard</b> – Widen the northbound Saviers Road approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.</li> </ul>		
3.10 Transportation	<p><b>TRANS-3: Northern Subarea Soil Import Traffic.</b> Soil import access to the Northern Subarea is planned to last 11 weeks at a temporary soil import driveway on Hueneme Road west of Olds Road. The source of the import soil is the Calleguas Creek dredging project planned and operated by Ventura County Watershed Protection District. The addition of temporary soil import-related trips is forecast to result in a potentially significant impact at two intersections.</p>	<p><b>TRANS-3: Northern Subarea Soil Import Traffic.</b> To eliminate the identified temporary significant impacts forecast to occur during the 11-week soil import, the following measures are offered consideration:</p> <ul style="list-style-type: none"> <li><b>SR-1 Southbound Ramps/Hueneme Road</b> – The project applicant shall make a fair share contribution to install a temporary traffic signal during the 11-week soil import. It should be noted signalization of the SR-1 Southbound Ramps/Hueneme Road intersection is planned by County of Ventura and Caltrans staff but has been delayed due to funding deficiencies.</li> <li><b>Wood Road/Hueneme Road</b> – The project applicant shall make a fair share contribution to install a temporary traffic signal during the 11-week soil import</li> </ul>	Mitigated to less than significant
3.11 Noise	<p><b>NOISE-1: Traffic Noise with Northern Subarea Development.</b> Compared with existing conditions, the changes in traffic associated with future development of the Northern Subarea would result in significant increases in traffic noise levels at noise-sensitive receivers located along several roadway segments, according to either the exceedance standard or the change standard or both.</p>	<p><b>NOISE-1: Rose-SouthShore Drive Exterior Noise.</b> The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dBA Ldn would be in the range of 140 feet from the centerline of Rose-SouthShore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along South Shore Drive. Thus, the proposed total</p>	Mitigated to less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>distance from the centerline to the edge of the attached residential parcels along SouthShore Drive would be 89 feet. The site design of the attached residential areas along SouthShore Drive would, thus, need to accommodate another 50 feet between the front edge of the parcels and outdoor living areas to achieve the recommended setback of 140 feet from the centerline. With proper site design of the residential areas along SouthShore Drive, mitigation to this standard would be feasible.</p> <p><b>MM NOISE-2: Outdoor Activity Areas.</b> The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the back yards are shielded by the homes), or by the use of noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from SouthShore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in barrier height beyond breaking line of sight.</p> <p><b>NOISE-3: Interior Noise Exposure.</b> The methods required to mitigate interior noise exposures would depend on the locations of the residences relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L<sub>din</sub> or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB</p>	

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.11 Noise	<p><b>NOISE-2: Traffic Noise with Combined Subarea Development.</b> Compared with existing conditions, the changes in traffic associated with future development of both the Northern and Southern subareas would result in significant increases in traffic noise levels at noise sensitive receivers located along the several roadway segments, according to either the exceedance standard or the change standard or both. Along Pleasant Valley Road, existing residential development would be exposed to exceedances of the City's Noise Ordinance standards and the opportunities for mitigation are limited.</p>	<p><b>NOISE-1: Rose-SouthShore Drive Exterior Noise.</b> The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB L<sub>dn</sub> would be in the range of 140 feet from the centerline of Rose-SouthShore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along SouthShore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along SouthShore Drive would be 89 feet. The site design of the attached residential areas along SouthShore Drive would, thus, need to accommodate another 50 feet between the front edge of the parcels and outdoor living areas to achieve the recommended setback of 140 feet from the centerline. With proper site design of the residential areas along SouthShore Drive, mitigation to this standard would be feasible.</p> <p><b>NOISE-2: Outdoor Activity Areas.</b> The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the</p>	<p>Mitigated to less than significant</p>
	<p>L<sub>dn</sub>, it is usually feasible to achieve the interior noise standard of 45 dB L<sub>dn</sub> by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L<sub>dn</sub>, it is usually more difficult to achieve the interior noise standard in residences.</p> <p><b>NOISE-4: Post-Design Acoustical Analysis.</b> To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading plans have been finalized. The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.</p>		

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>back yards are shielded by (the homes), or by the use of noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from SouthShore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in barrier height beyond breaking line of sight.</p> <p><b>NOISE-3: Interior Noise Exposure.</b> The methods required to mitigate interior noise exposures would depend on the locations of the residences relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L<sub>dn</sub> or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB L<sub>dn</sub>, it is usually feasible to achieve the interior noise standard of 45 dB L<sub>dn</sub> by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L<sub>dn</sub>, it is usually more difficult to achieve the interior noise standard in residences.</p> <p><b>NOISE-4: Post-Design Acoustical Analysis.</b> To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading plans have been finalized. The recommendations prepared as a result of that analysis should be</p>	

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.12 Cultural Resources	Cultural-1. Grading activities associated with site preparation at the proposed development site (including residential, mixed-use commercial, light industrial, developed open space uses) in the Study Area could impact previously undiscovered cultural resources.	<p>Implemented so that the noise standards are achieved.</p> <p><b>Cultural-1.</b> An archaeologist will monitor all initial grading or excavation. The construction crew will be cautioned not to collect artifacts and be asked to inform the project archaeologist in the event that cultural remains are uncovered. If subsurface materials are uncovered, construction work in the immediate vicinity will be halted and discovery procedures will be implemented.</p> <p><b>Cultural-2.</b> If unanticipated resources are discovered during construction, they will be evaluated according to the procedures set forth at CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological or historical resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p>	Mitigated to less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts – Ormond Beach (Northern Subarea)</b>			
3.3 Water Resources	<b>WATER-2: Potential impacts associated with flooding based on inadequate stormwater channel capacity.</b> Flood Control impacts would be identified as significant if they result in the exceedance of jurisdictional VCWPD stormwater channel capacity and increase the potential for overflow during design storm conditions. For stormwater facilities operated by the City of Oxnard, flood control impacts would be considered to be significant if they resulted in the obstruction of stormwater channels with sediment or debris. Discharges which exceed the capacity of existing stormwater channels would be considered a significant impact.	None required	Less than significant
3.3 Water Resources	<b>WATER-3: Potential changes in flow directions and peak runoff flow rates resulting from loss of precipitation infiltration areas and increases in impervious surfaces such as roads, driveways, patios, and rooftops.</b> Impacts would be considered to be significant if they increased runoff flow rates to the extent of creating erosion or otherwise damaging waterways.	None required.	Less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-4: Potential drainage impacts resulting from short-term increases in erosion during construction and operation.</b> Post-construction, stormwater discharged from the South Shore Lake will have undergone water treatment designed to limit the discharge of sediment.	None required.	Less than significant
3.3 Water Resources	<b>WATER-5: Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b>	None required.	Less than significant
3.3 Water Resources	<b>WATER-7: A project would use water in a wasteful manner.</b> Individual building projects within the Northern Subarea would be	None required.	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.4 Air Quality	<p>required to meet standard requirements of the City, State, and Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water Master Plan.</p>	<p><b>AQ-10: CO hotspots.</b> Implementation of the proposed project would lead to increased traffic volumes on local roadways. An analysis of potential CO concentrations based on 2020 project conditions using CALINE4 was conducted to estimate potential exposure of sensitive receptors to substantial CO concentrations (or "hotspots"). The results show that implementation of the project would not expose sensitive receptors to substantial CO concentrations.</p>	<p>None required</p> <p>Less than significant</p>
3.5 Hazards	<p><b>HM-4: Impacts Associated with Radon.</b> Based on the State of California Department of Health Services Radon Database for California, the proposed project site does not have a predicted average indoor screening level greater than 4.0 pCi/l. USEPA recommends remedial actions only when radon levels exceed 4.0 pCi/l.</p>	<p>None required</p>	<p>Less than significant</p>
3.5 Hazards	<p><b>HM-5: Impacts from Future Accidental Release of Hazardous Materials.</b> The proposed project will include residential, commercial, and light industrial uses. Since any facilities using hazardous substances will have to be designed, constructed, and operated in accordance with applicable regulations, no significant impacts are expected to occur.</p>	<p>None required</p>	<p>Less than significant</p>
3.5 Hazards	<p><b>HM-11: Electromagnetic Fields.</b> Electromagnetic fields occur independently of one another as electric and magnetic fields at the 60-Hz frequency used in transmission lines, and both are created by electric charges. Electric fields exist when these charges are not moving. Magnetic fields are created when the electric charges are</p>	<p>None required</p>	<p>Less than significant</p>

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<p>moving. The magnitude of both electric and magnetic fields falls off rapidly as the distance from the source increases (proportional to the inverse of the square of distance). However, the existing transmission line is located within a 250-foot-wide easement area. In addition both specific plans have proposed commercial and/or industrial uses within the easterly portion of the existing transmission right-of-way. Potential impacts associated with EMF exposure to residential areas are less than significant (Class III) and no mitigation is necessary.</p> <p><b>HM-12: Offsite Contaminated Soil Disposal.</b> There is the potential for cumulative impacts resulting from disposal of contaminated soil associated with remediation activities at an appropriate offsite disposal facility, which will be determined by the type and concentration of the contaminant. This potential impact would occur if site remediation is required, and actual impacts will only be determined after completion of a comprehensive Phase II ESA. The amount of contaminated soil generated by this project is expected to be relatively minor and no significant contribution to cumulative effects associated with potential reduced landfill capacity is anticipated. All necessary remediation activities, including transport and disposal of contaminated soil, would be in compliance with the regulating agencies' requirements.</p>	<p>None required</p>	<p>Less than significant</p>
3.6 Biology	<p><b>BIO-2: Direct Impacts to Habitat and Vegetation Stormwater Runoff.</b> An increase in impervious area in the developed portions of the project site would likely cause increased runoff into wetlands and waters of the U.S. and could potentially contain higher amounts of pollutants such as oil and gas runoff. Most of the stormwater runoff will be filtered and captured in the manmade lake that will connect with the Oxnard Industrial Drain as proposed in the specific plan for the Northern Subarea.</p>	<p>None required</p>	<p>Less than significant</p>

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<b>BIO-5: Direct Impacts to Common Wildlife Species.</b> <b>Displacement/Mortality of Wildlife.</b> In addition to the loss of bird foraging habitat, the proposed development would directly disturb wildlife on the project site and potentially those areas adjacent to the site. Most species are expected to be displaced to adjacent areas of similar habitat, provided it is available at the onset of construction activity. However, wildlife that emigrate from the site are vulnerable to mortality by predation and unsuccessful competition for food and territory. In addition, species of low mobility (particularly burrowing mammals, amphibians, and reptiles) are expected to be destroyed during site preparation and construction.	None required	Less than significant
3.6 Biology	<b>BIO-10. Direct Impacts to Wildlife Corridors.</b> The Northern Subarea is positioned adjacent to existing residential development and is bordered by a major road to the south. Although it provides some connectivity to other wildlife habitat south of Hueneme Road, the connectivity is limited by Hueneme Road and surrounding development.	None required	Less than significant
3.7 Land Use	<b>LAND-1: Consistency with General Plan Land Use Policy.</b> Table 3.7-2 outlines a series of policies from the General Plan Land Use Element that are focused specifically on the Ormond Beach Study Area. These include Balanced Development, Historical Functional Issues/Management Problems, Aesthetic Appearance, Recreational and Open Space Amenities, and the Regional Airport Facility.	None required	Less than significant
3.7 Land Use	<b>LAND-2: Consistency with General Plan Land Use Map.</b> The proposed land use map for the Northern Subarea provides a higher level of articulation in terms of location and specification of use type than the General Plan Land Use Map, but is generally consistent with the General Plan, with one notable exception. The light industrial uses	None required	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
(self-storage and commercial/incubator) west of Rose Avenue along the northern and western edges of the Study Area designations are not consistent with the General Plan's Open Space Buffer designation. Since the project includes a proposal to amend the City's General Plan Land Use Map to reflect proposed designations, under CEQA and City thresholds for assessment of Land Use Planning impacts, the Northern Subarea impacts are considered less than significant.			Less than significant
3.7 Land Use	<b>LAND-3: Consistency with Zoning Ordinance and Map.</b> The specific plan for the Northern Subarea calls for the application of six City zoning categories: R-1 (Detached Residential); R-2 (Detached Residential); R-3 (Attached Residential); C-2 (General Commercial); M-L (Light Manufacturing); and C-R (Community Reserve). None of these zones, as applied in this subarea, would be consistent with the County's current zoning for the area. As part of the project approval process, the applicants are seeking annexation of most of the Study Area to the City of Oxnard. With annexation, the applicants will need to establish zoning for the annexed land consistent with the above description.	None required	Less than significant
3.7 Land Use	<b>LAND-4: Land Use Compatibility.</b> The determination of the compatibility of land uses can be very subjective. For purposes of this analysis, the concept focuses on the interaction between uses, both existing and proposed, and the extent to which one use might adversely affect another.	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.7 Land Use	<p><b>LAND-5: Consistency with Housing Element.</b> The City's Housing Element includes a variety of policies and programs concerning housing, including identification of suitable sites to accommodate the City's regional fair share of affordable housing for the five-year period covered by the Element.</p> <p>The specific plan for the Northern Subarea includes a policy commitment to complying with the City's Affordable Housing Ordinance. As noted in Section 3.7.1 under General Plan, the Housing Element's evaluation of sites does not include the Ormond Beach area, so there would be no effect on the Element's fair share objectives.</p>	None required	Less than significant
3.7 Land Use	<p><b>LAND-6: Consistency with LAFCO Policy and Guidelines for Orderly Development.</b> The Northern Subarea and all but 220 acres of the Southern Subarea will be seeking annexation to the City of Oxnard and the Calleguas Municipal Water District. The Ventura County LAFCO has adopted standards for review of proposals for annexations, including both favorable and unfavorable factors. Annexation of the Northern Subarea to the City of Oxnard would conform with the LAFCO's standards and the Guidelines for Orderly Development.</p>	None required	Less than significant
3.7 Land Use	<p><b>LAND-7: Consistency with SCAG Goals and Policies.</b> Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan (RTP), and Compass Growth Vision may be applicable to this project.</p>	None required	Less than significant
3.7 Land Use	<p><b>LAND-8: Long-Term Changes in Land Use Patterns and Growth Inducement.</b> From a land use perspective, the Ormond Beach specific plans, including the required general plan amendments and rezonings, in combination with other proposed development in South Oxnard, would potentially affect the existing regional land use setting by displacing agricultural uses with residential, commercial, industrial,</p>	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	<b>AG-1: Conflict with Existing Zoning for Agricultural Use or Williamson Act Contract.</b> The proposed project is not under a Williamson Act Contract. The existing zoning within most of the Study Area is Agricultural Exclusive (A-E) (Ventura County Non-Coastal Zoning Ordinance, 12-06-05 Edition). The Study Area also includes a small portion of land in its extreme southern portion designated as Coastal Agricultural (C-A).	None required	Less than significant
3.8 Agriculture	<b>AG-2: Involve Other Changes in the Existing Environment which, due to their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use.</b> The proposed project is not expected to directly or indirectly result in conversion of adjacent farmlands to non-agricultural use.	None required	Less than significant
3.8 Agriculture	<b>AG-3: Impacts to Agricultural Water Supply.</b> Existing active water wells within the Study Area would no longer be used for agricultural irrigation and the groundwater pumping rights would be transferred to the City of Oxnard for M&I uses. The transfer of the groundwater allocation to the City for urban uses is not expected to result in a significant impact to agricultural water supply, as it would follow GMA's allocation transfer restrictions.	None required	Less than significant
3.8 Agriculture	<b>AG-6: Land Use Conflicts.</b> The Northern Subarea is presently used for agricultural operations. Properties east of the Northern Subarea are also used for agriculture and would remain in agricultural use after completion of the proposed project. The development of urban uses with sensitive receptors (such as residential lots and school uses) close to the agricultural operations could create conflicts between these land uses.	<b>AG-1. Buyer Notification.</b> A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<b>PF/Schools-1: Elementary Schools.</b> Development of the Ormond Beach Specific Plan Study Area may generate a partial need for a new elementary school within the area. A 10-acre (net) potential elementary school site has been designated within the proposed Northern Subarea development, pending approval by OVESD. Either execution of an agreement between OVESD and the developer to complete the school at this site, or payment of the statutory development fees pursuant to Government Code Section 65995 would reduce these impacts to a level considered less than significant.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Schools-2: High Schools.</b> Current school capacity does not adequately accommodate the anticipated number of students generated from the Ormond Beach Study Area. This impact would be reduced to a level considered less than significant through payment of state-mandated new development fees (Government Code Section 65995) by both the developers of the Northern and Southern Subarea projects.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Fire Protection-3. Fire Protection, Construction-related Fire Hazards.</b> A large amount of wood framing would occur within the Study Area during construction. In association with the framing operations, electrical, plumbing, communications, and ventilation systems would be installed in each structure. Given that these systems would be subject to City Codes and inspection by City personnel it is assumed they would be properly installed. In addition, construction sites would also be subject to City requirements relative to water availability and accessibility for fire fighting equipment. Adherence to City Codes and requirements during construction would reduce the potential for fire hazards within the Study Area to less than significant levels.	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<b>PF/Fire Protection-4: Delays in Emergency Response.</b> Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. This impact is considered less than significant given the periodic and short-term nature of construction-related traffic. With regard to emergency plans and evacuation routes, the proposed project would be required to comply with all standards and policies included in the City of Oxnard General Plan Safety Element and Zoning Ordinances. Therefore, no impacts to emergency plans and evacuation routes would occur.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Fire Protection-5: Community Fire Protection Service Impacts.</b> The demand for fire protection services would increase as the Northern Subarea develops over time. The Development Agreements call for the developers of the Northern and Southern Subareas to contribute 75 percent of the funds for the construction of a new fire station in south Oxnard. The remaining 25 percent would be contributed by the City. This lump-sum payment would be due at the issuance of the 1250th building permit.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Police Protection-7: Construction-related Police Protection Service Impacts.</b> The proposed project would require police protection services. The City of Oxnard Police Department will be responsible for police protection service to the project area. The construction phase of the proposed project would not normally require police protection services, except in cases of trespassing, theft, and vandalism. These are not unusual at a construction site, but are occasional, and the impact to police services would be less than significant. In addition, construction sites usually hire private security firms, further reducing the need for police services during construction.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Police Protection-8: Construction Traffic Impacts.</b> Construction of the proposed project would increase traffic both on and adjacent to	None required	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<p><b>PFI/Police Protection-9: Community Police Protection Service Impacts.</b> The demand for police protection services would increase as the Northern Subarea develops over time. The specific plan for the Northern Subarea includes an approximately 1,000-square-foot police substation with the proposed attached residential housing developed in Phase I of the project. There would also be shared office space for Police Department staff/volunteer use in the new fire station, ensuring that the development permitted does not adversely affect the City's ability to provide adequate police protection services.</p>	<p>None required</p>	<p>Less than significant</p>
3.9 Public Facilities and Services	<p><b>PFI/Police Protection-10: Community Police Protection Service Impacts.</b> The demand for police protection services would increase as the Southern Subarea develops over time. With the projected addition of the police substation included with some of the proposed housing developed in Phase I of the Northern Subarea Specific Plan, and the shared office space in the new fire station for Police Department staff and volunteer use, the development permitted under the proposed project would not adversely affect the City's ability to provide adequate police protection services.</p>	<p>None required</p>	<p>Less than significant</p>
3.9 Public Facilities and Services	<p><b>PFI/Solid Waste-11: Construction Waste.</b> Site preparation and construction activities would generate approximately 19,245 cubic yards of construction waste for residential development, assuming no diversion of construction wastes. In addition, construction activities would generate 16,686 cubic yards of construction waste for commercial, office, and light industrial development.</p>	<p>Name required</p>	<p>Less than significant</p>

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<b>PF/Library Services-13: Libraries.</b> The City's Public Library system currently has adequate capacity to serve the City. The new South Oxnard Library building at the intersection of Bard and Saviers Road will provide library services to the Study Area community. The impact to library services is therefore expected to be less than significant.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Utilities-15: Electricity Consumption (Construction).</b> Electrical energy would be consumed temporarily during construction activities. Construction activities are not expected to consume significant amounts of energy, because the proposed project would be developed in phases over 10 to 15 years. No significant construction-related impacts on electrical supply or service will result from the proposed project.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Utilities-16: Natural Gas Consumption (Construction).</b> Due to the nature of construction activities, natural gas would not be consumed during development of the proposed project. The proposed project is not expected to result in significant impacts to natural gas service.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Utilities-17: Electricity Consumption (Project).</b> Development of the uses allowed by the project would place new demands on electrical service provided by SCE, and would require new or upgraded delivery infrastructure to transmit the energy to uses within the Study Area. According to the California Energy Commission (CEC) Technical Report to California Energy Outlook 2000, the additional electrical demand of the project can be accommodated within the long-term source and distribution planning. Individual building projects within the proposed project Study Area will be required to comply with the Energy Building Regulations adopted by the CEC.	None required	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<b>PF/Utilities-18: Natural Gas Consumption (Project).</b> As the proposed project is built and occupied, new demands for natural gas would occur. The proposed project can be accommodated within the long-term source and distribution planning of The Gas Company. Future uses within the project site will be required to comply with Title 24 of the California Administrative Code.	None required	Less than significant
3.9 Public Facilities and Services	<b>PF/Utilities-21: Other Utilities.</b> Verizon Communications and Adelphia/Time Warner's projections indicate that telephone, internet and cable service will be available to accommodate the proposed Northern and Southern Subarea developments' needs, since infrastructure will be placed concurrent with development.	None required	Less than significant
3.10 Transportation	<b>TRANS-2: Peak Hour Traffic Conditions—Combined Subareas.</b> Based on City of Oxnard established thresholds of significance, the addition of the Southern Subarea project-generated trips is forecast to result in potentially significant impacts at 15 study intersections.	<b>TRANS-2: Combined Subarea Traffic.</b> To eliminate the significant impacts associated with development of the Combined Subareas (Impact Trans-2), the following mitigation measures, designed in accordance with City standards, are recommended (also depicted in Figures 3.10-18 and 19):	Less than significant
		<ul style="list-style-type: none"> <li>• Ventura Road/Hueneme Road – Widen the southbound Hueneme Road approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes.</li> <li>• Saviers Road/Channel Islands Boulevard – Widen the southbound Saviers Road approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.</li> <li>• Saviers Road/Pleasant Valley Road – Widen the southbound Saviers Road approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, two</li> </ul>	

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<ul style="list-style-type: none"> <li>• Saviors Road/Hueneme Road – Widen the southbound Saviors Road approach from one left-turn lane and one right-turn lane to consist of one left-turn lane and two right-turn lanes. Modify the Saviors Road/Hueneme Road intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn movement from southbound to northbound Saviors Road.</li> <li>• Rose Avenue/Gonzales Road – Modify the Rose Avenue/Gonzales Road intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn movement from southbound to northbound Rose Avenue.</li> <li>• Rose Avenue/Cesar Chavez Drive – Widen the eastbound Cesar Chavez Drive approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, one shared left-turn/through lane, and one right-turn lane. Modify the Rose Avenue/Cesar Chavez Drive intersection traffic signal to include split phasing for the eastbound and westbound Cesar Chavez approaches.</li> <li>• Rose Avenue/Camino Del Sol – Re-stripe the eastbound Camino Del Sol approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, two through lanes, and one dedicated right-turn lane. Modify the Rose Avenue/Camino Del Sol intersection traffic signal to include an eastbound right-turn overlap, which will preclude u-turn movement from northbound to southbound Rose Avenue. Modify the Rose Avenue/Camino Del Sol intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn movement from southbound to northbound</li> </ul>	

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Rose Avenue.	<ul style="list-style-type: none"> <li>Rose Avenue/Santa Lucia Avenue – Re-stripe the westbound Santa Lucia Avenue approach from one left-turn lane and one de-facto right-turn lane to consist of one left-turn lane and one shared left-turn/right-turn lane.</li> <li>Rose Avenue/Eastman Avenue – Re-stripe the westbound Eastman Avenue approach from two left-turn lanes and one right-turn lane to consist of one left-turn lane, one shared left-turn/right-turn lane, and one right-turn lane.</li> <li>Rose Avenue/Oxnard Boulevard – Widen the northbound Rose Avenue approach from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</li> <li>Rose Avenue/Channel Islands Boulevard/SR-1 Southbound Ramps – Re-stripe the westbound Channel Islands Boulevard approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.</li> <li>Rose Avenue/Pleasant Valley Road – Widen the eastbound Pleasant Valley Road approach from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</li> <li>Rose Avenue/Sanford Street – Signalize intersection. Re-stripe the northbound Rose Avenue approach from one shared left-turn/through lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Re-stripe the southbound Rose Avenue approach from one shared left-</li> </ul>		

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.10 Transportation	<p><b>TRANS-4: Freight Movement.</b> As described in the existing setting description, the Study Area, because of its proximity to the Port of Hueneme, plays a significant role in the transport of freight and goods. As a result, both freight rail and trucking are key features of the overall transportation system. While there is no existing or planned rail access to the Study Area, the City of Oxnard has designated Hueneme and Arnold Roads and Edison Drive as truck routes. Each of these roadways is expected to continue to serve freight movement needs, as well as accommodating new traffic associated with residential and commercial development in the Northern Subarea and light industrial and business park uses in the Southern Subarea. As discussed under Impacts Trans-1 and Trans-2 and their associated mitigation measures, the specific plans for these areas have identified roadway improvements that will accommodate all traffic associated with development in the area, including truck-based freight movement.</p>	<p>None required</p>	<p>Less than significant</p>
3.10 Transportation	<p><b>TRANS-5: Transit Services.</b> Future development in both the Northern and Southern subareas will generate increased demand for transit services. In recognition of this fact, the specific plans for each subarea include commitments to accommodation of public transit. This includes designing connections to primary arterials which are likely to serve as future transit routes (e.g., Rose Avenue, SouthShore Drive, and</p>	<p>None required</p>	<p>Less than significant</p>

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	Hueneme Road); roadway layouts that maximize opportunities for designated public transportation stops; pedestrian-oriented neighborhoods that encourage pedestrian and bicycle connections with transit stops; transit supportive land uses to enhance the viability of transit; and commitment to quality design for public transportation stops, including benches and graphics that address all transit system standards. The project developers will work with public transportation providers within the throughout the engineering and buildout of the specific plans. The specific design of the public transportation system will be determined based on the service provider's routes and technical requirements. With such coordination, the impacts of development under the specific plans will result in a less than significant (Class III) impact on transit services in the Study Area.		Less than significant
3.11 Noise	<b>NOISE-3: Ormond Beach Generating Station Noise Impacts.</b> Noise from the power generating station was generally inaudible at the project site.	None required	Less than significant
3.11 Noise	<b>NOISE-4: SoCal Gas Company Pumping Station Impacts.</b> The noise levels measured in the vicinity of the gas pumping station were in the range of 45 to 55 dB at the project site. Since no noise sensitive land uses are planned near this noise source, this impacts associated with noise from the SoCal Gas Company Pumping Station is considered less than significant.	None required	Less than significant
3.11 Noise	<b>NOISE-5: Pacific Vehicle Preparation Facility Noise Impacts.</b> Noise from truck loading operations at the Pacific Vehicle Preparation Facility would have potential to be a significant noise impact, as the facility operates 24-hours per day. Vehicles are driven from the Port of Hueneme to the facility, and then are sent out via trucks and trains. The planned adjacent land use near the facility is light industrial. Since	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	no noise sensitive land uses are planned near the facility, the impacts of noise originating from Pacific Vehicle Preparation operations is considered less than significant.		Less than significant
3.11 Noise	<b>NOISE-6: UPRR Railroad Noise Impacts.</b> The UPRR railroad runs diagonally adjacent to the northwest corner of the project boundary. The planned project land use along the section of railroad tracks is light industrial. Since no noise sensitive land uses are planned near this noise source, the noise source is less than significant.	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-1: Scenic Vista-Rose Avenue.</b> The Northern Subarea would utilize an extension of Rose Avenue as the main north/south entrance to the Specific Plan Area. The existing terminus of Rose Avenue does not provide any direct view of the southern coastline or mountain and foothill backdrops that are considered scenic vistas according to the City's General Plan. While the area would be converted from agricultural operations to developed urban land uses, from the vantage point of Rose Avenue, the development of the Northern Subarea would not obstruct scenic vistas based on the fact that scenic vistas would not be affected.	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-2: Scenic Vista-Hueneme Road (Northern Subarea).</b> Hueneme Road is identified as a scenic roadway in the City's General Plan. The proposed man-made lake separating the residential uses from Hueneme Road would act as a visual buffer, separating homes that could visual impair views of the Santa Monica Mountains to the east from the perspective of an eastbound motorist. Presently, motorists traveling in the westbound direction on Hueneme Road have views of the existing urban areas. No views of the coastline are visible from this perspective. As the man-made lake would provide a separation of the proposed residential neighborhoods from Hueneme	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	Road, the existing views of the Santa Monica Mountains to the east from the perspective of eastbound motorists and pedestrians would be preserved. There are no scenic vistas from the perspective of a westbound motorist traveling on Hueneme Road.		Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-3: Scenic Vista-Pleasant Valley Road.</b> Pleasant Valley Road is also identified as a scenic roadway in the City's General Plan. Only a small section of Pleasant Valley Road passes along the northwestern portion of the Specific Plan area. Because the eastward viewshed from Pleasant Valley Road is so limited and because the buildings within the Study Area will be set-back from the road, the potential impacts of project development on scenic vistas to the Santa Monica Mountains are considered <i>less than significant</i>	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-4: Scenic Vista-Olds Road.</b> The landscaped buffer area/shelterbelt separating Olds Road from the high school will create a visual buffer that will prevent view obstruction of the distant mountain views to the north from the perspective of northbound motorists or pedestrians. the coastline to the south is obstructed from view by sand dunes to the south. Thus, there are no important scenic vistas from the vantage point adjacent to Olds Road facing the southerly direction, so the proposed development in the Northern Subarea would not impact scenic vistas.	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-8: Scenic Highways.</b> The closest State Scenic Highway to the Specific Plan area is Highway 1, which is located approximately two miles to the east of the Specific Plan Area. While views from Highway 1 would be slightly altered as the Specific Plan area would be developed with urban uses, the predominant visual features visible from the highway are the coastal areas to the south and agricultural lands and the Santa Monica Mountains to the east and northeast.	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	Based on the distance of Highway 1 from the Specific Plan Area and the fact that no scenic vistas would be obstructed.		
3.13 Aesthetics/ Visual Resources	<b>AES-10: Daytime Light and Glare.</b> Development of the Ormond Beach Specific Plan would increase the amount of glare (indirect reflected light) generated in the immediate area during the daytime. Daytime sources of glare would primarily be generated by the activities of people, and the sun reflecting off glass windows of structures, automobiles, and trucks.	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-11: Nighttime Light and Glare.</b> The development of the Ormond Beach Specific Plan would also introduce new sources of nighttime light and glare. Nighttime sources of light would include vehicle headlights and lights used within buildings located throughout the project site.	None required	Less than significant

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**TABLE ES-2 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts- Ormond Beach (Northern Subarea)</b>			
3.6 Biology	<b>BIO-3: Direct Impacts to Habitat and Vegetation. Waters of the U.S.</b> The agricultural ditches will be replaced with bioswales that capture runoff from the proposed residential development into a lake that will connect with the Oxnard Industrial Drain. The lake and bioswales will be vegetated with native wetland species and include 12 acres of lake which would improve the habitat quality an increase the acreage of waters of the U.S. from 6.5 to 12 acres. This would be a beneficial impact.	None required	Beneficial

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**TABLE ES-3**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class I Impacts – Ormond Beach (Southern Subarea)</b>			
3.3 Water Resources (Post-Construction)	<b>WATER-17: Not have sufficient water supplies available to serve the project from existing entitlements and resources, and new or expanded entitlements would be needed.</b>	Cannot be feasibly mitigated	Significant and unavoidable
3.4 Air Quality	<b>AQ-6: Construction-Related Emissions.</b> Heavy equipment used during proposed construction activities produces combustive NOx and ROG emissions. Emissions from the construction of development projects are accounted for in the County ozone attainment planning process.	<p><b>AQ-2:</b> ROC and NOx emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> <li>1. Minimize equipment idling time.</li> <li>2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.</li> <li>3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.</li> <li>4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.</li> </ol>	Significant and unavoidable
3.4 Air Quality	<b>AQ-7: Project-Related Emissions.</b> Operations of the project would produce significant ROC and NOx emissions from all combined residential and non-residential project sources, including vehicular traffic, space heating, water heating, and consumer products. Project-related emissions were estimated using the URBEMIS2002 model. This analysis assumes that the project would be fully built-out by the year 2020.	<p><b>AQ-3:</b> Measures to reduce operational and vehicle emissions to the extent feasible shall be identified and incorporated in conditions of approval for any Tentative Tract Map or development permit within the Specific Plan.</p> <p><b>AQ-4:</b> Transportation Demand Management (TDM) Fee Program shall be developed for the project and approved by the City of Oxnard prior to the issuance of the first building permit for any project within the Study Area. This program shall determine the total TDM fee to be paid for individual projects within the Study Area, consistent with City standards and the methodology identified in Section 7.5.3 of the Ventura County APCD Guidelines.</p>	Significant and unavoidable

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	<p><b>AG-7: Conversion of Prime Farmland or Farmland of Statewide Importance to Non-agricultural Uses.</b> The proposed project would convert approximately 375 acres of land currently used for agricultural operations to non-agricultural uses. The remaining 220 acres included in the Southern Subarea would continue to be available for agricultural production. The proposed project includes light industrial uses, a business/research park, trails, and open space, including detention/biofiltration and greenbelt areas.</p>	Cannot be feasibly mitigated	Significant and unavoidable
3.13 Aesthetics/ Visual Resources	<p><b>AES-9: Visual Character.</b> The Specific Plan Study Area is predominantly used for agricultural operations. The approval of the two specific plans and development of all of the proposed land uses would result in the transition of the area from a rural agricultural area to an urban area. When compared to existing conditions, the transition of land use intensity to an urban area would have a substantial change in the visual character.</p>	Cannot be feasibly mitigated	Significant and unavoidable

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class II Impacts – Ormond Beach (Southern Subarea)</b>			
3.2 Geology	<p><b>GEO-1: Erosion.</b> The proposed project would result in development of residential housing and mixed uses in the Northern Subarea and light industrial development in portions of the Southern Subarea. Development of residential, mixed use and light industrial structures and improvements to open space could result in substantial soil erosion or the loss of topsoil.</p> <p><b>GEO-2: Slope Stability.</b> Project grading is not likely to include the placement of cut and fill slopes. Given the gently sloping nature of the site, any final slopes included in the project would not be anticipated to create an unstable slope. However, though not thought of as a “slope” in the traditional sense of the word, excavations have many similarities to slopes when evaluating stability of excavation sidewalls. Some deep excavations may be necessary for the installation of improvements and deep excavations may be susceptible to failure. The presence of high groundwater conditions and potential for encountering collapsible soils are two contributing factors to excavation instability. In any case, engineered slopes or excavations included in the project would be required to meet established standards in the CBC and City Grading Ordinance.</p>	<p><b>GEO-1: Erosion.</b> Construction plans, including the Grading and Drainage Plan, Construction SWPPP, and/or Post-Construction Erosion and Sediment Control Plan, shall incorporate measures, as appropriate, to minimize erosion.</p> <p><b>GEO-2: Slope Stability.</b> In order to avoid slope stability hazards, all temporary excavations shall be designed according to CBC, OSHA, and City standards for temporary construction excavations and slopes. All plans submitted for approval of a Development Permit for development projects in the Northern Subarea and the Southern Subarea shall incorporate design recommendations for mitigation of unstable temporary construction slopes and excavations as investigation by registered soils engineers and engineering geologists.</p>	<p><b>3.2 Geology</b></p>
3.2 Geology	<p><b>GEO-3: Seismic Hazards.</b> An earthquake on a nearby fault could result in strong ground shaking. Ground shaking has the potential to cause fill material to settle, instigate liquefaction, and cause physical damage to structures, property, utilities, and road access. Ground shaking has the potential to cause injury and death to humans.</p>	<p><b>GEO-3: Seismic Hazards.</b> In order to avoid seismic hazards, all structures shall be designed to earthquake standards for CBC Seismic Zone 4, and appropriate building setbacks from active and potentially active faults shall be applied. All plans submitted for approval of a Development Permit shall incorporate design recommendations for mitigation of seismic hazards.</p> <p>Design-level geotechnical and geological studies shall be performed as part of the final design effort for the project. Significant soil</p>	<p><b>3.2 Geology</b></p>

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.2 Geology	<b>GEO-4: Expansive Soils.</b> Soils with moderate shrink-swell (expansive) potential have been identified in the Study Area. Soils with expansion potential contain clay minerals that expand when wet and shrink when dry. Repeated shrinking and swelling of the soil can result in damage to foundations, fill slopes, utilities, and other associated facilities. Site-specific geotechnical studies will be required to identify areas underlain by expansive soils and provide appropriate mitigation measures.	<b>GEO-4: Expansive and Collapsible Soils.</b> In order to avoid soil-related hazards, the project applicant shall investigate and implement recommendations set forth by the applicant's geotechnical engineer and refine the project design through detailed soils analysis. The design of the proposed foundation systems and floor slabs of the proposed structures shall consider the likely presence of expansive soil conditions, as well as collapsible and compressible soil conditions that have a high potential for both short- and long-term settlement and compression.	<b>3.2 Geology</b>
3.2 Geology	<b>GEO-5: Collapsible Soils and Sensitive Soils.</b> The surface soils may be dry and porous to depths of 12 to 24 inches below existing grade, and may be susceptible to collapse, compression, and settlement with increasing moisture content.	<b>GEO-4: Expansive and Collapsible Soils.</b> In order to avoid soil-related hazards, the project applicant shall investigate and implement recommendations set forth by the applicant's geotechnical engineer and refine the project design through detailed soils analysis. The design of the proposed foundation systems and floor slabs of the proposed structures shall consider the likely presence of expansive soil conditions, as well as collapsible and compressible soil conditions that have a high potential for both short- and long-term settlement and compression.	<b>3.2 Geology</b>

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.2 Geology	<p><b>GEO-6: Tsunami Hazard.</b> The generation of a tsunami from either a seismic event or submarine landslide could potentially inundate the Study Area. Currently, there is no method to predict when a tsunami will be generated because there are currently no known methods for predicting events that can generate a tsunami.</p>	<p><b>GEO-5: Tsunami Hazards.</b> Tsunami hazards in the proposed development area would be avoidable only if identified Tsunami zones are not developed. Therefore, planning efforts to minimize the impacts from a tsunami should be instituted. Such planning efforts would include eliminating residential development or public schools in a tsunami hazard zone. However, tsunami hazard zones could be acceptable for light commercial and industrial development considering the primary occupational hours would be during regular work hours and implementation of a tsunami evacuation would be feasible if such hazard presented itself. The Southern Subarea project shall be designed and constructed in compliance with all applicable codes and regulations.</p>	Mitigated to less than significant
3.3 Water Resources (Construction)	<p><b>WATER-12: Short- and Long-Term Potential Impacts to Runoff Water Quality That Would Be Directed to Sensitive Estuary and Marine Environments.</b> Water resource impacts would be identified as significant if they degrade surface or groundwater quality in violation of the Los Angeles RWQCB Basin Plan objectives or water quality regulations, and result in substantial degradation of water quality conditions that could affect beneficial uses of receiving waters.</p>	<p><b>WATER-5: Environmental Site Assessment.</b> An environmental site assessment adequate to identify potential sources of stormwater contaminants and areas requiring remediation. The assessment must include the location and condition of areas used for the storage of pesticides and herbicides, petroleum storage tanks or fueling areas, septic tanks, and underground storage tanks. Areas of soil staining should be noted and the potential contaminant identified. Soil should be excavated to determine the exact vertical extent of contamination. If during soil removal, staining indicates petroleum contamination continuing below the ground surface, sampling should be performed to characterize the extent of contamination and identify appropriate remedial measures.</p>	Mitigated to less than significant
		<p><b>WATER-6: De-Watering.</b> De-watering operations during construction will utilize established BMPs for limiting the discharge of sediment. Prior to the discharge of de-watering from shallow groundwater, water quality sampling will be performed to determine if the groundwater to</p>	

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	be de-watered is contaminated with pesticides or petroleum products. If levels of pollutants are present in quantities exceeding applicable water quality standards, the de-watering will be pumped and removed for proper disposal offsite.	<b>WATER-7: Stormwater Pollution Prevention Plan.</b> The applicants shall submit to the City evidence of County review and approval of the receipt letter of a completed Notice of Intent (NOI) and waste discharge identification number to obtain coverage under the NPDES General Permit for Discharges Associated with Construction Activity issued by the California State Water Resources Control Board. Along with the NOI, the applicant shall submit to the County a Stormwater Pollution Prevention Plan (SWPPP) and monitoring program consistent with SWRCB rules for the construction phase of the project prior to initiating construction.	Mitigated to less than significant
		<b>WATER-8: Stormwater Pollution Control Plan.</b> Prior to issuance of any construction/trading permits a Stormwater Pollution Control Plan (SWPCP) will be prepared. The SWPCP will include erosion and sediment control BMPs for both active and inactive (previously disturbed) construction areas.	Mitigated to less than significant
3.3 Water Resources (Post Construction)	<b>WATER-12: Short- and Long-term Potential Impacts to Runoff Water Quality That Would Be Directed to Sensitive Estuary and Marine Environments.</b> Water resource impacts would be identified as significant if they degrade surface or groundwater quality in violation of the Los Angeles RWQCB Basin Plan objectives or water quality regulations, and result in substantial degradation of water quality conditions that could affect beneficial uses of receiving waters.	<b>WATER-5: Environmental Site Assessment.</b> An environmental site assessment adequate to identify potential sources of stormwater contaminants and areas requiring remediation. The assessment must include the location and condition of areas used for the storage of pesticides and herbicides, petroleum storage tanks or fueling areas, septic tanks, and underground storage tanks. Areas of soil staining should be noted and the potential contaminant identified. Soil should be excavated to determine the exact vertical extent of contamination. If during soil removal, staining indicates petroleum contamination	Mitigated to less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>continuing below the ground surface, sampling should be performed to characterize the extent of contamination and identify appropriate remedial measures.</p> <p><b>WATER-6: De-Watering.</b> De-watering operations during construction will utilize established BMPs for limiting the discharge of sediment. Prior to the discharge of de-watering from shallow groundwater, water quality sampling will be performed to determine if the groundwater to be de-watered is contaminated with pesticides or petroleum products. If levels of pollutants are present in quantities exceeding applicable water quality standards, the de-watering will be pumped and removed for proper disposal offsite.</p>	
		<p><b>WATER-9: SQUIMP Development Guidelines.</b> A combination of non-structural and structural BMPs (e.g., bioswales, permeable pavement, etc.) shall be installed to effectively prevent the discharge of pollutants from the residential units, roads, equestrian facilities, and open space easements and, their conveyance, either directly or through storm drain systems into natural watercourses and the Pacific Ocean.</p>	<p>Mitigated to less than significant</p>
3.3 Hydrology and Water Quality (Construction)		<p><b>WATER-13: Exposure of Site to Flood Hazards.</b> A preliminary drainage plan incorporating hydrologic modeling of stormwater runoff from the existing site has been developed for the Southern Subarea. It is known that the southern portion of the Southern Subarea drains to the Oxnard Drain, but it is not certain if this is the drainage for the entire site. Southwest Sod has current plans for maintenance and dredging of the Oxnard Drain which will improve its flow capacity. Because this is a waterway within unincorporated Ventura County, improvement to the Oxnard Drain will need to meet the requirements of the Ventura County Stormwater Ordinance. Construction activities at the Southern Subarea could result in discharges of sediment which</p>	<p>Mitigated to less than significant</p>

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	would compromise the flow capacity of the Oxnard Drain and any other agricultural drains servicing the Project area. Agricultural drainage channels operated and maintained by the Oxnard Drainage District No. 2 may not have the capacity for the increased runoff associated with construction. At the present time, potential impacts due to flooding during construction cannot be fully assessed.		
3.3 Water Resources (Post Construction)	<b>WATER-13: Exposure of Site to Flood Hazards.</b> A preliminary drainage plan incorporating hydrologic modeling of stormwater runoff from the existing site has been developed for the Southern Subarea. It is known that the southern portion of the Southern Subarea drains to the Oxnard Drain, but it is not certain if this is the drainage for the entire site. Southwest Sod has current plans for maintenance and dredging of the Oxnard Drain which will improve its flow capacity. Because this is a waterway within unincorporated Ventura County, improvement to the Oxnard Drain will need to meet the requirements of the Ventura County Stormwater Ordinance. Construction activities at the Southern Subarea could result in discharges of sediment which would compromise the flow capacity of the Oxnard Drain and any other agricultural drains servicing the Project area. Agricultural drainage channels operated and maintained by the Oxnard Drainage District No. 2 may not have the capacity for the increased runoff associated with construction. At the present time, potential impacts due to flooding during construction cannot be fully assessed.	<b>WATER-1: Drainage Plan.</b> A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Stumps must be designed for a 50-year storm and provided with an emergency overflow escape path <b>WATER-2: Stormwater Control Structures and Devices.</b> The projects in both the Northern and Southern Subarea Specific Plans propose to construct detention basins to attenuate peak stormwater runoff flows. In the case of the Northern Subarea Specific Plan, the detention basin will take the form of an artificial lake. Due to the amount of water collected and the presence of shallow groundwater, these basins will require relatively large footprints to provide enough volume to perform their desired function. Detention Basin storage volume should be based on VCWPD hydrographs and the requirements of the VCWPD Hydrology Manual. Stormwater retention and protection structures (i.e., detention basins, outlet dissipaters, etc.) and other industry standard erosion protection devices (i.e., silt fences, jute netting, straw bales, bioswales, etc.) shall be constructed,	Mitigated to less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources (Construction)	<b>WATER-14: Increased Surface Runoff.</b> Construction activities at the Southern Subarea could result in discharges of sediment which would compromise the flow capacity of the Oxnard Drain and any other agricultural drains servicing the Project area. Agricultural drainage channels operated and maintained by the Oxnard Drainage District No. 2 may not have the capacity for the increased runoff associated with construction. At the present time, potential impacts due to flooding during construction cannot be fully assessed.	<b>WATER-1: Drainage Plan.</b> A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path.	Mitigated to less than significant
3.3 Water Resources (Post Construction)	<b>WATER-14: Increased Surface Runoff.</b> Industrial development in the Southern Subarea will reduce the ground surface area capable of absorbing and infiltrating rainfall and, therefore, potentially increasing both the peak runoff flows and of stormwater within watercourses. A baseline stormwater infiltration versus runoff calculation for the Southern Subarea of the Study Area has not been completed. Capacity analysis has not been provided for the basin retention ponds	<b>WATER-1: Drainage Plan.</b> A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to	Mitigated to less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
(BRPs).	<p>The applicant would be required to have final grading and drainage plans reviewed and approved by VDWPD and the City of Oxnard. Pending the submittal of further design information, the potential impacts from increased stormwater runoff flows to waterways cannot be fully assessed at this time.</p>	<p>convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path</p> <p><b>WATER-2: Stormwater Control Structures and Devices.</b> The projects in both the Northern and Southern Subarea Specific Plans propose to construct detention basins to attenuate peak stormwater runoff flows. In the case of the Northern Subarea Specific Plan, the detention basin will take the form of an artificial lake. Due to the amount of water collected and the presence of shallow groundwater, these basins will require relatively large footprints to provide enough volume to perform their desired function. Detention Basin storage volume should be based on VCWPD hydrographs and the requirements of the VCWPD Hydrology Manual. Stormwater retention and protection structures (i.e., detention basins, outlet dissipaters, etc.) and other industry standard erosion protection devices (i.e., silt fences, jute netting, straw bales, bioswales, etc.) shall be constructed, installed, and made operational during the initial phases of site grading. Pre- and post-construction surface runoff from the new residential developments shall not exceed existing conditions. A registered civil engineer specializing in flood control or other qualified professional shall design stormwater structures to ensure that adequate flood control capability is met.</p> <p><b>WATER-3: Construction Base Elevation.</b> New construction shall have the lowest floor, including basement, elevated above the Base Flood Elevation (BFE). A general requirement is to elevate building pads at least one foot above the BFE.</p> <p><b>WATER-4: Road Elevation.</b> At least one route of ingress and egress to any development should be available during a 100-year flood.</p> <p><b>WATER-9: SQUIMP Development Guidelines.</b> A combination of non-</p>	

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources (Construction)	<b>WATER-15: Erosion.</b> Increased surface runoff from the Study Area during construction could result in short-term and long-term erosion and sedimentation impacts to the watercourses and waterbodies in the Southern Subarea.	<b>WATER-1: Drainage Plan.</b> A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path.	Mitigated to less than significant
3.3 Water Resources (Post Construction)	<b>WATER-15: Erosion.</b> Increased surface runoff from the Study Area during occupancy could result in erosion and sedimentation impacts to the watercourses and waterbodies in the Southern Subarea.	<b>WATER-1: Drainage Plan.</b> A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path	Mitigated to less than significant
		<b>WATER-9: SQUIMP Development Guidelines.</b> A combination of non-structural and structural BMPs (e.g., bioswales, permeable pavement, etc.) shall be installed to effectively prevent the discharge of pollutants from the residential units, roads, equestrian facilities, and open space easements and, their conveyance, either directly or through storm drain systems into natural watercourses and the Pacific Ocean.	Mitigated to less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources (Post-Construction)	<b>WATER-19: Existing wastewater collection and conveyance lines do not have sufficient capacity to accommodate wastewater from the project.</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-20: Proposed wastewater flows would exceed the present capacity of the City of Oxnard Waste Water Treatment Plant (OWWTP).</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-21: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB) or result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant
3.3 Water Resources (Post-Construction)	<b>WATER-22: Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b>	<b>WATER-10: Downgradient Sewer Study.</b> Prior to issuance of building permits for the Northern and Southern subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Mitigated to less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.4 Air Quality	<b>AQ-5: Construction-Related Particulates.</b> Ground disturbances and equipment operation during construction activities produce potentially significant, but feasibly mitigated short-term PM <sub>10</sub> emissions (Table 3.4-9). Implementation of the proposed project would generate construction-related air pollutant emissions from two general activity categories: entrained dust and vehicle and equipment emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM <sub>10</sub> emissions.	<p><b>AQ-1.</b> Dust generated by project construction shall be kept to a minimum by following dust control measures.</p> <p><b>AQ-2.</b> ROC and NOx emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> <li>1. Minimize equipment idling time.</li> <li>2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.</li> <li>3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.</li> <li>4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.</li> </ol>	Mitigated to less than significant
3.5 Hazards	<b>HM-6: Impacts from Potentially Contaminated Soils Resulting from Agricultural Operations.</b> Impacts from Potentially Contaminated Soils Resulting from Agricultural Operations. The Study Area has been used for agriculture for several decades, although the specifics of these operations are unknown. The Phase I ESA prepared for the Southern Subarea identified superficial stains and odor in several locations, which may be indicative of soil contamination. There is a potential for pesticides, herbicides, fuels and other chemicals used in various agricultural operations to be present onsite. These substances may have resulted in soil and/or groundwater contamination at concentrations above regulatory action levels. Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site. In addition, due to the rural nature of	<p><b>HM-1:</b> The majority of the Study Area has been utilized for agricultural purposes for several decades and may contain pesticide residues in the soil. Soil sampling shall occur throughout the subject site, as part of a Phase II ESA, including any known pesticide mixing areas. In order to adequately assess the extent of any existing soil contamination affecting the site, a Phase II ESA complying with ASTM standards shall be completed before recordation of any Tract Maps for the proposed Study Area. The sampling and the comprehensive Phase II ESA will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.</p>	Mitigated to less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<b>HM-8: Impacts from Asbestos-containing Materials and Lead-based Paints.</b> Based upon the period during which the existing onsite structure was built (prior to 1978), it is likely that ACM and LBP are present onsite and would have to be handled properly prior to demolition activities.	<b>HM-3:</b> Based on the period during which the existing structures in both the Northern and Southern subareas were built (prior to 1978), ACM and LBP may be present within the existing onsite structures and shall be handled properly prior to remodeling or demolition activities. In order to adequately assess the presence of ACMs and LBPs affecting the site, a Phase II ESA complying with ASTM standards shall be completed before recordation of any Tract Maps for the proposed Study Area. If either ACMs or LBPs are identified in the structures, then removal of these materials in compliance with state and federal requirements shall be undertaken prior to demolition of the structure, and the removed materials will be disposed of at an approved landfill.	Mitigated to less than significant
3.6 Biology	<b>BIO-14: Direct Impacts to Habitat and Vegetation. Invasive Species.</b> The Southern Subarea has minimal native vegetation; however, impacts to nearby native vegetation at Ormond Beach could potentially include invasive species used in landscaping that could escape into natural areas and out compete native vegetation.	<b>BIO-3:</b> To reduce the impacts of nonnative plants colonizing adjacent native habitats, the landscaping plan for the proposed Northern Subarea and Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.	Less than significant
3.6 Biology	<b>BIO-17: Direct Impacts to Common Wildlife Species. Bird Foraging Habitat.</b> Approximately 370 acres of agricultural lands and 5 acres of agricultural ditches would be impacted by the proposed development in the Southern Subarea. Approximately 220 acres would be open space/agriculture and would remain transitional habitat to adjacent to Ormond Beach wetlands. The Southern Subarea is known as a foraging habitat for many shorebirds, passerines, and raptors.	<b>BIO-4:</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in a total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).	Less than significant
3.6 Biology	<b>BIO-19: Direct Impacts to Common Wildlife Species. Nesting Birds.</b> Activities associated with grading and construction have the potential to disturb nesting birds on and adjacent to the site to the	<b>BIO-5:</b> A pre-construction survey for nesting birds will be conducted by a qualified biologist to determine if active nests of special-status birds, or common bird species protected by the Migratory Bird Treaty Act	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p>degree that the nests may be abandoned, resulting in a direct loss of an active bird nest. Bird nests with eggs or young are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Loss of active nests as a result of construction or other site-preparation activities may potentially be in conflict with these regulations and, depending upon the number and extent of active nests that would potentially be disturbed, could be considered a significant impact. Since the Southern Subarea has minimal trees or shrubs, nesting birds would be primarily ground-nesting birds such as killdeer or raptors in trees nearby but outside of the project site.</p> <p><b>BIO-20: Direct Impacts to Special Status Wildlife. Special Status Birds.</b> Impacts to special-status wildlife are limited to sensitive birds species that are known to occur or could potentially occur in the Southern Subarea. The project site is known to be used by these sensitive species for foraging only, and breeding is not expected, except for the low possibility of breeding burrowing owls. Evaluating the loss of foraging habitat to one single species as a result of the proposed project would be considered less than significant because it would not reduce the foraging opportunities to a point that would significantly impact the foraging opportunities for these species; however, evaluated collectively the loss of this foraging habitat to a large diversity of sensitive birds of prey, raptors, and shorebirds would be significant.</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).</p> <p><b>BIO-7.</b> Since there is potential for burrowing owls forage in the Study Area and to nest within the Southern Subarea, the following measures shall be implemented in order to avoid take of burrowing owls. A qualified biologist will survey for burrowing owl activities within the Study Area 30 days prior to construction to assess burrowing owl presence and need for further mitigation. If owls are nesting in the Study Area, the nest will be avoided by a minimum of a 250-foot buffer until fledging has occurred. Burrowing owls typically breed from late March to July.</p>	Less than significant
3.6 Biology	<p><b>BIO-21: Direct Impacts to Special Status Wildlife. Burrowing Owl (<i>Athene cunicularia</i>).</b> The burrowing owl is a federal and state species of concern. The decline of this species was recognized as early as the 1940s. The decline is attributable to the conversion of</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 60.7 acres (30.2 from</p>	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p>grasslands and pasturelands to agriculture, and to the destruction of ground squirrel colonies by plowing and poisoning. The burrowing owl is unique because it lives in the abandoned burrows of ground squirrels. They modify the burrows to suit their needs by digging. It is one of the few diurnal owls and can be seen in the day perched on fence posts or near the entrance to their burrow.</p> <p>While no burrowing owls were observed during the survey, there is a low potential for this owl to become resident and potentially breed at the site.</p>	<p><b>BIO-7.</b> Since there is potential for burrowing owls forage in the Study Area and to nest within the Southern Subarea, the following measures shall be implemented in order to avoid take of burrowing owls. A qualified biologist will survey for burrowing owl activities within the Study Area 30 days prior to construction to assess burrowing owl presence and need for further mitigation. If owls are nesting in the Study Area, the nest will be avoided by a minimum of a 250-foot buffer until fledging has occurred. Burrowing owls typically breed from late March to July.</p>	Less than significant
3.6 Biology	<p><b>BIO-22: Direct Impacts to Special Status Wildlife, Peregrine Falcon (<i>Falco peregrinus</i>).</b> The peregrine falcon is a state endangered species. The peregrine falcon occurs on almost every continent except Antarctica, and lives in a wide variety of habitats from tropics, deserts, and maritime to the tundra, and from sea level to 12,000 feet. Peregrines nest mainly on high cliffs. This species was observed in the Southern Subarea and likely forages there; however, there are no records of peregrine falcons breeding in the project vicinity, so breeding is not expected in the Southern Subarea.</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).</p>	Less than significant
3.6 Biology	<p><b>BIO-23: Direct Impacts to Special Status Wildlife, Belding Savannah Sparrow (<i>Passerculus sandwichensis beldingi</i>).</b> Belding's Savannah Sparrow is a subspecies of the widespread savannah sparrow that breeds in large contiguous patches of pickleweed (<i>Salsola virginica</i>) dominated coastal salt marshes of northwestern Mexico and of southern California as far north as Goleta. This subspecies was listed as endangered by the California Department of Fish and Game in 1974. It favors pickleweed marsh, and nests in the upper littoral of these marshes, where their nests are</p>	<p><b>BIO-4.</b> In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 60.7 acres (30.2 from the Northern Subarea and 30.5 from the Southern Subarea).</p>	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>safe from the highest tides that occur during the nesting season. The species utilizes pickleweed for nesting, perching, and singing. Although nesting habitat is not present within the Southern Subarea, Belding's Savannah Sparrows are fairly regular foragers at the sod farms.</p>	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p>	<p>Less than significant</p>
3.6 Biology	<p><b>BIO-25: Indirect Impacts to Sensitive Habitats.</b> Indirect impacts to adjacent sensitive habitats are possible as a result of the proposed project. The Ormond Beach and Point Mugu areas support a wide array of sensitive plant and wildlife species and southern coastal salt marsh habitat that could be impacted indirectly by increased development in the adjacent upland areas.</p>	<p><b>BIO-2.</b> At least one or a combination of several potential measures shall be taken to minimize domestic cats associated with the Northern Subarea residential development from entering and preying on native species in nearby open space/natural areas. There are several ground nesting birds in the nearby area including the federally threatened western snowy plover and federally endangered California least terns, as well as common birds such as killdeer that would be preyed upon by domestic cats associated with the proposed Northern Subarea residential development. Potential measures include installation of cat-proof fencing between the development and open space/natural areas, installation of ultrasonic devices, and/or strategically locating or using waterbodies to act as barriers to cats between the proposed development and open space/natural areas.</p> <p><b>BIO-3.</b> To reduce the impacts of non-native plants colonizing adjacent</p>	

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>native habitats, the landscaping plan for the proposed Northern Subarea and Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.</p> <p><b>BIO-6.</b> In addition to BIO-1 which would help reduce impacts of increased human disturbance and domestic animals to the western snowy plover and California least tern, educational pamphlets should be distributed by the City of Oxnard in consultation with a qualified biologist to the home owners of the Northern Subarea development and owners of the businesses in the Southern Subarea each year prior to the breeding season for these species (March to September).</p>	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p> <p><b>BIO-3.</b> To reduce the impacts of non-native plants colonizing adjacent native habitats, the landscaping plan for the proposed Northern Subarea and Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.</p>	<p>Less than significant</p>
3.6 Biology	<p><b>BIO-26: Indirect Impacts to Special Status Plants.</b> Most of the project area is dominated by non-native species, so impacts to special-status plants as a result of the proposed project are limited to potential indirect impacts associated with the development of lands adjacent to the location of two sensitive species: the spiny rush (<i>Juncus acutus</i> ssp. <i>leopoldii</i>) and salt marsh bird's beak (<i>Cordylanthus maritimus</i> ssp. <i>maritimus</i>). Spiny rush, known to occur along Oxnard No. 3 Canal that borders the southern edge of the project site, has potential to be indirectly impacted by the proposed project. Salt marsh bird's beak occurs at Ormond Beach and could be indirectly impacted by increased development at the project site. Indirect impacts that could potentially affect both of these species include increased runoff due to increased impervious layers, increased exotic species, and trampling associated with increased human use. These impacts would be reduced by the wetlands restoration buffers and bioswales that are included in the proposed project.</p>		

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p><b>BIO-28: Indirect Impacts to Special Status Wildlife. Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>)</b>. Snowy plovers are present at Ormond Beach and are not expected to occur in the Southern Subarea. Therefore, no direct impacts as a result of the proposed project would result to snowy plovers. Indirect impacts, including increased human presence and domestic animals, would be reduced by the open space/greenbelt buffer that is included in the proposed project.</p>	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p> <p><b>BIO-6.</b> In addition to BIO-1 which would help reduce impacts of increased human disturbance and domestic animals to the western snowy plover and California least tern, educational pamphlets should be distributed by the City of Oxnard in consultation with a qualified biologist to the home owners of the Northern Subarea development and owners of the businesses in the Southern Subarea each year prior to the breeding season for these species (March to September).</p>	Less than significant
3.6 Biology	<p><b>BIO-29: Indirect Impacts to Special Status Wildlife. California Least Tern (<i>Sterna antillarum browni</i>)</b>. The California Least Tern is a state and federally endangered species. The historical breeding range of this species is along the Pacific Coast from Monterey County, California to southern Baja California, Mexico. Nesting locations are in dry sand or dirt near lagoons or estuaries with a dependable food supply. Due to decreasing habitat, terns are often forced to nest on manmade structures such as airports or landfills. They usually arrive around mid-April and breed in colonies from mid-May to early August and then migrate south over the winter. This species is known to forage along the Oxnard Canal No. 3 within the Study Area and to breed at Ormond Beach (WRA, 2005; BioResources Consultants,</p>	<p><b>BIO-1.</b> Appropriate actions shall be taken to control human activity associated with both the Northern Subarea and Southern Subarea developments around the remaining open space areas on the project site, and in or near the sensitive habitat areas south of the Southern Subarea at Ormond Beach. Specifically, interpretive signs shall be strategically placed at all entrances to pathways leading to Ormond Beach from the proposed developments explaining the sensitivity of natural habitats and the need to minimize impacts on these adjacent areas.</p> <p><b>BIO-6.</b> In addition to BIO-1 which would help reduce impacts of increased human disturbance and domestic animals to the western snowy plover and California least tern, educational pamphlets should</p>	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	2002; Jones & Stokes, 1995). No direct impacts are expected as a result of the proposed project. Indirect impacts, including increased human presence and domestic animals, would be reduced by the open space/greenbelt buffer that is included in the proposed project.	be distributed by the City of Oxnard in consultation with a qualified biologist to the home owners of the Northern Subarea development and owners of the businesses in the Southern Subarea each year prior to the breeding season for these species (March to September).	Mitigated to less than significant
3.8 Agriculture	<b>AG-4. Dust Impacts to Local Crops.</b> Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.	<b>AQ-1.</b> Dust generated by project construction shall be kept to a minimum by following dust control measures.  <b>AG-1. Buyer Notification.</b> A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions.	Mitigated to less than significant
3.11 Noise	<b>NOISE-2: Traffic Noise with Combined Subarea Development.</b> Compared with existing conditions, the changes in traffic associated with future development of both the Northern and Southern subareas would result in significant increases in traffic noise levels at noise sensitive receivers located along the several roadway segments, according to either the exceedance standard or the change standard or both. Along Pleasant Valley Road, existing residential development would be exposed to exceedances of the City's Noise Ordinance standards and the opportunities for mitigation are limited.	<b>NOISE-1: Rose-SouthShore Drive Exterior Noise.</b> The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB L <sub>dn</sub> would be in the range of 140 feet from the centerline of Rose-SouthShore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along SouthShore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along SouthShore Drive would be 89 feet. The site design of the attached residential areas along SouthShore Drive would, thus, need to accommodate another 50 feet between the front edge of the parcels and outdoor living areas to achieve the recommended setback of 140 feet from the centerline. With proper site design of the residential areas along SouthShore Drive, mitigation to this standard would be feasible.  <b>NOISE-2: Outdoor Activity Areas.</b> The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the back yards are shielded by the homes), or by the use of	Mitigated to less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from SouthShore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in barrier height beyond breaking line of sight.</p> <p><b>NOISE-3: Interior Noise Exposure.</b> The methods required to mitigate interior noise exposures would depend on the locations of the residences relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L<sub>dn</sub> or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB L<sub>dn</sub>, it is usually feasible to achieve the interior noise standard of 45 dB L<sub>dn</sub> by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L<sub>dn</sub>, it is usually more difficult to achieve the interior noise standard in residences.</p> <p><b>NOISE-4: Post-Design Acoustical Analysis.</b> To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading</p>	

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.12 Cultural Resources	<p><b>Cultural-2.</b> Grading activities associated with site preparation at the proposed development site (including business park and light industrial uses) in the Study Area could impact previously undiscovered cultural resources. In the event that project-related activities impact a previously undiscovered CRHR eligible cultural resource, this would be considered to be significant but feasibly mitigated.</p> <p>plans have been finalized. The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.</p>	<p><b>Cultural-1.</b> An archaeologist will monitor all initial grading or excavation. The construction crew will be cautioned not to collect artifacts and be asked to inform the project archaeologist in the event that cultural remains are uncovered. If subsurface materials are uncovered, construction work in the immediate vicinity will be halted and discovery procedures will be implemented.</p> <p><b>Cultural-2.</b> If unanticipated resources are discovered during construction, they will be evaluated according to the procedures set forth at CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological or historical resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p>	Mitigated to less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class III Impacts – Ormond Beach (Southern Subarea)</b>			
3.3 Water Resources	<b>WATER-16: Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</b>	None Required	Less than significant
3.3 Water Resources	<b>WATER-18: A project would use water in a wasteful manner.</b> Individual building projects within the Northern Subarea would be required to meet standard requirements of the City, State, and Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water Master Plan.	None required.	Less than significant
3.4 Air Quality	<b>AQ-10. CO hotspots.</b> Implementation of the proposed project would lead to increased traffic volumes on local roadways. An analysis of potential CO concentrations based on 2020 project conditions using CALINE4 was conducted to estimate potential exposure of sensitive receptors to substantial CO concentrations (or "hotspots"). The results show that implementation of the project would not expose sensitive receptors to substantial CO concentrations.	None required	Less than significant
3.5 Hazards	<b>HM-7. Impacts from Hazardous Materials Leaks and Spills Recorded Onsite and on Adjacent Properties.</b> The Phase I ESA prepared for the Southern Subarea identified one property within the Southern Subarea (Rennie Callens Estate, 1552 E. Hueneme Road) listed in the HAZNET, Underground Storage Tank, Historical UST, Leaking UST, and Cortese databases. The site was listed due to a LUST that released gasoline to the soil. The case was reported closed on May 23, 1995; therefore, potential impacts (or a present REC) within the property resulting from this occurrence are unlikely.	None required	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<b>HM-9: Impacts Associated with Radon.</b> Based on the State of California Department of Health Services Radon Database for California, the proposed project site does not have a predicted average indoor screening level greater than 4.0 pCi/l. USEPA recommends remedial actions only when radon levels exceed 4.0 pCi/l.	None required	Less than significant
3.5 Hazards	<b>HM-10: Impacts from Future Accidental Release of Hazardous Materials.</b> The proposed project will include general commercial, business/research park, and light industrial uses. The specific tenants of the uses is still unknown, thus it is not possible to assess potential hazards and significance. Since any facilities using hazardous substances will have to be designed, constructed, and operated in accordance with applicable regulations, no significant impacts are expected to occur.	None required	Less than significant
3.5 Hazards	<b>HM-11: Electromagnetic Fields.</b> Electromagnetic fields occur independently of one another as electric and magnetic fields at the 60-Hz frequency used in transmission lines, and both are created by electric charges. Electric fields exist when these charges are not moving. Magnetic fields are created when the electric charges are moving. The magnitude of both electric and magnetic fields falls off rapidly as the distance from the source increases (proportional to the inverse of the square of distance). However, the existing transmission line is located within a 250-foot-wide easement area. In addition both specific plans have proposed commercial and/or industrial uses within the easterly portion of the existing transmission right-of-way. Potential impacts associated with EMF exposure to residential areas are less than significant (Class III) and no mitigation is necessary.	None required	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
		Mitigation Measure	Summary	
3.5 Hazards	<b>HM-12: Offsite Contaminated Soil Disposal.</b> There is the potential for cumulative impacts resulting from disposal of contaminated soil associated with remediation activities at an appropriate offsite disposal facility, which will be determined by the type and concentration of the contaminant. This potential impact would occur if site remediation is required, and actual impacts will only be determined after completion of a comprehensive Phase II ESA. The amount of contaminated soil generated by this project is expected to be relatively minor and no significant contribution to cumulative effects associated with potential reduced landfill capacity is anticipated. All necessary remediation activities, including transport and disposal of contaminated soil, would be in compliance with the regulating agencies' requirements.	None required		Less than significant
3.6 Biology	<b>BIO-15: Direct Impacts to Habitat and Vegetation, Stormwater Runoff.</b> An increase in impervious area in the developed portions of the project site would likely cause increased runoff into wetlands and waters of the U.S. and could potentially contain higher amounts of pollutants such as oil and gas runoff. Most of the stormwater runoff will be filtered and captured in bioswales proposed in the specific plan for the Southern Subarea.	None required		Less than significant
3.6 Biology	<b>BIO-18: Direct Impacts to Common Wildlife Species. Displacement/Mortality of Wildlife.</b> In addition to the loss of bird foraging habitat, the proposed development would directly disturb wildlife on the project site and potentially those areas adjacent to the site. Most species are expected to be displaced to adjacent areas of similar habitat, provided it is available at the onset of construction activity. However, wildlife that emigrate from the site are vulnerable to mortality by predation and unsuccessful competition for food and territory. In addition, species of low mobility (particularly burrowing	None required		Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	mammals, amphibians, and reptiles) are expected to be destroyed during site preparation and construction.	None required	Less than significant
BIO-24. Direct Impacts to Wildlife Corridors.	As discussed earlier, the Study Area serves as a wildlife corridor for animals passing between the Ormond Beach wetlands and the open space areas of federal, state, and local parklands located to the southwest. The proposed development would limit the use of this area as a wildlife corridor. However, this is not a significant impact because the development is positioned adjacent to existing development to the north and proposes open space/agriculture for the southern portion of the Southern Subarea adjacent to Ormond Beach.		
BIO-27: Indirect Impacts to Special Status Wildlife. Tidewater Goby ( <i>Eucyclopterus newberryi</i> ).	The tidewater goby is designated an endangered species by the USFWS. It occurs in coastal brackish lagoons along the central and southern California coast. Local resident populations are present in the nearby J Street Drain at Ormond Beach 1.3 miles west of the Southern Subarea. There are no known records of tidewater goby in Oxnard No. 3 Canal; however, due to the proximity to a known population and presence of suitable habitat there is a moderate potential for it to occur there. No direct impacts to the Oxnard No. 3 Canal are anticipated from the proposed project and therefore, there are no direct impacts to the tidewater goby. Indirect impacts would include increased pollution and runoff due to increased impervious areas and development; however, these would be less than significant with implementation of bioswales and stormwater detention areas as proposed in the specific plan for the Southern Subarea.	None required.	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.7 Land Use	<b>LAND 1: Consistency with General Plan Land Use Policy.</b> Table 3.7-2 outlines a series of policies from the General Plan Land Use Element that are focused specifically on the Ormond Beach Study Area. These include Balanced Development, Historical Functional Issues/Management Problems, Aesthetic Appearance, Recreational and Open Space Amenities, and the Regional Airport Facility.	None required	Less than significant
3.7 Land Use	<b>LAND 2: Consistency with General Plan Land Use Map.</b> The proposed land use map for the Southern Subarea represents a fundamental shift in the type and distribution of uses in the area, compared with the Oxnard 2020 General Plan Map. Whereas the adopted General Plan calls for residential and energy-related uses, the plan for the Southern Subarea calls for a mix of light industrial and open space uses. Since the project includes a proposal to amend the City's General Plan Land Use Map to reflect proposed designations, under CEQA and City thresholds for assessment of Land Use Planning impacts, the Southern Subarea impacts are considered less than significant.	None required	Less than significant
3.7 Land Use	<b>LAND 3: Consistency with Zoning Ordinance and Map.</b> The specific plan for the Southern Subarea calls for the application of three City zoning categories: M-1 (Light Industrial); BRP (Business Research Park); and C-R (Community Reserve). Neither the M-1 nor the BRP designations would be consistent with the County's current zoning for the area, but the C-R designation, as applied (i.e., for wetlands restoration) could be. As part of the project approval process, the applicants are seeking annexation of most of the Study Area to the City of Oxnard. With annexation, the applicants will need to establish zoning for the annexed land consistent with the above description.	None required	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.7 Land Use	<p><b>LAND-4: Land Use Compatibility.</b> The determination of the compatibility of land uses can be very subjective. For purposes of this analysis, the concept focuses on the interaction between uses, both existing and proposed, and the extent to which one use might adversely affect another.</p> <p>The areas immediately adjacent to the Southern Subarea consist of agricultural uses (to north and east), industrial uses (to the southwest and west), and open space (to the southeast). Except for the area to the north, which would convert to residential uses, all neighboring areas are expected to retain their existing development types.</p>	<p>None required</p>	<p>Less than significant</p>
3.7 Land Use	<p><b>LAND-5: Consistency with Housing Element.</b> The City's Housing Element includes a variety of policies and programs concerning housing, including identification of suitable sites to accommodate the City's regional fair share of affordable housing for the five-year period covered by the Element.</p> <p>Since there is no housing proposed within the Southern Subarea, there would be no issues related to policy consistency with the Housing Element. The project will, however, result in the reduction in housing potential as a result of the substitution of residential designations with business park and light industrial designations. This reduction will not, however, affect the attainment of the Housing Element's quantified regional fair share objectives because the Study Area was not included the analysis of adequate sites.</p>	<p>None required</p>	<p>Less than significant</p>
3.7 Land Use	<p><b>LAND-6: Consistency with LAFCO Policy and Guidelines for Orderly Development.</b> The Northern Subarea and all but 220 acres of the Southern Subarea will be seeking annexation to the City of Oxnard and the Calleguas Municipal Water District. The Ventura County LAFCO has adopted standards for review of proposals for</p>	<p>None required</p>	<p>Less than significant</p>

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	annexations, including both favorable and unfavorable factors. Annexation of the Northern Subarea to the City of Oxnard would conform with the LAFCO's standards and the Guidelines for Orderly Development.		Less than significant
3.7 Land Use	<b>LAND-7: Consistency with SCAG Goals and Policies.</b> Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan (RTP), and Compass Growth Vision may be applicable to this project.	None required	Less than significant
3.7 Land Use	<b>LAND-8: Long-Term Changes in Land Use Patterns and Growth Inducement.</b> From a land use perspective, the Ormond Beach specific plans, including the required general plan amendments and rezonings, in combination with other proposed development in South Oxnard, would potentially affect the existing regional land use setting by displacing agricultural uses with residential, commercial, industrial, public, and open space uses.	None required	Less than significant
3.8 Agriculture	<b>AG-1: Conflict with Existing Zoning for Agricultural Use or Williamson Act Contract.</b> The proposed project is not under a Williamson Act Contract. The existing zoning within most of the Study Area is Agricultural Exclusive (A-E) (Ventura County Non-Coastal Zoning Ordinance, 12-06-05 Edition). The Study Area also includes a small portion of land in its extreme southern portion designated as Coastal Agricultural (C-A).	None required	Less than significant
3.8 Agriculture	<b>AG-2: Involve Other Changes in the Existing Environment which, due to their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use.</b> The proposed project is not expected to directly or indirectly result in conversion of adjacent farmlands to non-agricultural use.	None required	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	<b>AG-3: Impacts to Agricultural Water Supply.</b> Existing active water wells within the Study Area would no longer be used for agricultural irrigation and the groundwater pumping rights would be transferred to the City of Oxnard for M&I uses. The transfer of the groundwater allocation to the City for urban uses is not expected to result in a significant impact to agricultural water supply, as it would follow GMA's allocation transfer restrictions.	None required	Less than significant
3.8 Agriculture	<b>AG-8: Land Use Conflicts.</b> The Southern Subarea is presently used for agricultural operations. Properties east and southwest of the Study Area are also agricultural land. The development of urban uses close to the agricultural operations adjacent to the proposed project site could create conflicts between these land uses.	<b>AG-1: Buyer Notification.</b> A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions	Less than significant
3.9 Public Facilities and Services	<b>PFI Schools-1: Elementary Schools.</b> Development of the Ormond Beach Specific Plan Study Area may generate a partial need for a new elementary school within the area. A 10-acre (net) potential elementary school site has been designated within the proposed Northern Subarea development, pending approval by OVESD. Either execution of an agreement between OVESD and the developer to complete the school at this site, or payment of the statutory development fees pursuant to Government Code Section 65995 would reduce these impacts to a level considered less than significant.	None required	Less than significant
3.9 Public Facilities and Services	<b>PFI Schools-2: High Schools.</b> Current school capacity does not adequately accommodate the anticipated number of students generated from the Ormond Beach Study Area. This impact would be reduced to a level considered less than significant through payment of state-mandated new development fees (Government Code Section 65995) by both the developers of the Northern and Southern Subarea projects.	None required	Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
3.9 Public Facilities and Services	<b>PFI/Fire Protection-3: Fire Protection, Construction-related Fire Hazards.</b> A large amount of wood framing would occur within the Study Area during construction. In association with the framing operations, electrical, plumbing, communications, and ventilation systems would be installed in each structure. Given that these systems would be subject to City Codes and inspection by City personnel it is assumed they would be properly installed. In addition, construction sites would also be subject to City requirements relative to water availability and accessibility for fire fighting equipment. Adherence to City Codes and requirements during construction would reduce the potential for fire hazards within the Study Area to less than significant levels.	None required		Less than significant
3.9 Public Facilities and Services	<b>PFI/Fire Protection-4: Delays in Emergency Response.</b> Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. This impact is considered less than significant given the periodic and short-term nature of construction-related traffic. With regard to emergency plans and evacuation routes, the proposed project would be required to comply with all standards and policies included in the City of Oxnard General Plan Safety Element and Zoning Ordinances. Therefore, no impacts to emergency plans and evacuation routes would occur.	None required		Less than significant
3.9 Public Utilities and Services	<b>PFI/Fire Protection-6: Community Fire Protection Service Impacts.</b> The demand for fire protection services would increase as the Southern Subarea develops over time. The Development Agreements call for the developers of the Northern and Southern Subareas to contribute 75 percent of the funds for the construction of a new fire station in south Oxnard. The remaining 25 percent would be contributed by the City. This lump-sum payment would be due at the	None required		Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
		Mitigation Measure	Summary	
3.9 Public Facilities and Services	PFI Police Protection-7: Construction-related Police Protection  Service Impacts. The proposed project would require police protection services. The City of Oxnard Police Department will be responsible for police protection service to the project area. The construction phase of the proposed project would not normally require police protection services, except in cases of trespassing, theft, and vandalism. These are not unusual at a construction site, but are occasional, and the impact to police services would be less than significant. In addition, construction sites usually hire private security firms, further reducing the need for police services during construction.	None required		Less than significant
3.9 Public Facilities and Services	PFI Police Protection-8: Construction Traffic Impacts. Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. Slow-moving construction-related traffic on local adjacent roads may temporarily impact traffic flows on local roadways, contribute to vehicle accidents, and delay emergency vehicles traveling through the area.	None required		Less than significant
3.9 Public Facilities and Services	PFI Police Protection-10: Community Police Protection Service Impacts. The demand for additional police protection services would increase as the Southern Subarea develops over time. With the projected addition of the police substation included with the proposed attached residential housing developed in Phase I of the Northern Subarea Specific Plan, and the shared office space in the new fire station for Police Department staff and volunteer use, the development permitted under the proposed project would not adversely affect the City's ability to provide adequate police protection services.	None required		Less than significant

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<b>PFI/Solid Waste-12: Construction Waste.</b> Site preparation and construction activities would generate 17,457 cubic yards of construction waste for office and light industrial development. Construction waste would be processed at the MRF, which can adequately handle the waste from construction of the proposed project.	None required	Less than significant
3.9 Public Facilities and Services	<b>PFI/Library Services-14: Libraries.</b> The City's Public Library system currently has adequate capacity to serve the City. The new South Oxnard Library building at the intersection of Bard and Saviers Road will provide library services to the Study Area community. The impact to library services is therefore expected to be less than significant.	None required	Less than significant
3.9 Public Facilities and Services	<b>PFI/Utilities-15: Electricity Consumption (Construction).</b> Electrical energy would be consumed temporarily during construction activities. Construction activities are not expected to consume significant amounts of energy, because the proposed project would be developed in phases over 10 to 15 years. No significant construction-related impacts on electrical supply or service will result from the proposed project.	None required	Less than significant
3.9 Public Facilities and Services	<b>PFI/Utilities-16: Natural Gas Consumption (Construction).</b> Due to the nature of construction activities, natural gas would not be consumed during development of the proposed project. The proposed project is not expected to result in significant impacts to natural gas service.	None required	Less than significant
3.9 Public Facilities and Services	<b>PFI/Utilities-19: Electricity Consumption (Project).</b> Considering that commercial, office, and light industrial uses consume 10 Watts per square foot per year, it is estimated that the proposed project would consume a total of 49,877,290 Watts per year (see Table 3.9-11). Given the existing and planned electrical facilities, no significant	None required	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	impacts are expected to result from the proposed project.		
PFI Utilities-20: Natural Gas Consumption (Project)	Total natural gas consumption at project build-out is estimated at 173,573 cubic feet per year. The proposed project is not expected to result in significant impacts to natural gas service.	None required	Less than significant
PFI Utilities-21: Other Utilities	Verizon Communication's and Adelphia/Time Warner's projections indicate that telephone, internet, and cable service will be available to accommodate the needs of the proposed Northern and Southern subarea developments. Therefore, no significant impacts to these utilities are expected to occur.	None required	Less than significant
TRANS-2: Peak Hour Traffic Conditions—Combined Subareas.	Based on City of Oxnard established thresholds of significance, the addition of the Southern Subarea project-generated trips is forecast to result in potentially significant impacts at 15 study intersections.	TRANS-2: Combined Subarea Traffic. To eliminate the significant impacts associated with development of the Combined Subareas (Impact Trans-2), the following mitigation measures, designed in accordance with City standards, are recommended (also depicted in Figures 3.10-18 and 19):	Less than significant
3.10 Transportation		<ul style="list-style-type: none"> <li>• Ventura Road/Hueneme Road – Widen the westbound Hueneme Road approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes.</li> <li>• Saviers Road/Channel Islands Boulevard – Widen the southbound Saviers Road approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.</li> <li>• Saviers Road/Pleasant Valley Road – Widen the southbound Saviers Road approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of two</li> </ul>	

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<ul style="list-style-type: none"> <li>• Saviers Road/Hueneme Road – Widen the southbound Saviers Road approach from one left-turn lane and one right-turn lane to consist of one left-turn lane and two right-turn lanes. Modify the Saviers Road/Hueneme Road intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn movement from southbound to northbound Saviers Road.</li> <li>• Rose Avenue/Gonzales Road – Modify the Rose Avenue/Gonzales Road intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn movement from southbound to northbound Rose Avenue.</li> <li>• Rose Avenue/Cesar Chavez Drive – Widen the eastbound Cesar Chavez Drive approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, one shared left-turn/through lane, and one right-turn lane. Modify the Rose Avenue/Cesar Chavez Drive intersection traffic signal to include split phasing for the eastbound and westbound Cesar Chavez approaches.</li> <li>• Rose Avenue/Camino Del Sol – Re-stripe the eastbound Camino Del Sol approach from one left-turn lane, two through lanes, and one de-facto right-turn lane to consist of one left-turn lane, two through lanes, and one dedicated right-turn lane. Modify the Rose Avenue/Camino Del Sol intersection traffic signal to include an eastbound right-turn overlap, which will preclude u-turn movement from northbound to southbound Rose Avenue. Modify the Rose Avenue/Camino Del Sol intersection traffic signal to include a westbound right-turn overlap, which will preclude u-turn</li> </ul>	

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>movement from southbound to northbound Rose Avenue.</p> <ul style="list-style-type: none"> <li>• Rose Avenue/Santa Lucia Avenue – Re-stripe the westbound Santa Lucia Avenue approach from one left-turn lane and one de-facto right-turn lane to consist of one left-turn lane and one shared left-turn/right-turn lane.</li> <li>• Rose Avenue/Eastman Avenue – Re-stripe the westbound Eastman Avenue approach from two left-turn lanes and one right-turn lane to consist of one left-turn lane, one shared left-turn/right-turn lane, and one right-turn lane.</li> <li>• Rose Avenue/Oxnard Boulevard – Widen the northbound Rose Avenue approach from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</li> <li>• Rose Avenue/Channel Islands Boulevard/SR-1 Southbound Ramps – Re-stripe the westbound Channel Islands Boulevard approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.</li> <li>• Rose Avenue/Pleasant Valley Road – Widen the eastbound Pleasant Valley Road approach from one left-turn lane, three through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</li> <li>• Rose Avenue/Sanford Street – Signalize intersection. Re-stripe the northbound Rose Avenue approach from one shared left-turn/right lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Re-stripe the southbound Rose Avenue</li> </ul>	

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**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.10 Transportation	<p><b>TRANS-4: Freight Movement.</b> As described in the existing setting description, the Study Area, because of its proximity to the Port of Hueneme, plays a significant role in the transport of freight and goods. As a result, both freight rail and trucking are key features of the overall transportation system. While there is no existing or planned rail access to the Study Area, the City of Oxnard has designated Hueneme and Arnold Roads and Edison Drive as truck routes. Each of these roadways is expected to continue to serve freight movement needs, as well as accommodating new traffic associated with residential and commercial development in the Northern Subarea and light industrial and business park uses in the Southern Subarea. As discussed under Impacts Trans-1 and Trans-2 and their associated mitigation measures, the specific plans for these areas have identified roadway improvements that will accommodate all traffic associated with development in the area, including truck-based freight movement.</p>	<p>None required</p>	<p>Less than significant</p>
3.10 Transportation	<p><b>TRANS-5: Transit Services.</b> Future development in both the Northern and Southern subareas will generate increased demand for transit services. In recognition of this fact, the specific plans for each subarea include commitments to accommodation of public transit. This includes</p>	<p>None required</p>	<p>Less than significant</p>

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>designing connections to primary arterials which are likely to serve as future transit routes (e.g., Rose Avenue, South Shore Drive, and Hueneme Road); roadway layouts that maximize opportunities for designated public transportation stops; pedestrian-oriented neighborhoods that encourage pedestrian and bicycle connections with transit stops; transit supportive land uses to enhance the viability of transit; and commitment to quality design for public transportation stops, including benches and graphics that address all transit system standards. The project developers will work with public transportation providers within the throughout the engineering and buildout of the specific plans. The specific design of the public transportation system will be determined based on the service provider's routes and technical requirements. With such coordination, the impacts of development under the specific plans will result in a <i>less than significant</i> (Class <i>III</i>) impact on transit services in the Study Area.</p>		
3.11 Noise	<p><b>NOISE-3: Ormond Beach Generating Station Noise Impacts.</b> Noise from the power generating station was generally inaudible at the project site.</p>	<p>None required</p>	<p>Less than significant</p>
3.11 Noise	<p><b>NOISE-4: SoCal Gas Company Pumping Station Impacts.</b> The noise levels measured in the vicinity of the gas pumping station were in the range of 45 to 55 dB at the project site. Since no noise sensitive land uses are planned near this noise source, this impacts associated with noise from the SoCal Gas Company Pumping Station is considered less than significant.</p>	<p>None required</p>	<p>Less than significant</p>
3.11 Noise	<p><b>NOISE-5: Pacific Vehicle Preparation Facility Noise Impacts.</b> Noise from truck loading operations at the Pacific Vehicle Preparation Facility would have potential to be a significant noise impact, as the facility operates 24-hours per day. Vehicles are driven from the Port of</p>	<p>None required</p>	<p>Less than significant</p>

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Hueneme to the facility, and then are sent out via trucks and trains. The planned adjacent land use near the facility is light industrial. Since no noise sensitive land uses are planned near the facility, the impacts of noise originating from Pacific Vehicle Preparation operations is considered less than significant.			Less than significant
3.11 Noise	<b>NOISE-7: Point Mugu Naval Air Station Noise Impacts.</b> The Point Mugu Naval Air Station is located adjacent to the southeast Ormond Beach project border. The September 1992 NAWS Point Mugu Air Installation Compatible Use Zone (AICUZ) Study identifies the noise contours associated with the aircraft operations at the installation. The AICUZ also addresses land use compatibility in the AICUZ and surrounding area. Although the 65 CNEL noise contour for the installation is outside the Ormond Beach project border, the southeast part of the project is subject to aircraft over flights operating to and from the facility. While the installation's operations do not constitute a significant impact on the project site, any potential NOISE-sensitive land uses located in the Southern Subarea should be informed that the area is subject to military aircraft over flights.	None required	
3.13 Aesthetics/ Visual Resources	<b>AES-5: Scenic Vista-Hueneme Road.</b> Hueneme Road to the north of the Southern Subarea is a scenic roadway according to the City of Oxnard's General Plan. While the setbacks along the Hueneme Road Scenic Corridor would preserve views of the Santa Monica Mountains from the perspective of an eastbound motorist, obstructions of the distant mountains would still likely occur based on the allowable height of the future buildings constructed adjacent to Hueneme Road.	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-6: Scenic Vista – Arnold Road.</b> Land uses that would be located adjacent to Arnold Road, include business park uses and light industrial uses in the northern portion of the Southern Subarea. A	None required	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
drainage channel and parkway approximately 120-feet wide would separate Arnold Road from the proposed land uses. The southern portion of the Subarea would be developed as a wetland restoration area. Although the agricultural buffer would preserve the northerly viewshed, the allowable buildings heights could result in obstructions of the distant mountains and foothills. The design guidelines in specific plan for the Southern Subarea includes a commitment to consideration of “views and vistas, both from within and from off-site.” This provision will allow the City to ensure that development within the area maintains visual corridors.			Less than significant
3.13 Aesthetics/ Visual Resources	<b>AES-7: Scenic Vistas – Edison Road.</b> Edison Road would provide north/south access to the Southern Subarea of the Ormond Beach Specific Plan. As buildings constructed within this area can be constructed to a maximum height of 55 feet, potential view obstructions of the distant mountains and ridgelines could occur. Because the specific plan for the Southern Subarea includes a commitment to consideration of views and vistas, the impact is considered less than significant	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<b>Impact AES-8: Scenic Highways.</b> The closest State Scenic Highway to the Specific Plan area is Highway 1, which is located approximately two miles to the east of the Specific Plan Area. While views from Highway 1 would be slightly altered as the Specific Plan area would be developed with urban uses, the predominant visual features visible from the highway are the coastal areas to the south and agricultural lands and the Santa Monica Mountains to the east and northeast. Based on the distance of Highway 1 from the Specific Plan Area and the fact that no scenic vistas would be obstructed.	None required	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.13 Aesthetics/ Visual Resources	<p><b>AES-10: Daytime Light and Glare.</b> Development of the Ormond Beach Specific Plan would increase the amount of glare (indirect reflected light) generated in the immediate area during the daytime. Daytime sources of glare would primarily be generated by the activities of people, and the sun reflecting off glass windows of structures, automobiles, and trucks.</p>	None required	Less than significant
3.13 Aesthetics/ Visual Resources	<p><b>AES-11: Nighttime Light and Glare.</b> The development of the Ormond Beach Specific Plan would also introduce new sources of nighttime light and glare. Nighttime sources of light would include vehicle headlights and lights used within buildings located throughout the project site.</p>	None required	Less than significant

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**TABLE ES-3 (CONTINUED)**  
**SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA**

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
<b>Class IV Impacts – Ormond Beach (Southern Subarea)</b>			
3.6 Biology	<p><b>BIO-16: Direct Impacts to Habitat and Vegetation. Waters of the U.S.</b> The agricultural ditches will be replaced with bioswales that capture runoff from the proposed residential development. The bioswales will be vegetated with native wetland species and will be part of a 51-acre open space/greenbelt area including pedestrian trails and outdoor eating areas. This would improve the habitat quality and increase the acreage of wetlands and waters of the U.S. from 5 to just under 50 acres. This would be a beneficial impact.</p>	None required	Beneficial impact