



*Planning Division*

## PLANNING COMMISSION STAFF REPORT

**TO:** Planning Commission

**FROM:** Kathleen Mallory, AICP, Contract Planner

**DATE:** July 17, 2008

**SUBJECT:** Draft Environmental Impact Report (DEIR) No. 2006-03 (State Clearinghouse Number 2006101099) for the Wagon Wheel Specific Plan project.

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

- a) Hold a public hearing and take public comments on the DEIR for redevelopment of the project bounded by US 101 to the north, Oxnard Boulevard to the east, the railroad tracks to the south, and Ventura Road to the west.
- b) Provide comments regarding the DEIR to the Planning staff and the EIR consultant.

**2) Project Description and Applicant:** The proposed redevelopment of the 64-acre site, commonly known as the Wagon Wheel area involves a General Plan Amendment, Zone Change, Development Agreement/Owner's Participation Agreement, Tentative Subdivision Map, Mobile Home Closure Permit, and adoption of a Specific Plan (The Village Specific Plan) to guide future development within the project area (see Attachment A). The Specific Plan envisions the phased redevelopment of all existing uses on the site with a mixed-use commercial and residential project and sets forth: 1) the proposed location and extent of land uses within the Specific Plan Area; 2) the location, extent, and general intensity of major components of public and private transportation, sewage, drainage, water, solid waste disposal, energy, and other essential facilities planned to support the land uses described in the Specific Plan; 3) the criteria by which development would proceed, including development standards, design guidelines and a phasing program; and 4) program of implementation measures, including regulations, programs, public works projects, and financing measures.

Each proposed Planning Area has a designated maximum number of allowable dwelling units and building types and the maximum density within each land use category. The total unit count for the Specific Plan Area would not exceed 1,500 residential units and the maximum density for each land use area is not exceeded. Fifteen percent (15%) or 225 of the total units would be

*Draft Environmental Impact Report (DEIR) No. 2006-03  
(State Clearinghouse Number 2006101099) for the Wagon Wheel Specific Plan project – involving the following permits:*

*Planning & Zoning permit Nos. 06-620-03 (General Plan Amendment); 06-570-05 (Zone Change); 06-670-02 (Development Agreement and Owner Participation Agreement); 06-300-08 (Tentative Subdivision Map); 08-630-02 (Specific Plan Amendment); and 06-260-01 (Mobile Home Closure Permit)*

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designated on-site as affordable housing and would be required to meet the City's income criteria for very low- and moderate-income families. The project involves closure of the existing on-site mobile home park. Closure procedures would be consistent with the City of Oxnard's Mobile Home Park Closure Ordinance (Ordinance No. 2097). As part of the relocation benefit package offered to residences of the existing Wagon Wheel Mobile Home Park, the developer would accommodate all qualified mobile home park residents interested in occupying the on-site affordable housing units. The total number of on-site affordable housing units would not exceed 225 (see Attachment B).

In addition to the mobile home park, the site is currently fully built out with commercial development and infrastructure improvements. Virtually all on-site structures and infrastructure would be removed and replaced with new facilities and development.

Regional access to the site is provided by the Ventura Freeway (U.S. Highway 101) and Pacific Coast Highway (State Route 1/Oxnard Boulevard). Access to the project site would be taken from Ventura Road from the west and Oxnard Boulevard from the east. The existing bridge over Oxnard Boulevard connecting the site to the Esplanade Mall would remain. The existing Wagon Wheel Road traversing the outer portions of the project site would be abandoned and redirected through the center of the project to provide an automobile and pedestrian/bicycle linkage paralleling Highway 101 between Oxnard Boulevard and North Ventura Road. Opportunities for pedestrian/bicycle linkages to the Riverpark development across Highway 101 to the north would also be provided as part of the project via Ventura Road. The project includes pedestrian connections to the City's River Edge Trail along Ventura Road and the east via the project's main street and Wagon Wheel Road bridge.

The project would include a sub-transportation center with approximately 50 designated parking stalls and a bus stop for Golf Coast and Vista bus services. The sub-transportation center would also be available for a future Metrolink stop and/or future commuter shuttle service for nearby communities to and from the Oxnard Transit Center, and other forms of multi-modal transportation.

The applicant is The DalyOwensGroup, 31238 Via Colinas, Suite F, Westlake Village, CA 91362.

- 3) EIR Overview:** In accordance with Section 15060 of the California Code of Regulations, in April 2006 the Planning Division of the City of Oxnard determined that an Environmental Impact Report (EIR) was required for the Oxnard Village, Wagon Wheel Redevelopment project. Therefore, a Notice of Preparation was distributed advising the public and responsible agencies that an EIR would be prepared.

The California Environmental Quality Act (CEQA) classifies environmental impacts by level of impact. CEQA identifies the following class of impacts:

- **Class I, Significant and unavoidable** (incapable of being reduced to acceptable levels); requires a statement of overriding considerations to be issued pursuant to Section 15093 of the State CEQA Guidelines if the project is approved;
- **Class II, Potentially significant, but mitigable** (avoidable through imposition of mitigation measures which reduce significant impacts to acceptable levels); and
- **Class III, Less than significant** (mitigation measures are recommended but not required).

Based upon the analysis contained in the DEIR (see attached Executive Summary), two impact areas were identified as having a Class 1 significant impact. These impact areas were: Aesthetics, and Cultural Resources. Thirteen impact areas were identified as potentially significant but mitigable (Class II): aesthetics, air quality, biology, cultural resources, geology, hazardous and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, traffic and circulation, and utilities and service systems. Ten impact areas were identified as less than significant (Class III): aesthetics, air quality, biology, hazards and hazardous materials; land use and planning, noise, population and housing, recreation, transportation and circulation, and utilities and services systems. The executive summary from the DEIR is attached for information (see Attachment C).

The DEIR was sent to the State Clearinghouse for review. The public review period for the DEIR is from May 30, 2008 to July 18, 2008; the public comment period was extended from July 14<sup>th</sup> to July 18<sup>th</sup> due to a change in the Planning Commission public hearing date. The DEIR has previously been forwarded to the Planning Commission.

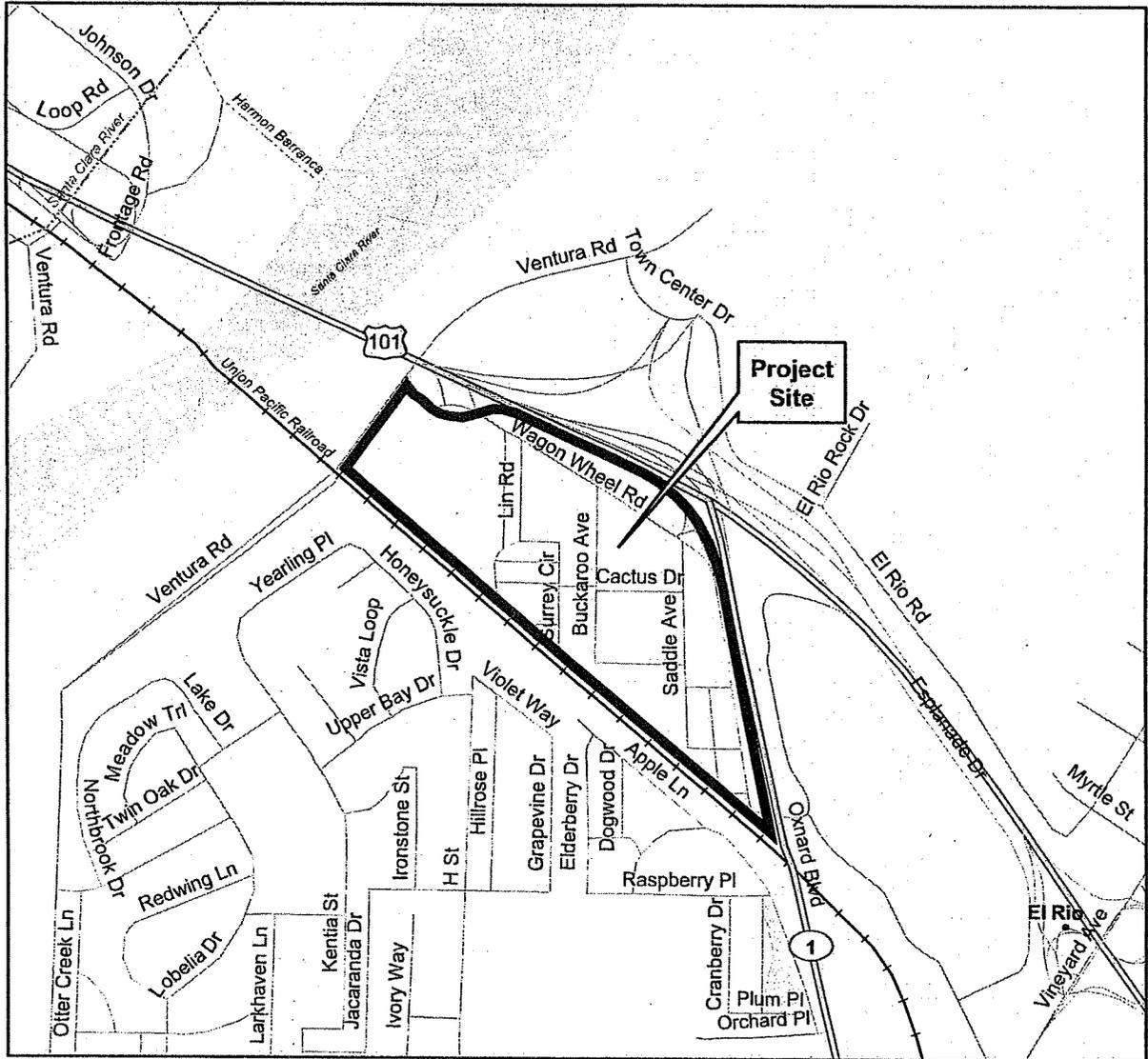
Prepared by: <u>KM</u> KM
Approved by: <u>SM</u> SM

**Attachment:**

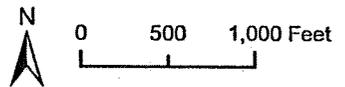
- A. Location Map
- B. Proposed Land Use Plans
- C. DEIR Executive Summary

# Attachment A Location Map

## Oxnard Village Specific Plan EIR Section 2.0 Project Description



Source: US Bureau of the Census TIGER 2000 data.



## **EXECUTIVE SUMMARY**

This Environmental Impact Report (EIR) has been prepared to examine the potential environmental effects of the proposed Oxnard Village Specific Plan project. This section summarizes the characteristics of the proposed project, the environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

### **PROJECT SYNOPSIS**

#### **Project Applicant**

Daly Owens Group  
Oxnard Village Investments, LLC  
250 Citrus Grove Lane, Suite 250  
Oxnard, CA 93036  
(818) 889-7252

#### **Existing Conditions and Setting**

The 64-acre project site is located in the western portion of Ventura County, near the northern edge of the City of Oxnard, and is bounded by U.S. Highway 101 to the north, Oxnard Boulevard to the east, the Union Pacific Railroad and El Rio Drain to the south, and North Ventura Road to the west. The project site is currently fully developed with a mix of uses including a neighborhood retail center in the western area of the site, a 171-space mobile home park in the central area of the site, and industrial and commercial facilities in the eastern half of the site. The existing onsite circulation network includes a series of small streets including Winchester Drive, Wagon Wheel Road, Petticoat Lane, Tuxedo Row, Surrey Circle, Buckaroo Avenue, Cactus Avenue, Saddle Avenue, Spur Drive, and Underpass Road. Primary vehicular access points to the site are from North Ventura Road from the west, North Oxnard Boulevard (State Route 1) from the east, and the U.S. Highway 101 freeway Wagon Wheel offramp from the north.

The site is zoned General Commercial Planned Development (C-2-PD) and Commercial and Light Manufacturing (CM), and is within the General Plan's Commercial Regional (CR) District. Implementation Measure 3 of the 1990 General Plan calls for preparation and adoption of a specific plan for the Wagon Wheel area. The site is also within the Historic Enhancement and Revitalization of Oxnard (HERO) redevelopment area.

#### **Project Description**

The proposed project involves adoption of a Specific Plan (The Village Specific Plan) to guide future development within the project area. Entitlements requested for the project include an amendment to the Oxnard General Plan, a Zone Change, adoption of a Specific Plan, a Development Agreement, a Mobile Home Park Closure Permit, a Planned Development Permit, and a Tentative Subdivision Map(s). Individual development projects within the Specific Plan Area after approval of the Specific Plan would require additional approvals including amendments to the Specific Plan, Development Design Review Permits, Building and Grading Permits and Modifications.



The Specific Plan envisions the phased redevelopment of all existing uses on the site with a mixed-use commercial and residential project. Proposed land uses include 30.8 acres of High Density Residential (up to 30 dwelling units per acre); 0.6 acres of Live/Work town homes (up to 30 dwelling units per acre); 2.1 acres of Very High Density Residential (up to 70 dwelling units per acre); 4.8 acres of High-Rise Residential (up to 100 dwelling units per acres); 8.0 acres of Mixed Use (up to 70 dwelling units per acre, and 46,400 sf of commercial space); 0.6 acre of Public Facilities (transit center); 6.3 acres of Community Parks and Open Space; and 10.1 acres accounting for major streets. Each proposed Planning Area has a planned number of allowable dwelling units and the maximum density. Within each land use category, the Builder/ Developer would be able to choose from the range of allowed densities, to the extent that the total unit count for the Specific Plan Area would not exceed 1,500 residential units and the maximum density for each land use area is not exceeded. The Specific Plan also allows for the addition or subtraction of total area designated to each Planning Area to the extent that the maximum density allocated to each land use is not exceeded.

To prepare the site, virtually all existing structures and infrastructure onsite would be demolished and/or removed. The entire 64-acre project area would be re-graded to meet the needs of the new development. The existing trees suitable for re-use within the proposed project would be preserved on-site, and re-planted at appropriate locations. The project would be constructed in phases over five to seven years. The project would include closing the existing on-site mobile home park; closure procedures would be consistent with the City of Oxnard's Mobile Home Park Closure Ordinance (Ordinance No. 2097).

The residential component of the project would include four housing types, including three residential high-rise towers:

- The predominant building form within the proposed High Density Residential Planning Area would be a “brownstone” style townhouse. The proposed High Density Residential Planning Areas encompass approximately 34.4 acres and are bordered on the north by the Ventura (101) Freeway, on the west by North Ventura Road, on the south by Union Pacific Railroad and on the east by the Live/Work and the High-Rise Residential Planning Areas.
- The Live/Work Planning Area would function as a transition from the High Density Residential Planning Areas to the higher density Mixed Use Planning Areas. A total of 14 Live/Work units would line the proposed Main Street, opposite the proposed Village Green. The live-work building form would be similar to the High Density dwellings; however, each live-work dwelling would provide optional ground floor “flex-space” which could be used as small commercial office or retail space. Up to 4,000 square feet of optional workspace is permitted within the Live/Work Planning Area. The Live/Work Planning Area encompasses approximately 0.6 acres.
- A courtyard building type is proposed for the Very High Density Planning Area. The buildings would be up to four stories and include stacked flats and stacked townhouses wrapped around a common courtyard. The Very High Density Residential Planning Area encompasses approximately 2.1 acres bordered on the east Oxnard Boulevard, on the west by “A” Street, on the south by the Wagon Wheel Road Bridge, and on the north by the High-Rise Residential Planning Area.



- Three towers are proposed in Planning Areas 14 and 18 for the High-Rise Residential Planning Area. The towers would include up to 442 residences with private recreational amenities, concierge service, and opportunities for ground floor service-oriented commercial uses. Parking for residents and related service personnel would be provided by parking structures. Planning Area 14 encompasses approximately 3.5 acres; Planning Area 18 encompasses approximately 1.3 acres.

The Mixed Use component of the project would include all of the proposed commercial retail and small commercial space (up to 50,400 square feet) as well as up to 253 residential units at a density of up to 70 dwelling units per acre. Building forms would be a mix of two- to four-story buildings with two or three stories of apartments above ground floor retail; live/work dwellings above ground floor retail; and four-story stacked flats. Four thousand square feet of the proposed commercial space would be dedicated to optional commercial office/retail uses located on the ground floor of the live/work townhouses.

Fifteen percent (15%) or 225 of the total units would be designated as “affordable housing” and would be required to meet the City’s income criteria for very low- and moderate-income families. One-hundred and eighteen of the proposed residential units would be rental apartments; the remaining 107 units would be designated affordable units for moderate-income families. As part of the relocation benefit package offered to the residences of the existing Wagon Wheel Mobile Home Park on the site, which would be closed to accommodate the proposed project, the project developer would accommodate all mobile home park residents interested in occupying the on-site affordable housing units. Thus, the final number of very low, low, and moderate income affordable income units may change depending on the number of mobile home park residents who choose to relocate on-site. However, the total number of on-site affordable housing units would not exceed 225.

Access to the proposed project would be taken from Ventura Road from the west and Oxnard Boulevard from the east. The existing bridge over Oxnard Boulevard connecting the site to the Esplanade Mall would remain. The existing Wagon Wheel Road traversing the outer portions of the project site would be abandoned and redirected through the center of the project to provide an automobile and pedestrian/bicycle linkage paralleling Highway 101 between Oxnard Boulevard and North Ventura Road. Opportunities for pedestrian/bicycle linkages to the Riverpark development across U.S. Highway 101 to the north would also be provided as part of the project via Ventura Road. The Project also proposes pedestrian connections to the City's River Edge Trail along Ventura Road and the east via the project's main street and Wagon Wheel Road bridge.

The project would include a sub-transportation center with approximately 50 designated parking stalls and a bus stop for Golf Coast and Vista bus services. The sub-transportation center would also be available for a future Metrolink stop and/or future commuter shuttle service for nearby communities to and from the Oxnard Transit Center, and other forms of multi-modal transportation.

The Village Specific Plan includes two types of parking areas, shared and non-shared. Non-shared residential parking spaces would be provided within the High Density Residential and



Live Work Planning Areas (Planning Areas 1-12). Shared parking is proposed for the Mixed Use, High Rise, Transit Center, and Very High Density Planning Areas.

Within the shared parking areas, a residential parking demand ratio of 2.0 spaces per residential unit is used for conceptual planning purposes. A commercial parking demand ratio of 2.5 spaces per 1,000 square feet of commercial space was used for conceptual planning purposes. The ultimate goal of the shared parking approach is to permit flexibility in the municipal parking standards in favor of a system where the private sector develops parking to meet only the needs of development without over-building parking supply.

Within the High Density Residential and Live/Work Planning Areas (Planning Areas 1-12), the proposed number of parking spaces required for both residents and guests is based on an overall parking ratio of 2.75 spaces per residential unit. These non-shared spaces would be provided in a combination of two-car garages for each residential unit plus on-street parallel parking, and off-street parking areas for guest parking.

The project would provide a 1.7-acre “community village green” with pool and community center and a 0.9-acre neighborhood park with a pool. In addition, various smaller pocket parks totaling approximately 2.2 acres would provide passive recreation and amenities such as seating areas and water features. Approximately 1.65 acres of the plan area would be dedicated to private recreation “terraces.” These facilities are proposed to serve the residents of the High-Rise, Mixed-Use, and Very High Density Planning Areas. These facilities would be integrated into the building designs for the High-Rise, Very High Density and Mixed Use Planning Areas. Access to the facilities would be from either elevators or a private interior courtyard. These spaces are for the private use of the residents and would be maintained by a Homeowners’ Association.

The proposed Specific Plan includes architectural and landscaping design standards, which are discussed in more detail in Section 2.0 of the EIR, *Project Description*.

## **ALTERNATIVES**

Four alternatives to the proposed project were selected for consideration and analyzed in the EIR as follows:

- Alternative 1: No Project (no change to existing land uses)
- Alternative 2: Reduced/No Towers Project with School Site. This project alternative would consist of 1,000 residential units, configured to reduce several of the environmental impacts identified in the EIR. Building heights would be a maximum of three stories. The historic structures would be renovated and would remain, whether in their original uses or adaptive reuse. A 15-acre school site would also be included in this alternative.
- Alternative 3: Buildout under Existing General Plan/Zoning Designations. This alternative consists of 479,000 square feet (sf) of two-story retail development and 810 three-story townhouses. The historic structures would be renovated and would remain, whether in their original uses or adaptive reuse.



- **Alternative 4: Increased Commercial/Decreased Residential and Reconfigured Specific Plan.** This alternative is based on a 1990s proposal for the site, and consists of 130,000 sf of general commercial development, 1.45 million sf of office space, a 16,000 sf restaurant and 250 residential units in buildings of up to eight stories. The historic structures would be renovated and would remain, whether in their original uses or adaptive reuse. Structural components of the project would be set back greater distances from Highway 101 and the railroad tracks to reduce noise and air quality impacts.

The “no project” alternative would involve no change to the environment and is therefore considered environmentally superior overall. It should be noted, however, that this alternative would not preclude future development of the site.

### SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts.

**Table ES-1 Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

<i>Class I (Significant and Unavoidable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<b>AESTHETICS</b>		
<b>Impact AES-1</b> The visual character of the project site would be substantially altered through the introduction of three high-rise structures surrounded by relatively dense low- and mid-rise development to a site which is primarily developed with one- and two-story structures and surface parking lots. This change is considered a Class I, <i>significant and unavoidable</i> , impact.	None available. (Section 6.0 <i>Alternatives</i> considers project alternatives that would reduce and/or reconfigure the project and, thus, reduce visual impacts.)	Significant.
<b>Impact AES-2</b> Views of the Transverse Ranges to the north, and of the Santa Monica Mountains to the east, would be partially	None available. (Section 6.0 <i>Alternatives</i> considers project alternatives that would reduce and/or reconfigure the project and, thus, reduce visual impacts.)	Significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures and Residual Impacts**

<i>Class I (Significant and Unavoidable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
blocked by the proposed structures from certain public roads including two of those identified as view corridors in the City's General Plan. This is considered a Class I, <i>significant and unavoidable</i> , impact.		
The cumulative change to the aesthetic character in the northern area of Oxnard is considered <i>cumulatively significant</i> .	None available. (Section 6.0 <i>Alternatives</i> considers project alternatives that would reduce and/or reconfigure the project and, thus, reduce visual impacts.)	Significant.
<b>CULTURAL RESOURCES</b>		
<p><b>Impact CR-2</b> Site development for the proposed project involves the demolition of all onsite buildings. This would include the buildings at 2751 Wagon Wheel Road (Junction and Wagon Wheel Motels) and 2755 Wagon Wheel Road (Wagon Wheel Restaurant), which are potentially eligible for listing as City of Oxnard Landmarks. Site development would also involve the demolition of 2765 Wagon Wheel Road (El Ranchito Restaurant) and 2801 Wagon Wheel Road (Wagon Wheel Bowling Alley), which are potentially eligible in conjunction with the other two properties as a City of Oxnard Landmark Area. With the demolition of these four buildings, impacts to historic resources are considered Class I, <i>significant and unavoidable</i>.</p>	<p><b>CR-2(a) Documentation.</b> Prior to demolition, a Documentation Report shall be prepared by a qualified historic preservation professional, consisting of archival quality photographs (using large-format photography) and measured drawings of the significant buildings and structures to be demolished and a historic resources report shall be prepared for the property. Documentation shall include, but not be limited to, the exterior elevations of the motel complex, the bowling alley, and the restaurants. The level of documentation should be sufficient to preserve a visual record of the buildings and the surviving elements of the original landscaping. Documentation of the Wagon Wheel and El Ranchito Restaurants shall include their signage using large-format photography. The dining rooms and bars shall be photo-documented using large-format photography. Copies of the Documentation Report shall be submitted to the Ventura County Museum upon completion.</p> <p><b>CR-2(b) Design.</b> In consultation with a qualified historic preservation professional, and based on a comprehensive inventory of historic architectural features, the design of the project shall preserve and incorporate significant features of the historic properties, which should include but not necessarily be limited to freestanding and attached signs and other notable character-defining architectural elements of the historic properties. At the very minimum the design shall preserve the motel's neon "horse and</p>	Significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures and Residual Impacts**

<i>Class I (Significant and Unavoidable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>buckboard" sign and may incorporate it into the new development. This would require its relocation. As the existing architectural elements are not necessarily compatible with the European-themed architecture of the proposed development, their incorporation shall be designed to avoid theme-related and visual/architectural conflict; the proposed plan for these elements shall be reviewed and approved by Planning staff. Suitable signage identifying the history of the sign and the Wagon Wheel area should be incorporated into the design of the relocated neon sign. Additional character-defining architectural elements for which development design incorporation is infeasible shall be offered as a donation for retention in the Ventura County Museum of History and Art. These could include elements, such as the wagon wheel windows, or the wrought branding iron fixtures. Decorative elements from the interior of the restaurant such as lighting, photographs, and furniture, also should be included in the donation offer.</p> <p><b>CR-2(c) Interpretation.</b> In consultation with a qualified historic preservation professional, a permanent on-site interpretive display describing the property's significant historic themes shall be designed and incorporated into the project.</p> <p><b>CR-2(d) Oral History.</b> A video-based oral history project shall be undertaken for the purpose of documenting the recollections of individuals with knowledge of the property's history and the life and work of Martin V. Smith. This project shall be directed by a qualified historic preservation professional and be submitted to an appropriate Ventura County museum upon completion.</p> <p><b>CR-2(e) Television Specials.</b> Two television programs of at least 30 minutes in length shall be produced on the history of the Wagon Wheel Junction and the life and work of Martin V. Smith for broadcast on the Oxnard public access channel. The programs shall be completed in consultation with a qualified historic preservation professional and based at least in part on</p>	



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures and Residual Impacts**

<i>Class I (Significant and Unavoidable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	the historic resources report and oral history program required in mitigations measures CR-2(a) and CR-2(d), above.	
The project's incremental loss of historical resources is considered to be significant and unavoidable at both the project level and also from a cumulative perspective.	See Mitigation Measure CR-2 above. This project-specific measure would reduce impacts, but both project and cumulative impacts would remain significant.	Significant.

**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<b>AESTHETICS</b>		
<b>Impact AES-3</b> The proposed project would result in new sources of light and glare on and around the project site, due primarily to the increased density and height of structural development. This is considered a Class II, <i>significant but mitigable</i> , impact.	<p><b>AES-3(a) Lighting Plans and Specifications.</b> Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Planning Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties, roadways or the Santa Clara River. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security.</p> <p><b>AES-3(b) Building Material Specifications.</b> Prior to the issuance of any discretionary permits for construction under the adopted Specific Plan, the applicant shall submit plans and specifications for all building materials and colors to the Planning Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials and colors used on the exterior of</p>	Less than significant.



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
Impact	Mitigation Measures	Residual Impact
	<p>buildings and structures shall be selected with attention to minimizing reflective glare.</p> <p><b>AES-3(c) Light Fixture Shielding.</b> Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning Department that all night lighting installed on private property within the project site shall be shielded, directed away from residential uses, and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable airport safety policies and FAA regulations.</p> <p><b>AES-3(d) Window Tinting.</b> Prior to the issuance of any building permits, the applicant shall submit plans and specifications showing that building windows are tinted with an antireflective material in order to minimize glare.</p>	
<b>AIR QUALITY</b>		
<p><b>Impact AQ-1</b> Project construction would generate temporary air pollutant emissions of ozone precursors ROG and NOx, as well as fugitive dust (PM10 and PM2.5). Temporary construction-related air quality impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>AQ-1(a) Dust Control Measures.</b> The following shall be implemented during grading and construction to control dust.</p> <ol style="list-style-type: none"> <li>1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.</li> <li>2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavating activities. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.</li> <li>3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:               <ol style="list-style-type: none"> <li>a. All trucks shall be required to cover their loads as required by California Vehicle Code Section</li> </ol> </li> </ol>	<b>Less than significant</b>



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>23114.</p> <p>b. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.</p> <p>4. Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area within three weeks, it shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.</p> <p>5. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.</p> <p>6. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to affect adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust from being an annoyance or hazard, either off-site or on-site.</p> <p>7. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.</p> <p>8. Personnel involved in grading operations, including contractors and subcontractors, shall wear respiratory protection in accordance with California Division of Occupational</p>	



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>Safety and Health regulations.</p> <p>9. Shaker plates shall be installed at all truck exits from the site.</p> <p>10. Dust control requirements shall be shown on all grading plans.</p> <p><b>AQ-1(b) Construction Equipment Controls.</b> The following shall be implemented during construction to minimize emissions of ozone precursors.</p> <ol style="list-style-type: none"> <li>1. Construction contractors shall minimize equipment idling time throughout construction. Engines shall be turned off if idling would be for more than five minutes.</li> <li>2. Equipment engines shall be maintained in good condition and in proper tune as per manufacturers' specifications.</li> <li>3. The number of pieces of equipment operating simultaneously shall be minimized.</li> <li>4. Construction contractors shall use alternatively fueled construction equipment (such as compressed natural gas, liquefied natural gas, or electric) when feasible.</li> <li>5. The engine size of construction equipment shall be the minimum practical size.</li> <li>6. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated clean diesel engines) shall be utilized wherever feasible.</li> <li>7. During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.</li> </ol> <p><b>AQ-1(c) Low Volatile Paints.</b> Wherever feasible, non-painted exterior surfaces and low volatile interior and exterior paints shall be used for architectural coatings.</p>	
<b>Impact AQ-2</b> Operational emissions of ROG and NOx would exceed	<b>AQ-2(a) TDM Fees.</b> The project shall provide payment of fees to a suitable	Less than significant



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
Impact	Mitigation Measures	Residual Impact
<p>VCAPCD's daily thresholds. However, these impacts are mitigable with payment of Transportation Demand Management (TDM) fees. Therefore, the project would have a Class II, <i>significant but mitigable</i>, impact to regional air quality.</p>	<p>Transportation Demand Management Plan Fund. The fees will be based on the exceedance of the threshold for ROG and NOx, prior to operation of Phase 5. The fees shall be based on the unit cost for ROG and NOx, in effect at the time the fee is to be paid using the VCAPCD guidelines formula of:</p> <ul style="list-style-type: none"> <li>• (excess emissions lbs/day) x (unit cost ROG) x (days in operation) x (3 years) = Total cost</li> <li>• (excess emissions lbs/day) x (unit cost NOx) x (days in operation) x (3 years) = Total cost</li> </ul> <p>Payment of fees is required prior to operation of Phase 5.</p> <p><b>AQ-2(b) Increased Efficiency.</b> Residential and commercial land use shall increase efficiency 20% beyond Title 24. Applicant shall provide documentation of energy savings associated with materials proposed for use at time of building permit application.</p>	
<p><b>Impact AQ-4</b> Heavy duty construction equipment used during mass grading could cause significant health risks to onsite receptors because of diesel exhaust emissions. The proposed project exceeds significance thresholds for the health risk associated with inhalation of diesel particulate emissions. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>AQ-4(a) Alternative Fuels.</b> During grading the applicant shall use alternative fuels and/or retro-fitted filters on construction equipment if feasible. Alternative fuels and retrofitted filters may include, but are not limited to low sulfur diesel fuel and/or catalyzed diesel particulate filters. These measures can reduce generation of PM10 by 63-80%. Applicant shall provide documentation to the City of Oxnard regarding the availability (or lack of same) of the alternative fuels (such as biodiesel and E-85) and the number of vehicles equipped with diesel particulate filters and or that meet Tier III and IV engine standards prior to each construction phase.</p> <p><b>AQ-4(b) Equipment Limitations.</b> Diesel-powered equipment under 75 hp located within 100 meters (325 feet) of the edge of the construction area shall be required to have engines that meet California Tier 4 emission standards. Diesel-powered equipment over 75 hp and operating within 100 meters (325 feet) of the edge of the</p>	<p>Less than significant</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

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	construction area shall meet, at a minimum, California Tier 2 emission standards until the year 2010, at which time Tier 4 standards are applicable. The applicant shall provide to the City an inventory of the vehicles so equipped prior to each construction phase and each one shall be marked with an identification number that matches the inventory and that can easily be seen during equipment operation.	
<b>Impact AQ-5</b> The Specific Plan would locate residential neighborhoods along US Highway 101, which is a source of toxic air pollutants associated with high volumes of truck traffic, which could cause significant health risks to onsite receptors because of diesel exhaust emissions. Impacts would be Class II, <i>significant but mitigable</i> .	<b>AQ-5 Air Ventilation Specifications.</b> Forced air ventilation with filter screens on outside air intake ducts shall be provided for all residences in Planning Units 1, 7, and 8. Windows and doors shall be fully weatherproofed with caulking and weatherstripping that is rated to last at least 20 years.	Less than significant
<b>BIOLOGY</b>		
<b>Impact BIO-2</b> Site development would remove existing trees that may be used by nesting birds or by migratory birds as nesting habitat. This would be a Class II, potentially <i>significant but mitigable</i> , impact.	<p><b>BIO-2(a) Nesting Bird Survey.</b> If tree removal is to occur during the bird-breeding season (February 15- September 15), surveys shall be conducted prior to tree removal by a City approved biologist (a person with a biology degree and/or established skills in bird recognition). Surveys shall occur within two weeks prior to initial tree removal. A copy of the contracts and reports for these services shall be submitted to the Planning Department for review and approval prior to issuance of grading permits permits.</p> <p><b>BIO-2(b) Establishment of Appropriate Buffers.</b> In the event that nesting birds are observed within 250 feet of a construction area, species-specific exclusion buffers shall be determined by a City-approved biologist, and construction timing and location adjusted accordingly until the nestlings have fledged.</p> <p><b>BIO-2(c) Construction During the Bird Nesting Season.</b> Construction activities that would</p>	Less than significant



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	<p>have a direct impact on bird nesting areas such as large trees, shall be conducted between October and February when nesting birds are least likely to occur.</p> <p><b>BIO-2(d) Incorporation of Trees into Landscape Plan.</b> The project landscape plans shall include an inventory of mature trees that currently exist on the project site and shall include replacement of mature trees at a minimum of a 1:1 ratio. At maturity, landscape trees shall be of a comparable height and massing to the existing trees on the property so as not to diminish the bird nesting capacity of the property compared to current conditions. An arborist report shall be submitted, and the value of trees removed shall be added to the landscape plan to augment tree plantings.</p>	
<p><b>Impact BIO-3</b> Non-native plants introduced by the project landscaping may invade nearby native plant communities within the Santa Clara River. This would be a Class II, potentially <i>significant but mitigable</i> impact.</p>	<p><b>BIO-3 Native Landscape Plan.</b> Non-native species or invasive plant species listed in the most updated version of the 1999 Cal-IPC Exotic Pest Plants of Greatest Ecological Concern in California shall not be planted within the project site or along the borders of the project site. This restriction shall also apply to private yards within the project through homeowners Association rules or covenants, conditions and restrictions (CC&amp;R). The developer shall submit landscape plans reflecting this restriction for approval prior to issuance of grading permits.</p>	Less than significant
<b>CULTURAL RESOURCES</b>		
<p><b>Impact CR-1</b> The proposed project would not disturb any recorded archaeological resources. However, site development has the potential to disturb as-yet undetected areas of prehistoric archaeological significance. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>CR-1(a) Native American Monitoring.</b> Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to grading activities on site. The monitoring report(s) shall be provided to the Planning Division</p>	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
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<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>prior to approval of final building permits.</p> <p><b>CR-1(b) Procedures for Discovery of Intact Cultural Resources.</b> In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.</p> <p><b>CR-1(c) Procedures for Discovery of Human Remains.</b> If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the California Native American Heritage Commission.</p>	
<b>GEOLOGY</b>		
<p><b>Impact GEO-1</b> Seismically-induced ground shaking could damage onsite structures, resulting in loss of property and risk to human health. However, as the design and construction of the proposed structures and infrastructure facilities would be required to implement all recommendations of the geotechnical report and to comply with all applicable provisions of the 1997 Uniform Building Code and the 1998 California Building Code, impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>GEO-1 Individual Geotechnical Engineering.</b> The applicant shall retain a certified engineer to perform geotechnical engineering for each building in each phase. The applicant shall incorporate the design contained within the geotechnical engineering plans into all buildings, structures, foundations and utilities, as applicable. The geotechnical engineering plans shall include the recommendations of the geotechnical reports and shall be submitted to Development Services Department and the Building and Engineering Services Department for review prior to issuance of grading or building permits. GeoSoils recommends using the value obtained from the site specific probabilistic seismic hazard analysis (0.74g) for the design basis ground motion to use for a 10 percent probability of exceedance in</p>	<p>Less than significant.</p>



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	50 years. This value should satisfy the minimum Uniform Building Code (UBC) requirements for seismic structural design.	
<p><b>Impact GEO-2</b> Soils on the project site are considered to have high- to moderate potential for liquefaction and settlement. Therefore, development of the project site has the potential to create soil-related hazards; this is considered to be a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>GEO-2(a) Soil Removal.</b> There are thin (generally less than three feet thick), isolated layers of sand and silty sand beneath the site which possess a potential for liquefaction during large seismic events. In addition, thick deposits of potentially liquefiable material (approximately six feet) were encountered near the center of the site at approximately 14 to 20 feet below existing grade and near the middle northern area of the site at approximately 11 to 16 feet below existing grade. In order to reduce the potential for surface manifestation associated with these two thick layers, soil removals in these areas shall occur prior to foundation construction; in accordance with the geotechnical recommendations, soil shall be removed to approximately 16 feet below existing grades. The excavated soil shall be utilized for onsite fills after any organic matter, debris, or individual particles greater than six inches in diameter are removed.</p> <p><b>GEO-2(b) Pile Casing.</b> Some of the proposed buildings will be founded on a deepened foundation system and the piles may experience downdrag forces as a result of settlement associated with liquefaction. Prior to foundation construction, drilling and casing of the upper 40 to 45 feet of the pile shall be implemented in order to reduce the effects of downdrag on the piles.</p>	Less than significant.
<p><b>Impact GEO-3</b> Excavation and grading onsite could encounter groundwater beneath the site surface requiring removal for foundation construction. This may require temporary or permanent dewatering; this is considered to be a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>GEO-3(a) Dewatering Program.</b> Prior to the issuance of any grading permits a qualified hydrologist shall estimate from the final engineering plans the volume of dewatering necessary for the proposed project. If dewatering is required a dewatering program shall be designed to properly convey and treat dewatering discharge, in accordance with the NPDES permits, as well as state and local regulations. The program shall be subject to the approval of the Ventura County Flood Control District and the City of Oxnard Public Works Department. The program shall include site design methods for treatment</p>	Less than significant.



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	<p>and conveyance of temporary, and permanent if required, dewatering discharge, including but not limited to infiltration ponds, vegetated swales, and or reuse for landscape irrigation. Prior to the implementation of any dewatering program, groundwater sampling shall be performed to ensure that the system is adequately designed and permitted to address onsite groundwater conditions.</p> <p><b>GEO-3(b) Groundwater Recharge.</b> If the volume of groundwater extracted annually in association with the Oxnard Village Specific Plan exceeds 0.15 acre-feet, a groundwater recharge contribution shall be required. The project engineer shall consult with the City of Oxnard Public Works Department, and Ventura County Flood Control District to determine appropriate methods for contributing to the recharge of the groundwater basin.</p>	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<p><b>Impact HAZ-1</b> The proposed project would require the demolition of structures that could contain asbestos or lead based paints. The release of these materials has the potential to adversely affect human health and safety. However, compliance with both locally adopted Ventura County Air Pollution Control District (VCAPCD) and State regulations regarding the handling and disposal of these materials would reduced these potential impacts to Class II, <i>significant but mitigable</i>.</p>	<p><b>HAZ-1(a).</b> Asbestos and Lead Based Paint Surveys. Prior to issuance of a demolition permit for any structure, a lead-based paint and asbestos survey shall be performed by a qualified and appropriately licensed professional. All testing procedures shall follow recognized local standards as well as established California and Federal assessment protocols. The lead-based paint and asbestos survey report shall quantify the areas of lead – based paint and asbestos containing materials.</p> <p><b>HAZ-1(b).</b> <b>Asbestos Abatement.</b> Prior to any demolition or renovation, onsite structures that contain asbestos must have the asbestos containing material removed according to proper abatement procedures recommended by the asbestos consultant and as required by the VCAPCD. All abatement activities shall be in compliance with California and Federal OSHA, and with the VCAPCD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from onsite structures shall be transported by a licensed to handle asbestos-</p>	<p>Less than significant.</p>



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	<p>containing materials and disposed of at a licensed receiving facility and under proper manifest. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, where the material was disposed. This report shall include transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the VCAPCD and the City of Oxnard.</p> <p><b>HAZ-1(c). Lead Based Paint Removal.</b> Prior to the issuance of a permit for the renovation or demolition of any structure, a licensed lead-based paint professional shall be contracted to evaluate the structure for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant and in accordance with VCAPCD, State of California and Federal requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste. Following completion of the lead based paint abatement, the lead based paint consultant shall provide a report documenting the abatement procedures used, the volume of lead based paint removed, where the material was moved to, and include transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the VCAPCD and the City of Oxnard.</p>	
<p><b>Impact HAZ-2</b> Historically, the project site has been occupied by a broad range of industrial uses, some of which have involved and the use, storage, or generation of hydrocarbons, heavy metals, and acids. These historical uses</p>	<p><b>HAZ-2(a). Site Development.</b> Prior to demolition or remodeling of any existing buildings, a California Certified Environmental Assessor or other qualified environmental professional shall conduct a walk-through of the building to determine if there are any structures or features (such as</p>	<p>Less than significant.</p>



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<p>including the possibility of an undocumented landfill in the general project area, and have the potential to have resulted in undocumented releases of hazardous materials into the soil and groundwater beneath the site. The discovery of such materials during construction has the potential to result in Class II, <i>significant but mitigable</i> impacts.</p>	<p>an underground storage tank or sump) within or near the building that could have been used to store, contain, or dispose of hazardous materials. If such a feature is found, the applicant shall obtain all necessary permits from the City of Oxnard or County of Ventura to abandon these structures as part of the demolition. If required by the abandonment permit issued by the City or County, the applicant shall perform soil sampling and analysis in the area of the removed feature. Any identified contamination shall be reported to the lead regulatory agency and remediated in accordance with the requirements of the lead agency.</p> <p><b>HAZ-2(b). Contingency Plan.</b> Prior to issuance of any grading or dewatering permits the applicant shall prepare a contingency plan that outlines measures that will be implemented in the event that presently undocumented contaminants, structures, or features are suspected or discovered during grading. The contingency plan shall identify appropriate measures to be followed if contaminants are found or suspected. The appropriate measures shall identify personnel to be notified, emergency contacts, and a procedural protocol to be implemented. The excavation and demolition contractors shall be made aware of the possibility of encountering unknown hazardous materials, and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination. The contingency plan shall be reviewed and approved by the City Fire Department or VCEHD prior to the issuance of the grading permit.</p> <p><b>HAZ-2(c) Construction Monitoring.</b> During all site grading activities, monitoring will be conducted by a qualified environmental professional to determine if any suspected contaminated material are encountered. If contaminants are detected during grading, all work shall be stopped</p>	



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	<p>and the appropriate personnel, as determined by the contingency plan, shall be notified</p> <p><b>HAZ-2(d). Work Plan.</b> A work plan shall be completed to address the sampling protocols to be followed as well as the number of samples to be taken and the chemical analysis required. Upon lead agency approval, the work plan shall be implemented and the results of the soil or groundwater sampling shall be forwarded to the lead regulatory agency (City of Oxnard, VCEHD, RWQCB, or the EPA Department of Toxic Substances Control, DTSC). The agency should review the data determine if any additional investigation or remedial activities are deemed necessary. No work shall resume in that area until the lead local regulatory agency has provided written authorization that the area does not warrant any additional action.</p> <p><b>HAZ-2(e). Remediation Program.</b> If concentrations of contaminants warrant remediation, contaminated materials shall be remediated either prior to or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the City of Oxnard, VCEHD, RWQCB, or the DTSC. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.</p> <p><b>HAZ-2(f). Groundwater Sampling.</b> Prior to the implementation of any dewatering program, groundwater sampling shall be performed to ensure that the system is adequately designed and permitted to address onsite groundwater conditions. If contaminants are detected in groundwater at</p>	



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	levels that exceed maximum contaminant levels for those constituents in drinking water, or if the contaminants exceed health risk standards such as PRGs, one in one million cancer risk, or a health risk index above 1, then the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (VCEHD, RWQCB, or the DTSC). The agency shall review the data and sign off on the property or determine if any additional investigation or remedial activities are deemed necessary. The applicant shall obtain appropriate discharge permits required for the dewatering system.	
<b>Impact HAZ-3</b> Surficial soil along Wagon Wheel Road adjacent to the Wagon Wheel property was assessed for aerially deposited lead (ADL). The results indicate that one sample contained contamination above hazardous material threshold levels. The discovery of hazardous material adjacent to the project site is considered Class II, <i>significant but mitigable</i> .	<b>HAZ-3 ADL Adjacent to Highways.</b> Following grading adjacent to Wagon Wheel Road, soil should be stockpiled, sampled and analyzed in conformance the Los Angeles-Regional Water Quality Control Board, stockpile sampling requirements. If lead levels are detected above the hazardous material thresholds, the soil shall be hauled and disposed of by a transportation company licensed to transport hazardous materials material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept hazardous waste. Documentation of the appropriate sampling, transportation and disposal must be prepared and include the volume of soil removed, where the material was moved to, and include soil profiling, and transportation and disposal manifests. The soil removal documentation shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Oxnard.	Less than significant.
<b>Impact HAZ-4</b> The proposed development lies outside the height to distance ratios set forth by the FAA. However, because the towers are greater than 200 feet in height the development is required to obtain clearance by the FAA prior to receiving a building permit from the City (VCACLUP). Impacts related to airport safety clearance are therefore Class II, <i>significant but mitigable</i> .	<b>HAZ-4 FAA Notification.</b> The regulation "requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA. " Notification must be made in the form of a completed FAA form 7460-1.	Less than significant.



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<b>HYDROLOGY AND WATER QUALITY</b>		
<p><b>Impact HWQ-1</b> During construction of the Oxnard Village Specific Plan, the soil surface would be subject to erosion and the downstream watershed could be subject to temporary sedimentation and discharges of various pollutants. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>HWQ-1 Stormwater Pollution Prevention Plan.</b> Prior to initiation of grading for any phase of development of the Oxnard Village Specific Plan, a California Registered Civil Engineer shall prepare a Stormwater Pollution Prevention Plan (SWPPP) for the site. The SWPPP shall fully comply with RWQCB requirements and shall contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. The plans shall identify conveyance and treatment methods for any groundwater encountered during excavation for piles and foundations. Dewatering treatments shall be subject to the approval of City. BMPs that could be implemented include, but shall not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Use of silt fences, hay bales, sand bags, berms, and/or silt and debris basins to retard movement of water and separate sediment and other contaminants.</li> <li>• Use of slope stabilizers, including natural fiber erosion control blankets of varying densities according to specific slope/ site conditions, to reduce erosion.</li> <li>• Watering of graded areas with an adequate yet conservative amount water</li> <li>• Cessation of grading operations in high winds (i.e., greater than 15 mph).</li> <li>• Proper recycling of construction related materials and equipment fluids (e.g., concrete dust, cutting slurry, motor oil and lubricants).</li> <li>• During and between all phases of construction, all exposed graded and/or disturbed surfaces shall be reseeded with ground cover vegetation to minimize erosion if construction of structures and/or paving or installation of project landscaping is not scheduled to occur within four (4) weeks of completion of grading.</li> </ul>	<p>Less than significant.</p>



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<p><b>Impact HWQ-2</b> Implementation of the Oxnard Village Specific Plan would incrementally decrease the amount of impervious surfaces onsite, thereby incrementally decreasing stormwater runoff flows. However, if any additional storm water runoff is directed to the El Rio Drain, this would result in volumes exceeding the capacity of the existing storm drain facilities. Construction of onsite storm water detention, storm drain improvements and infrastructure, as well as direction of no net increase in runoff through the City of Oxnard's drain referred to as P.D. 346 would ensure that runoff does not exceed the capacity of existing and proposed facilities. Therefore, this is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>HWQ-2 Drainage and Flood Control Improvement Plan.</b> A Drainage and Flood Control Improvement Plan shall be prepared by a California Registered Civil Engineer and shall identify all required construction related and permanent drainage and flood control improvements necessary to comply with the City's regulations as well as the County's standard of "no net increase" in storm flow discharge rates into the El Rio Drain and the Santa Clara River. This analysis is required to document the existing and proposed runoff rates versus time. Not only shall the peak runoff rate be the same or less than the existing, but the time of the peak rate shall also be substantially the same. This plan shall also identify the intended use of the drain referred to as P.D. 346 to convey stormwater runoff.</p> <p>This plan shall be prepared in consultation with the City Supervising Civil Engineer and the Ventura County Watershed Protection District to facilitate required interagency coordination. The capacity, location, and size of all culverts, collection devices, conveyance facilities, energy dissipaters, detention basins, debris basins and related improvements shall be designed to the satisfaction of the City Supervising Civil Engineer and in consultation with the Ventura County Watershed Protection District. All necessary permits required to implement the Improvement Plan shall be obtained from the Ventura County Watershed Protection District prior to City issuance of a permit for mass grading. No grading permits shall be issued until the Drainage Plan is approved and no grading shall begin until construction related improvements are in place.</p>	<p>Less than significant.</p>
<p><b>Impact HWQ 3</b> Operation of the proposed project could generate fewer pollutants in surface water runoff than current land uses. However, the proposed project would still contribute urban pollutants associated with vehicles and parking lots, as well as increased pollutants associated with</p>	<p><b>HWQ-3(a) Biofilter, Bioswale, or Bioretention.</b> Biofilters, bioswales or bioretention areas shall be designed and constructed for the parks and new surface parking lots to allow for treatment of stormwater runoff from the site. These facilities shall be designed by a registered civil engineer specializing in water quality or other qualified professional to ensure that</p>	<p>Less than significant.</p>



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<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<p>landscaping, parks and open space. Such pollutants could adversely affect the quality of surface runoff leaving the Oxnard Village site, flowing into the Santa Clara River and eventually the Pacific Ocean, due to increased sediment and pollutants such as oil, pesticides, and herbicides. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p>retention is adequate to reduce concentrations of targeted pollutants. The biofilter, bioswale or bioretention area shall be depicted on grading and drainage plans and shall include a maintenance plan.</p> <p><b>HWQ-3(b) Park Maintenance Plan.</b> The developer shall submit a park maintenance plan to the City that limits the use of herbicides and inorganic fertilizers applied onsite to those quantities necessary to treat specific problems. The park maintenance plan shall include, but not be limited to: provisions for mechanical weed control to be used wherever and whenever possible as the first choice; determination of the probable cause of a disease problem and correction as necessary (i.e.: soil nutrient problems, irrigation, water quality, plant type, etc.) prior to chemical use; provisions that herbicides are to be used only when necessary to cure a problem and not as a preventative measure or as a regular, periodic application; and, guidelines for use of chemical forms that have a low potential for leaching from the site.</p> <p><b>HWQ-3(c) Stormwater Management Plan.</b> On behalf of the developer, a California Registered Civil Engineer shall prepare a Stormwater Management Plan that satisfies the requirements of the SQUIMP. The plan should include, but is not limited to, the following measures that are designed to address areas of concern identified in the SQUIMP and the hydrological study (Huitt-Zollars, 2007) and the review of that report and subsequent technical appendix (DWE, 2007) prepared for the proposed project:</p> <ul style="list-style-type: none"> <li>• Control of peak stormwater runoff discharge rates</li> <li>• Conservation of natural areas</li> <li>• Minimization of stormwater pollutants of concern</li> <li>• Proprietary treatment devices placed in the main storm drain infrastructure</li> <li>• Grass swale filters</li> <li>• Extended impoundment facilities that allow sedimentation of pollutants to occur</li> <li>• Provision of storm drain system</li> </ul>	



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	stenciling and signage <ul style="list-style-type: none"> <li>• Proper design of outdoor material storage areas</li> <li>• Proper design of trash storage areas</li> <li>• Proof of ongoing BMP maintenance</li> <li>• Proper design and treatment of runoff from parking lots</li> </ul> The stormwater management plan shall be submitted to the City Development Services Department for review prior to issuance of grading permits, in order to ensure that the drainage system improvements satisfy the requirements of the SQUIMP.	
<b>NOISE</b>		
<b>Impact N-1</b> Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the site. This may affect sensitive receptors on or near the project site. This is considered a Class II, <i>significant but mitigable</i> impact.	<p><b>N-1(a) Heavy Truck Restrictions.</b> Contractor shall prohibit off-site heavy truck activities in local residential areas.</p> <p><b>N-1(b) Staging Area.</b> Contractor shall provide staging areas on site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and residential areas. At a minimum, the staging areas shall be located at a distance of 200 feet from the nearest residential property line. This would reduce noise levels associated with most types of idling construction equipment.</p> <p><b>N 1(c) Diesel Equipment Mufflers.</b> All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.</p> <p><b>N 1(d) Electrically-Powered Tools and Facilities.</b> Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.</p> <p><b>N 1(e) Additional Noise Attenuation Techniques.</b> For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited</p>	Less than significant.



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.</p> <p><b>N-1(f) Alternative Piles Types.</b> If pile driving activities are required for construction, alternative pile types that are quieter to install, such as Nicholson Pin Piles, Tubex grout units, or GeoJet foundation units, shall be utilized where feasible in place of traditional driven piles to reduce noise and vibration generation. The City of Oxnard Building &amp; Engineering Services Manager shall determine the feasibility of these alternatives pile types for the required applications.</p> <p><b>N-1(g) Additional Pile Driving Measures.</b> If pile driving activities are required for construction, a field test program shall be conducted on the site prior to approval of building plans. The test shall include driving piles at several locations on the project site in the general locations where piles would be required for project construction. The test shall also include testing of various noise control measures including, but not limited to, sound blanket enclosures around pile hammers. Quantitative noise and vibration measurements, together with a subjective assessment of the resulting conditions, shall be recorded. The results of the test program shall be presented to the City of Oxnard Community Development Special Projects Director. Based on the results of the tests, the Special Projects Director shall have the right to require additional noise control measures at the site during pile driving, such as temporary sound berms and dampening enclosures.</p>	
<p><b>Impact N-4</b> Proposed onsite uses could be subject to noise levels in exceedance of the thresholds established by the Noise Element due to transportation generated noise associated with U.S. 101, Oxnard Boulevard and the Union Pacific Railroad. However modeling</p>	<p><b>N-4(a) Building Material Guidelines.</b> The living areas above the first floor for all residences located within 152 feet of the Union Pacific Railroad track, and the third floor living areas of all residences located along the northern site boundary, shall be constructed to include sufficient noise attenuation to reduce interior levels to a</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<p>results indicate the proposed sound walls and edge landscaping design would reduce onsite noise levels from the surrounding sources below City standards, except the third floor and above of residences along the northern boundary and the second floor and above of residences located along the project's southern boundary. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p>CNEL of 45 dBA. This would require at a minimum the use of double-paned windows on all windows that are exposed to railroad noise. Such windows should have a minimum laboratory standard transmission class (STC) of 37. The glass shall be sealed into the frame in an airtight manner with a non-hardening sealant or a soft elastomer gasket, or gasket tape. The window frames shall be correctly installed into the wall and insulated to avoid any air gaps. The total area of glazing facing the railroad tracks in rooms used for sleeping on the upper floors shall not exceed 20 percent of the wall area. Solid-core doors shall be used for those doorways facing the railroad tracks and walls should be insulated in conformance with California Title 24 requirements. The exterior wall facing material shall be stucco, or other surface with an STC rating of at least 45.</p> <p><b>N-4(b) Building Design.</b> The living areas shall contain forced air ventilation. All duct work for ventilation shall include noise louvers at the exterior outlet and/or duct outlets shall be directed either opposite to or perpendicular to the railroad tracks and US 101. Upper level patio/deck areas shall be not be positioned facing the railroad tracks for residences along the southern site boundary or the US 101 along the northern site boundary.</p>	
<b>POPULATION AND HOUSING</b>		
<p><b>Impact PH-2</b> The proposed project would involve the closing of the on-site mobile home park, which would remove 141 occupied housing units, displace the on-site population, and reduce the City's housing stock. Impacts related to the displacement of housing and population would be Class II, <i>significant but mitigable</i>.</p>	<p><b>PH-2 Implementation of the Wagon Wheel Mobilehome Park Closure Impact Report.</b> Prior to the issuance of building permits, the "Mitigation Options" contained in the Wagon Wheel Mobilehome Park Closure Impact Report, prepared by Star Management in September 2006, shall be implemented. The owner of the mobilehome park shall provide documentation to the City of Oxnard Planning and Environmental Services Department that demonstrates that the "Mitigation Options" were made available to the mobilehome owners. The following is a summary of the Mitigation Options set forth</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>by the Mobilehome Park Closure Impact Report that would be available to mobilehome owners:</p> <ul style="list-style-type: none"> <li>• Option 1: State Required Mitigation to Relocate Mobilehomes. This option involves the payment of reasonable relocation costs to move the homeowner and their mobilehome to another mobilehome park within a 150 mile radius.</li> <li>• Option 2: Payment of reasonable costs of relocation per Option 1, and the resident sells the home to a third party who will permanently remove the home from the park. The park will make payment to the homeowner when the home is removed from the park.</li> <li>• Option 3: Sell the home to the park, receive free rent for six months and move out at the end of the free rent period.</li> <li>• Option 4: The park will purchase the home for the National Automobile Dealers Association (NADA) book value.</li> <li>• Option 5: Recreational vehicle owners will be entitled to three days of per diem benefits and \$500 transportation fees. Residents with non-transportable storage sheds will also receive the \$400 replacement shed allowance.</li> </ul>	
<b>PUBLIC SERVICES</b>		
<p><b>Impact PS-1</b> The proposed project would incrementally increase demands on the Oxnard Fire Department. This increase would affect the personnel, equipment, and the organization of the Fire Department. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>PS-1 (a) New Ladder Truck and Fire Station Upgrades.</b> The applicant shall provide sufficient funding for an additional ladder truck fire response vehicle, which would be housed in the nearest fire station. In addition, the applicant shall cover the costs associated with upgrades and improvements to the existing fire station to accommodate additional personnel that would be needed to adequately respond to fire emergencies at the Oxnard Village Specific Plan area. Mitigation shall be in</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>place and operational prior to occupancy of the first high rise residential building.</p> <p><b>PS-1 (b) Elevator Shaft Smoke Detection.</b> As a condition of construction, means shall be provided, by the project proponent working in conjunction with the Oxnard Fire Department, to detect products of fire, smoke, and combustion in all elevator shafts and components of the elevators.</p>	
<p><b>Impact PS-2</b> The proposed project would incrementally increase demands on the Oxnard Police Department, which could adversely affect the Police Department. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>PS-2 Oxnard Police Department Consultation.</b> Prior to approval of individual Development Design Review permits, the applicant shall work closely with the Oxnard Police Department prior to the final design of the project to ensure the development of adequate security measures for the construction and occupancy stages of development. Such measures may include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Compliance with Oxnard Police Department recommendations relative to building design, site design, visibility, access, graffiti control, landscaping, security lighting, doors, locks and other relevant factors in the preparation of the final plans.</li> <li>• The Oxnard Police Department shall be included in the plan check process to enable the Department to recommend specific improvements that will enhance crime prevention for the project and allow for the police to better plan for calls that may be generated by the development.</li> <li>• Implement fencing and security measures during the construction phase. The City of Oxnard Police Department shall approve security measures.</li> </ul>	<p>Less than significant.</p>
<p><b>Impact PS-3</b> High-rise buildings present unique concerns regarding public safety in the event of an emergency requiring rapid evacuation. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>PS-3 Emergency Plan.</b> The developer of the high-rise components of the Specific Plan shall be responsible for creating, implementing, maintaining and updating an emergency plan for the building(s). The emergency plan shall be submitted to the Building and Engineering Services Department, Fire Department and Police</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>Department for review and approval prior to issuance of building permits for the high-rise buildings.</p> <p>The emergency plan shall contain a description of the actions all occupants should take in an emergency evacuation. A floor plan providing emergency safety procedures and evacuation routes shall be posted at every stairway landing, at every elevator landing, stairways and immediately inside all public entrances to the building. The information shall be representative of the floor level and be posted so that the bottom edge of such information is not located more than four feet above the floor.</p> <p>The emergency plan shall include a regularly updated list of the names and locations of each regular occupant who has voluntarily self-identified that they need assistance in case of emergency and the type of assistance they require to swiftly exit the proposed building in the event of an emergency.</p> <p>The plan shall be kept on the building premises at all times and shall be available upon request to Development Services, Building and Engineering Services, the Fire Department and the Police Department. Key practical information from the plan shall be published in the form of a leaflet, brochure, or pamphlet and made available to each new resident. This information shall be available in alternative formats upon request (e.g., Braille, large print and audio).</p>	
<b>RECREATION</b>		
<p>Impact REC-1 Buildout under the proposed Oxnard Village Specific Plan project would provide new housing for approximately 5,436 residents, which would increase the demand for parks and recreational spaces in the City. The project falls short of providing the City's requirements of three acres of Neighborhood and Community Parks per 1,000 residents by approximately</p>	<p><b>REC-1 Parkland Dedication or Mitigation Fee.</b> The Oxnard City Code (Chapter 2, Article 12) requires that, as a condition of approval of any residential subdivision map, a developer shall either contribute land for the development of park sites or pay fees, according to a fee structure determined by the City, for the acquisition and development of park sites. Parkland acquired in this manner is based on a factor of 2.5 acres for every 1,000 residents. These "Quimby</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
16.5 acres. This would be a Class II, <i>significant but mitigable</i> , impact.	Fees" are provided for under the California Government Code Section 66477. If impact mitigation is parkland dedication, the Parks and Recreation Division shall determine the project's parkland dedication requirement. If the impact mitigation is payment of Quimby fees, the Planning Division shall determine the project's fee requirements based on the net shortage of parks and recreational space provided within the development. The land, fees, or combination thereof are to be used only for the purpose of developing new, or rehabilitating existing neighborhood or community park or recreation facilities to serve the project.	
<b>TRAFFIC AND CIRCULATION</b>		
<b>Impact T-1</b> Project-generated traffic, in combination with cumulative traffic growth, would result in a significant impact at four of the 18 study area intersections based on City of Oxnard significance criteria: Oxnard Boulevard/Vineyard Avenue; Oxnard Boulevard/US 101 Southbound Ramps; Oxnard Boulevard/US 101 Northbound Ramps; and Oxnard Boulevard/Main Street. However, mitigation is available for those impacts in the form of lane reconfigurations. Therefore, the project and cumulative impacts at those locations would be Class II, <i>significant but mitigable</i> .	<p><b>T-1(a) Oxnard Boulevard/Vineyard Avenue.</b> Based on discussions with the City, the mitigation for this intersection is based on a General Plan improvement that modifies the median on Oxnard Boulevard and reconfigures the northbound and southbound approaches. One northbound and one southbound through lane shall be added. The mitigated northbound configuration would be two left-turn lanes, three through lanes, and two right-turn lanes. The mitigated southbound configuration would be two left-turn lanes, three through lanes, and a shared through/right lane. Analysis undertaken by the City indicates that this mitigation measure can be implemented without the need to acquire additional right-of-way.</p> <p><b>T-1(b) Oxnard Boulevard/US 101 Northbound Off-Ramp.</b> A second left-turn lane from the US 101 Northbound Ramp onto Oxnard Boulevard shall be added to the intersection design. Ramp modification and redesign is necessary with the second left turn lane but it is unlikely that additional right-of-way for would be required. The ramp should be redesigned to California Department of Transportation (Caltrans) specifications.</p>	Less than significant.



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p><b>T-1(c) Oxnard Boulevard/Main Street (Spur Drive).</b> The City's General Plan calls for three through lanes in each direction on Oxnard Boulevard. Therefore, a third southbound through lane on Oxnard Boulevard shall be added. In addition, the southbound left-turn volume into the Esplanade Shopping Center is projected to be greater than 300 vehicles in the PM peak hour. Therefore, an additional southbound left-turn lane shall be added to accommodate the left-turn volume without impacting the southbound through movement. In addition, a southbound right-turn lane shall be added to handle traffic traveling to the project. The final mitigated southbound lane configuration will be two left-turn lanes, three through lanes, and a right-turn lane. Preliminary analysis suggests that the right-of-way required for the mitigation measures would be available from the project site. However, a full set of engineering drawings will be necessary to determine the right-of-way required.</p>	
<p><b>Impact T-3</b> Depending upon how the non-residential components of the proposed project are used, onsite parking may be sufficient to meet project demand. However, the exact number of spaces to be provided has not been determined, and an insufficient amount could result. Therefore, parking impacts are considered Class II, <i>significant but mitigable</i>.</p>	<p><b>T-3 Parking Management.</b> Consistent with Section 16-651 of the Oxnard Municipal Code, the applicant shall submit a parking study prepared by a professional traffic engineer registered by the State, demonstrating that the parking demands for the uses for which shared parking is requested will not conflict. The parking study shall be prepared in accordance with the parking study guidelines, on file with the development services department, prior to approval of building permits. If the request for administrative relief from parking provisions is approved based on the shared parking strategy or other parking management strategy, the impact would be deemed mitigated. However, if it is not approved, the project shall be redesigned to meet the City's parking requirements in accordance with Article X of Chapter 16 of the Municipal Code.</p>	<p>Less than significant.</p>
<b>UTILITIES AND SERVICE SYSTEMS</b>		
<p><b>Impact UTL-2</b> Current water</p>	<p><b>UTL-2(a) Domestic Water Connection.</b></p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<p>system infrastructure would not meet the City of Oxnard's water service pressure requirements or the Fire Department's fire flow requirements for the Oxnard Village Specific Plan and regional development. However, implementation of mitigation measures which would achieve compliance with fire flow requirements and water service pressure requirements would reduce impacts related to water conveyance to a Class II, <i>significant but mitigable</i>, level.</p>	<p>The domestic water connection shall connect to the City's system in at least two (2) locations as approved by the City, generally located along the eastern side of the property (Oxnard Blvd.) and along the western side of the property (Ventura Road). There shall be an on-site looped main transmission system through the development.</p> <p><b>UTL-2(b) Waterline Relocation.</b> Existing waterlines within the development shall be re-located such that they meet City requirements with respect to standard depth of pipelines and also are located within street areas (preferable) or approved easements.</p> <p><b>UTL-2(c) Fire flow/Pipeline Improvements.</b> Improvements to on-site fire flow/pipeline shall include:</p> <ul style="list-style-type: none"> <li>• An internal water system designed to provide for the higher of: maximum day plus fire or peak hour demand.</li> <li>• Unless some other comparable system is identified and approved by the Development Services Department, fire flow requirements shall be met through the public pipeline system without allowance for a pumping system aside from internal building fire pumps needed to satisfy the needs for multi-story buildings. To meet the anticipated fire flow requirement of 4,500 gpm (high rise building), the developer working in cooperation with the City shall construct a looped pipeline system from Gonzales Road along Ventura Road or an approved parallel street to and through the proposed development and then back to Gonzales Road along Oxnard Boulevard or an approved parallel street. The developer shall be responsible for the design and construction of all on-site waterlines. The developer shall be responsible for the cost of the pipeline along Ventura Road to the development, less any contributions by others, if any, as determined by the City. In addition, the developer shall be responsible for any</li> </ul>	



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
Impact	Mitigation Measures	Residual Impact
	<p>other fees described in the Connection Fee Study.</p> <ul style="list-style-type: none"> <li>• Subdivision improvement plans will not be approved until an agreement between the developer and City addresses the fire flow/pipeline improvements with a definitive schedule. Should the timing for City-installed improvements not meet the developer requirements, then the developer shall have the option of designing and constructing those improvements subject to an agreement for reimbursement for that portion which is the City responsibility.</li> <li>• The developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."</li> <li>• The developer shall verify actual fire flow availability through field testing in accordance with City Building and Safety Department requirements. However, field testing shall supplement and not replace verified adequacy through computer simulation.</li> <li>• For all buildings over three (3) stories in height, the developer will be responsible for the design, installation and operation of a domestic water pump, as appropriate or needed, for such buildings, and (2) the design and installation of fire pump (s) to meet the fire flow requirements for the building. The latter must meet the requirements of the Underwriters Laboratory (UL) and all other fire, plumbing and electrical codes. The fire pump(s) shall be privately operated and maintained.</li> </ul>	
<p><b>Impact UTL-3</b> The proposed project would generate an estimated 437,080 gallons of wastewater per day, which would flow to the Oxnard Wastewater Treatment Plant. Although the local treatment plant would have sufficient capacity to accommodate this increase in wastewater, local conveyance infrastructure would need to be upgraded. Therefore, this impact is considered Class II, <i>significant but</i></p>	<p><b>UTL-3 Public Sewer Connection.</b> Based on estimated wastewater flows generated by the proposed project, the following conditions shall be met:</p> <ul style="list-style-type: none"> <li>• All units and buildings having sewer facilities shall be connected to the public sewer system.</li> <li>• The developer shall be responsible for the payment of the City Wastewater Connection Fee.</li> <li>• The developer may be responsible for</li> </ul>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<i>mitigable.</i>	<p>the costs involved with the City's providing capacity in downstream Trunk Sewers, i.e. system capacity increase, and with the replacement of Lift Station 23. The project's pro rata contribution to improvements to this system shall be determined by the City's Wastewater Engineer.</p> <ul style="list-style-type: none"> <li>• The downstream sewer and lift station improvements shall be implemented prior to project occupancy. Should the City not be able to construct said improvements prior to project occupancy, the City may have the developer install such improvements subject to a reimbursement agreement for those costs that are considered City responsibility.</li> <li>• Existing City sewers that are within the development shall either: (1) be protected in place within satisfactory easements (i.e. within public streets) with depth of cover meeting City requirements, or (2) shall be relocated to acceptable easement conditions with the existing lines abandoned in accordance with City standards.</li> <li>• No on-site lift stations shall be constructed as part of the proposed Specific Plan.</li> </ul>	

**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<b>AESTHETICS</b>		
<b>Impact AES-4</b> The proposed residential towers would not cast shadows onto existing offsite shadow-sensitive land uses. However, the towers would cast shadows onto proposed residences adjacent to the towers, particularly in the wintertime when shadows are most extreme. However, as	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>Class III (Less than Significant) Impacts</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
shadows from the project would fall on sensitive residential uses for less than three hours per day, shadow impacts would be Class III, <i>less than significant</i> .		
<b>Impact AES-5</b> Phased construction would leave large expanses of the site graded but otherwise unimproved and unlandscaped between phases. This would result in a Class II, <i>significant but mitigable</i> , aesthetic impact.	Mitigation Measure HWQ-1 in Section 4.7 <i>Hydrology and Water Quality</i> requires that "during and between all phases of construction, all exposed graded and/or disturbed surfaces shall be reseeded with ground cover vegetation to minimize erosion if construction of structures and/or paving or installation of project landscaping is not scheduled to occur within four (4) weeks of completion of grading." With adherence to this measure, the open areas would appear more like a grassy field, which would be a great improvement over bare dirt and debris.	Less than significant.
<b>AIR QUALITY</b>		
<b>Impact AQ-3</b> Project traffic, together with cumulative traffic growth in the area, would not create carbon monoxide concentrations exceeding state or federal standards. Localized air quality impacts would therefore be Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>Impact AQ-6</b> The proposed project would not generate population growth beyond AQMP forecasts. Impacts relating to AQMP consistency are therefore considered Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>BIOLOGY</b>		
<b>Impact BIO-1</b> Project development would not have direct effects on any federally or state listed endangered species. Project implementation could have indirect effects on the federally and state listed endangered Least Bell's vireo which is known to nest in the riparian habitat found in the Santa Clara River across Ventura Road from the project site. However, impacts would be Class III, <i>less than</i>	Mitigation measures identified in Section 4.1, <i>Aesthetics</i> would reduce secondary impacts associated with night lighting to the to the least Bells vireo to a less than significant level. Measures identified in Section 4.9, <i>Noise</i> , would reduce secondary impacts associated with construction noise to the least Bells vireo to a less than significant level. Secondary impacts to the Least Bells vireo associated with recreational use of the Santa Clara River bottom, introduction of pets, increased surface water runoff and increased pollution in surface water	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<i>significant.</i>	would be less than significant without mitigation.	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<b>Impact HAZ-5</b> The project site is adjacent to U. S. Highway 101 and the Union Pacific Railroad. These operations could expose site workers and future residents to potentially harmful chemicals and materials resulting from accidents along these transportation routes. However, existing regulations pertaining to the transportation of hazardous materials would reduce these impacts to a Class III, <i>less than significant</i> level.	None required.	Less than significant.
<b>LAND USE AND PLANNING</b>		
<b>Impact LU-1</b> The proposed mixed use project would be generally compatible with existing adjacent commercial and residential uses, with incorporation of mitigation measures included in the transportation, air quality, and noise sections of this EIR. This is considered a Class III, <i>Less than significant</i> , impact.	The mitigation measures recommended in Sections 4.2, 4.9 and 4.13 would reduce transportation, air quality and noise impacts to levels that would avoid significant land use compatibility impacts.	Less than significant.
<b>NOISE</b>		
<b>Impact N-2</b> Onsite operations would generate noise levels that may periodically be audible to existing uses near the project site. However, such noise is not expected to exceed City Noise Ordinance standards. Therefore, this is considered a Class III, <i>less than significant</i> , impact.	None required.	Less than significant.
<b>Impact N-3</b> Project-generated traffic would incrementally increase noise levels on area roadways. However, the change in noise levels from project generated traffic would be less than 0.2 dBA. Therefore, the effect of increased traffic noise on existing uses would be Class III,	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	construction area shall meet, at a minimum, California Tier 2 emission standards until the year 2010, at which time Tier 4 standards are applicable. The applicant shall provide to the City an inventory of the vehicles so equipped prior to each construction phase and each one shall be marked with an identification number that matches the inventory and that can easily be seen during equipment operation.	
<b>Impact AQ-5</b> The Specific Plan would locate residential neighborhoods along US Highway 101, which is a source of toxic air pollutants associated with high volumes of truck traffic, which could cause significant health risks to onsite receptors because of diesel exhaust emissions. Impacts would be Class II, <i>significant but mitigable</i> .	<b>AQ-5 Air Ventilation Specifications.</b> Forced air ventilation with filter screens on outside air intake ducts shall be provided for all residences in Planning Units 1, 7, and 8. Windows and doors shall be fully weatherproofed with caulking and weatherstripping that is rated to last at least 20 years.	Less than significant
<b>BIOLOGY</b>		
<b>Impact BIO-2</b> Site development would remove existing trees that may be used by nesting birds or by migratory birds as nesting habitat. This would be a Class II, potentially <i>significant but mitigable</i> , impact.	<p><b>BIO-2(a) Nesting Bird Survey.</b> If tree removal is to occur during the bird-breeding season (February 15- September 15), surveys shall be conducted prior to tree removal by a City approved biologist (a person with a biology degree and/or established skills in bird recognition). Surveys shall occur within two weeks prior to initial tree removal. A copy of the contracts and reports for these services shall be submitted to the Planning Department for review and approval prior to issuance of grading permits.</p> <p><b>BIO-2(b) Establishment of Appropriate Buffers.</b> In the event that nesting birds are observed within 250 feet of a construction area, species-specific exclusion buffers shall be determined by a City-approved biologist, and construction timing and location adjusted accordingly until the nestlings have fledged.</p> <p><b>BIO-2(c) Construction During the Bird Nesting Season.</b> Construction activities that would</p>	Less than significant



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
Impact	Mitigation Measures	Residual Impact
	<p>have a direct impact on bird nesting areas such as large trees, shall be conducted between October and February when nesting birds are least likely to occur.</p> <p><b>BIO-2(d)                      Incorporation of Trees into Landscape Plan.</b> The project landscape plans shall include an inventory of mature trees that currently exist on the project site and shall include replacement of mature trees at a minimum of a 1:1 ratio. At maturity, landscape trees shall be of a comparable height and massing to the existing trees on the property so as not to diminish the bird nesting capacity of the property compared to current conditions. An arborist report shall be submitted, and the value of trees removed shall be added to the landscape plan to augment tree plantings.</p>	
<p><b>Impact BIO-3</b> Non-native plants introduced by the project landscaping may invade nearby native plant communities within the Santa Clara River. This would be a Class II, potentially significant but mitigable impact.</p>	<p><b>BIO- 3 Native Landscape Plan.</b> Non-native species or invasive plant species listed in the most updated version of the 1999 Cal-IPC Exotic Pest Plants of Greatest Ecological Concern in California shall not be planted within the project site or along the borders of the project site. This restriction shall also apply to private yards within the project through homeowners Association rules or covenants, conditions and restrictions (CC&amp;R). The developer shall submit landscape plans reflecting this restriction for approval prior to issuance of grading permits.</p>	<p>Less than significant</p>
<b>CULTURAL RESOURCES</b>		
<p><b>Impact CR-1</b> The proposed project would not disturb any recorded archaeological resources. However, site development has the potential to disturb as-yet undetected areas of prehistoric archaeological significance. This is considered a Class II, significant but mitigable, impact.</p>	<p><b>CR-1(a) Native American Monitoring.</b> Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing their activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Manager for review and approval prior to grading activities on site. The monitoring report(s) shall be provided to the Planning Division</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>prior to approval of final building permits.</p> <p><b>CR-1(b) Procedures for Discovery of Intact Cultural Resources.</b> In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.</p> <p><b>CR-1(c) Procedures for Discovery of Human Remains.</b> If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the California Native American Heritage Commission.</p>	
<b>GEOLOGY</b>		
<p><b>Impact GEO-1</b> Seismically-induced ground shaking could damage onsite structures, resulting in loss of property and risk to human health. However, as the design and construction of the proposed structures and infrastructure facilities would be required to implement all recommendations of the geotechnical report and to comply with all applicable provisions of the 1997 Uniform Building Code and the 1998 California Building Code, impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>GEO-1 Individual Geotechnical Engineering.</b> The applicant shall retain a certified engineer to perform geotechnical engineering for each building in each phase. The applicant shall incorporate the design contained within the geotechnical engineering plans into all buildings, structures, foundations and utilities, as applicable. The geotechnical engineering plans shall include the recommendations of the geotechnical reports and shall be submitted to Development Services Department and the Building and Engineering Services Department for review prior to issuance of grading or building permits. GeoSoils recommends using the value obtained from the site specific probabilistic seismic hazard analysis (0.74g) for the design basis ground motion to use for a 10 percent probability of exceedance in</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
Impact	Mitigation Measures	Residual Impact
	50 years. This value should satisfy the minimum Uniform Building Code (UBC) requirements for seismic structural design.	
<p><b>Impact GEO-2</b> Soils on the project site are considered to have high- to moderate potential for liquefaction and settlement. Therefore, development of the project site has the potential to create soil-related hazards; this is considered to be a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>GEO-2(a) Soil Removal.</b> There are thin (generally less than three feet thick), isolated layers of sand and silty sand beneath the site which possess a potential for liquefaction during large seismic events. In addition, thick deposits of potentially liquefiable material (approximately six feet) were encountered near the center of the site at approximately 14 to 20 feet below existing grade and near the middle northern area of the site at approximately 11 to 16 feet below existing grade. In order to reduce the potential for surface manifestation associated with these two thick layers, soil removals in these areas shall occur prior to foundation construction; in accordance with the geotechnical recommendations, soil shall be removed to approximately 16 feet below existing grades. The excavated soil shall be utilized for onsite fills after any organic matter, debris, or individual particles greater than six inches in diameter are removed.</p> <p><b>GEO-2(b) Pile Casing.</b> Some of the proposed buildings will be founded on a deepened foundation system and the piles may experience downdrag forces as a result of settlement associated with liquefaction. Prior to foundation construction, drilling and casing of the upper 40 to 45 feet of the pile shall be implemented in order to reduce the effects of downdrag on the piles.</p>	Less than significant.
<p><b>Impact GEO-3</b> Excavation and grading onsite could encounter groundwater beneath the site surface requiring removal for foundation construction. This may require temporary or permanent dewatering; this is considered to be a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>GEO-3(a) Dewatering Program.</b> Prior to the issuance of any grading permits a qualified hydrologist shall estimate from the final engineering plans the volume of dewatering necessary for the proposed project. If dewatering is required a dewatering program shall be designed to properly convey and treat dewatering discharge, in accordance with the NPDES permits, as well as state and local regulations. The program shall be subject to the approval of the Ventura County Flood Control District and the City of Oxnard Public Works Department. The program shall include site design methods for treatment</p>	Less than significant.



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>and conveyance of temporary, and permanent if required, dewatering discharge, including but not limited to infiltration ponds, vegetated swales, and or reuse for landscape irrigation. Prior to the implementation of any dewatering program, groundwater sampling shall be performed to ensure that the system is adequately designed and permitted to address onsite groundwater conditions.</p> <p><b>GEO-3(b) Groundwater Recharge.</b> If the volume of groundwater extracted annually in association with the Oxnard Village Specific Plan exceeds 0.15 acre-feet, a groundwater recharge contribution shall be required. The project engineer shall consult with the City of Oxnard Public Works Department, and Ventura County Flood Control District to determine appropriate methods for contributing to the recharge of the groundwater basin.</p>	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<p><b>Impact HAZ-1</b> The proposed project would require the demolition of structures that could contain asbestos or lead based paints. The release of these materials has the potential to adversely affect human health and safety. However, compliance with both locally adopted Ventura County Air Pollution Control District (VCAPCD) and State regulations regarding the handling and disposal of these materials would reduced these potential impacts to Class II, <i>significant but mitigable</i>.</p>	<p><b>HAZ-1(a).</b> Asbestos and Lead Based Paint Surveys. Prior to issuance of a demolition permit for any structure, a lead-based paint and asbestos survey shall be performed by a qualified and appropriately licensed professional. All testing procedures shall follow recognized local standards as well as established California and Federal assessment protocols. The lead-based paint and asbestos survey report shall quantify the areas of lead – based paint and asbestos containing materials.</p> <p><b>HAZ-1(b).</b> <b>Asbestos Abatement.</b> Prior to any demolition or renovation, onsite structures that contain asbestos must have the asbestos containing material removed according to proper abatement procedures recommended by the asbestos consultant and as required by the VCAPCD. All abatement activities shall be in compliance with California and Federal OSHA, and with the VCAPCD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from onsite structures shall be transported by a licensed to handle asbestos-</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,  
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	<p>containing materials and disposed of at a licensed receiving facility and under proper manifest. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, where the material was disposed. This report shall include transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the VCAPCD and the City of Oxnard.</p> <p><b>HAZ-1(c). Lead Based Paint Removal.</b> Prior to the issuance of a permit for the renovation or demolition of any structure, a licensed lead-based paint professional shall be contracted to evaluate the structure for lead-based paint. If lead-based paint is discovered, it shall be removed according to proper abatement procedures recommended by the consultant and in accordance with VCAPCD, State of California and Federal requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste. Following completion of the lead based paint abatement, the lead based paint consultant shall provide a report documenting the abatement procedures used, the volume of lead based paint removed, where the material was moved to, and include transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the VCAPCD and the City of Oxnard.</p>	
<p><b>Impact HAZ-2</b> Historically, the project site has been occupied by a broad range of industrial uses, some of which have involved and the use, storage, or generation of hydrocarbons, heavy metals, and acids. These historical uses</p>	<p><b>HAZ-2(a). Site Development.</b> Prior to demolition or remodeling of any existing buildings, a California Certified Environmental Assessor or other qualified environmental professional shall conduct a walk-through of the building to determine if there are any structures or features (such as</p>	<p>Less than significant.</p>



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<p>including the possibility of an undocumented landfill in the general project area, and have the potential to have resulted in undocumented releases of hazardous materials into the soil and groundwater beneath the site. The discovery of such materials during construction has the potential to result in Class II, <i>significant but mitigable</i> impacts.</p>	<p>an underground storage tank or sump) within or near the building that could have been used to store, contain, or dispose of hazardous materials. If such a feature is found, the applicant shall obtain all necessary permits from the City of Oxnard or County of Ventura to abandon these structures as part of the demolition. If required by the abandonment permit issued by the City or County, the applicant shall perform soil sampling and analysis in the area of the removed feature. Any identified contamination shall be reported to the lead regulatory agency and remediated in accordance with the requirements of the lead agency.</p> <p><b>HAZ-2(b). Contingency Plan.</b> Prior to issuance of any grading or dewatering permits the applicant shall prepare a contingency plan that outlines measures that will be implemented in the event that presently undocumented contaminants, structures, or features are suspected or discovered during grading. The contingency plan shall identify appropriate measures to be followed if contaminants are found or suspected. The appropriate measures shall identify personnel to be notified, emergency contacts, and a procedural protocol to be implemented. The excavation and demolition contractors shall be made aware of the possibility of encountering unknown hazardous materials, and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination. The contingency plan shall be reviewed and approved by the City Fire Department or VCEHD prior to the issuance of the grading permit.</p> <p><b>HAZ-2(c) Construction Monitoring.</b> During all site grading activities, monitoring will be conducted by a qualified environmental professional to determine if any suspected contaminated material are encountered. If contaminants are detected during grading, all work shall be stopped</p>	



**Table ES-1 Summary of Environmental Impacts,  
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<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>and the appropriate personnel, as determined by the contingency plan, shall be notified</p> <p><b>HAZ-2(d). Work Plan.</b> A work plan shall be completed to address the sampling protocols to be followed as well as the number of samples to be taken and the chemical analysis required. Upon lead agency approval, the work plan shall be implemented and the results of the soil or groundwater sampling shall be forwarded to the lead regulatory agency (City of Oxnard, VCEHD, RWQCB, or the EPA Department of Toxic Substances Control, DTSC). The agency should review the data determine if any additional investigation or remedial activities are deemed necessary. No work shall resume in that area until the lead local regulatory agency has provided written authorization that the area does not warrant any additional action.</p> <p><b>HAZ-2(e). Remediation Program.</b> If concentrations of contaminants warrant remediation, contaminated materials shall be remediated either prior to or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the City of Oxnard, VCEHD, RWQCB, or the DTSC. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.</p> <p><b>HAZ-2(f). Groundwater Sampling.</b> Prior to the implementation of any dewatering program, groundwater sampling shall be performed to ensure that the system is adequately designed and permitted to address onsite groundwater conditions. If contaminants are detected in groundwater at</p>	



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	<p>levels that exceed maximum contaminant levels for those constituents in drinking water, or if the contaminants exceed health risk standards such as PRGs, one in one million cancer risk, or a health risk index above 1, then the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (VCEHD, RWQCB, or the DTSC). The agency shall review the data and sign off on the property or determine if any additional investigation or remedial activities are deemed necessary. The applicant shall obtain appropriate discharge permits required for the dewatering system.</p>	
<p><b>Impact HAZ-3</b> Surficial soil along Wagon Wheel Road adjacent to the Wagon Wheel property was assessed for aerially deposited lead (ADL). The results indicate that one sample contained contamination above hazardous material threshold levels. The discovery of hazardous material adjacent to the project site is considered Class II, <i>significant but mitigable</i>.</p>	<p><b>HAZ-3 ADL Adjacent to Highways.</b> Following grading adjacent to Wagon Wheel Road, soil should be stockpiled, sampled and analyzed in conformance the Los Angeles-Regional Water Quality Control Board, stockpile sampling requirements. If lead levels are detected above the hazardous material thresholds, the soil shall be hauled and disposed of by a transportation company licensed to transport hazardous materials material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept hazardous waste. Documentation of the appropriate sampling, transportation and disposal must be prepared and include the volume of soil removed, where the material was moved to, and include soil profiling, and transportation and disposal manifests. The soil removal documentation shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Oxnard.</p>	<p>Less than significant.</p>
<p><b>Impact HAZ-4</b> The proposed development lies outside the height to distance ratios set forth by the FAA. However, because the towers are greater than 200 feet in height the development is required to obtain clearance by the FAA prior to receiving a building permit from the City (VCACLUP). Impacts related to airport safety clearance are therefore Class II, <i>significant but mitigable</i>.</p>	<p><b>HAZ-4 FAA Notification.</b> The regulation "requires any person/organization who intends to sponsor any of the following construction or alterations to notify the Administrator of the FAA. " Notification must be made in the form of a completed FAA form 7460-1.</p>	<p>Less than significant.</p>



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<b>HYDROLOGY AND WATER QUALITY</b>		
<p><b>Impact HWQ-1</b> During construction of the Oxnard Village Specific Plan, the soil surface would be subject to erosion and the downstream watershed could be subject to temporary sedimentation and discharges of various pollutants. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>HWQ-1 Stormwater Pollution Prevention Plan.</b> Prior to initiation of grading for any phase of development of the Oxnard Village Specific Plan, a California Registered Civil Engineer shall prepare a Stormwater Pollution Prevention Plan (SWPPP) for the site. The SWPPP shall fully comply with RWQCB requirements and shall contain specific BMPs to be implemented during project construction to reduce erosion and sedimentation to the maximum extent practicable. The plans shall identify conveyance and treatment methods for any groundwater encountered during excavation for piles and foundations. Dewatering treatments shall be subject to the approval of City. BMPs that could be implemented include, but shall not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Use of silt fences, hay bales, sand bags, berms, and/or silt and debris basins to retard movement of water and separate sediment and other contaminants.</li> <li>• Use of slope stabilizers, including natural fiber erosion control blankets of varying densities according to specific slope/ site conditions, to reduce erosion.</li> <li>• Watering of graded areas with an adequate yet conservative amount water</li> <li>• Cessation of grading operations in high winds (i.e., greater than 15 mph).</li> <li>• Proper recycling of construction related materials and equipment fluids (e.g., concrete dust, cutting slurry, motor oil and lubricants).</li> <li>• During and between all phases of construction, all exposed graded and/or disturbed surfaces shall be reseeded with ground cover vegetation to minimize erosion if construction of structures and/or paving or installation of project landscaping is not scheduled to occur within four (4) weeks of completion of grading.</li> </ul>	<p>Less than significant.</p>



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<p><b>Impact HWQ-2</b> Implementation of the Oxnard Village Specific Plan would incrementally decrease the amount of impervious surfaces onsite, thereby incrementally decreasing stormwater runoff flows. However, if any additional storm water runoff is directed to the El Rio Drain, this would result in volumes exceeding the capacity of the existing storm drain facilities. Construction of onsite storm water detention, storm drain improvements and infrastructure, as well as direction of no net increase in runoff through the City of Oxnard's drain referred to as P.D. 346 would ensure that runoff does not exceed the capacity of existing and proposed facilities. Therefore, this is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>HWQ-2 Drainage and Flood Control Improvement Plan.</b> A Drainage and Flood Control Improvement Plan shall be prepared by a California Registered Civil Engineer and shall identify all required construction related and permanent drainage and flood control improvements necessary to comply with the City's regulations as well as the County's standard of "no net increase" in storm flow discharge rates into the El Rio Drain and the Santa Clara River. This analysis is required to document the existing and proposed runoff rates versus time. Not only shall the peak runoff rate be the same or less than the existing, but the time of the peak rate shall also be substantially the same. This plan shall also identify the intended use of the drain referred to as P.D. 346 to convey stormwater runoff.</p> <p>This plan shall be prepared in consultation with the City Supervising Civil Engineer and the Ventura County Watershed Protection District to facilitate required interagency coordination. The capacity, location, and size of all culverts, collection devices, conveyance facilities, energy dissipaters, detention basins, debris basins and related improvements shall be designed to the satisfaction of the City Supervising Civil Engineer and in consultation with the Ventura County Watershed Protection District. All necessary permits required to implement the Improvement Plan shall be obtained from the Ventura County Watershed Protection District prior to City issuance of a permit for mass grading. No grading permits shall be issued until the Drainage Plan is approved and no grading shall begin until construction related improvements are in place.</p>	<p>Less than significant.</p>
<p><b>Impact HWQ 3</b> Operation of the proposed project could generate fewer pollutants in surface water runoff than current land uses. However, the proposed project would still contribute urban pollutants associated with vehicles and parking lots, as well as increased pollutants associated with</p>	<p><b>HWQ-3(a) Biofilter, Bioswale, or Bioretention.</b> Biofilters, bioswales or bioretention areas shall be designed and constructed for the parks and new surface parking lots to allow for treatment of stormwater runoff from the site. These facilities shall be designed by a registered civil engineer specializing in water quality or other qualified professional to ensure that</p>	<p>Less than significant.</p>



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<p>landscaping, parks and open space. Such pollutants could adversely affect the quality of surface runoff leaving the Oxnard Village site, flowing into the Santa Clara River and eventually the Pacific Ocean, due to increased sediment and pollutants such as oil, pesticides, and herbicides. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p>retention is adequate to reduce concentrations of targeted pollutants. The biofilter, bioswale or bioretention area shall be depicted on grading and drainage plans and shall include a maintenance plan.</p> <p><b>HWQ-3(b) Park Maintenance Plan.</b> The developer shall submit a park maintenance plan to the City that limits the use of herbicides and inorganic fertilizers applied onsite to those quantities necessary to treat specific problems. The park maintenance plan shall include, but not be limited to: provisions for mechanical weed control to be used wherever and whenever possible as the first choice; determination of the probable cause of a disease problem and correction as necessary (i.e.: soil nutrient problems, irrigation, water quality, plant type, etc.) prior to chemical use; provisions that herbicides are to be used only when necessary to cure a problem and not as a preventative measure or as a regular, periodic application; and, guidelines for use of chemical forms that have a low potential for leaching from the site.</p> <p><b>HWQ-3(c) Stormwater Management Plan.</b> On behalf of the developer, a California Registered Civil Engineer shall prepare a Stormwater Management Plan that satisfies the requirements of the SQUIMP. The plan should include, but is not limited to, the following measures that are designed to address areas of concern identified in the SQUIMP and the hydrological study (Huitt-Zollars, 2007) and the review of that report and subsequent technical appendix (DWE, 2007) prepared for the proposed project:</p> <ul style="list-style-type: none"> <li>• Control of peak stormwater runoff discharge rates</li> <li>• Conservation of natural areas</li> <li>• Minimization of stormwater pollutants of concern</li> <li>• Proprietary treatment devices placed in the main storm drain infrastructure</li> <li>• Grass swale filters</li> <li>• Extended impoundment facilities that allow sedimentation of pollutants to occur</li> <li>• Provision of storm drain system</li> </ul>	



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	<p>stenciling and signage</p> <ul style="list-style-type: none"> <li>• Proper design of outdoor material storage areas</li> <li>• Proper design of trash storage areas</li> <li>• Proof of ongoing BMP maintenance</li> <li>• Proper design and treatment of runoff from parking lots</li> </ul> <p>The stormwater management plan shall be submitted to the City Development Services Department for review prior to issuance of grading permits, in order to ensure that the drainage system improvements satisfy the requirements of the SQUIMP.</p>	
<b>NOISE</b>		
<p><b>Impact N-1</b> Project construction would intermittently generate high noise levels and groundborne vibrations on and adjacent to the site. This may affect sensitive receptors on or near the project site. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>N-1(a) Heavy Truck Restrictions.</b> Contractor shall prohibit off-site heavy truck activities in local residential areas.</p> <p><b>N-1(b) Staging Area.</b> Contractor shall provide staging areas on site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and residential areas. At a minimum, the staging areas shall be located at a distance of 200 feet from the nearest residential property line. This would reduce noise levels associated with most types of idling construction equipment.</p> <p><b>N 1(c) Diesel Equipment Mufflers.</b> All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.</p> <p><b>N 1(d) Electrically-Powered Tools and Facilities.</b> Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.</p> <p><b>N 1(e) Additional Noise Attenuation Techniques.</b> For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited</p>	<p>Less than significant.</p>



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<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.</p> <p><b>N-1(f) Alternative Piles Types.</b> If pile driving activities are required for construction, alternative pile types that are quieter to install, such as Nicholson Pin Piles, Tubex grout units, or GeoJet foundation units, shall be utilized where feasible in place of traditional driven piles to reduce noise and vibration generation. The City of Oxnard Building &amp; Engineering Services Manager shall determine the feasibility of these alternatives pile types for the required applications.</p> <p><b>N-1(g) Additional Pile Driving Measures.</b> If pile driving activities are required for construction, a field test program shall be conducted on the site prior to approval of building plans. The test shall include driving piles at several locations on the project site in the general locations where piles would be required for project construction. The test shall also include testing of various noise control measures including, but not limited to, sound blanket enclosures around pile hammers. Quantitative noise and vibration measurements, together with a subjective assessment of the resulting conditions, shall be recorded. The results of the test program shall be presented to the City of Oxnard Community Development Special Projects Director. Based on the results of the tests, the Special Projects Director shall have the right to require additional noise control measures at the site during pile driving, such as temporary sound berms and dampening enclosures.</p>	
<p><b>Impact N-4</b> Proposed onsite uses could be subject to noise levels in exceedance of the thresholds established by the Noise Element due to transportation generated noise associated with U.S. 101, Oxnard Boulevard and the Union Pacific Railroad. However modeling</p>	<p><b>N-4(a) Building Material Guidelines.</b> The living areas above the first floor for all residences located within 152 feet of the Union Pacific Railroad track, and the third floor living areas of all residences located along the northern site boundary, shall be constructed to include sufficient noise attenuation to reduce interior levels to a</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<p>results indicate the proposed sound walls and edge landscaping design would reduce onsite noise levels from the surrounding sources below City standards, except the third floor and above of residences along the northern boundary and the second floor and above of residences located along the project's southern boundary. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>	<p>CNEL of 45 dBA. This would require at a minimum the use of double-paned windows on all windows that are exposed to railroad noise. Such windows should have a minimum laboratory standard transmission class (STC) of 37. The glass shall be sealed into the frame in an airtight manner with a non-hardening sealant or a soft elastomer gasket, or gasket tape. The window frames shall be correctly installed into the wall and insulated to avoid any air gaps. The total area of glazing facing the railroad tracks in rooms used for sleeping on the upper floors shall not exceed 20 percent of the wall area. Solid-core doors shall be used for those doorways facing the railroad tracks and walls should be insulated in conformance with California Title 24 requirements. The exterior wall facing material shall be stucco, or other surface with an STC rating of at least 45.</p> <p><b>N-4(b) Building Design.</b> The living areas shall contain forced air ventilation. All duct work for ventilation shall include noise louvers at the exterior outlet and/or duct outlets shall be directed either opposite to or perpendicular to the railroad tracks and US 101. Upper level patio/deck areas shall be not be positioned facing the railroad tracks for residences along the southern site boundary or the US 101 along the northern site boundary.</p>	
<b>POPULATION AND HOUSING</b>		
<p><b>Impact PH-2</b> The proposed project would involve the closing of the on-site mobile home park, which would remove 141 occupied housing units, displace the on-site population, and reduce the City's housing stock. Impacts related to the displacement of housing and population would be Class II, <i>significant but mitigable</i>.</p>	<p><b>PH-2 Implementation of the Wagon Wheel Mobilehome Park Closure Impact Report.</b> Prior to the issuance of building permits, the "Mitigation Options" contained in the Wagon Wheel Mobilehome Park Closure Impact Report, prepared by Star Management in September 2006, shall be implemented. The owner of the mobilehome park shall provide documentation to the City of Oxnard Planning and Environmental Services Department that demonstrates that the "Mitigation Options" were made available to the mobilehome owners. The following is a summary of the Mitigation Options set forth</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>by the Mobilehome Park Closure Impact Report that would be available to mobilehome owners:</p> <ul style="list-style-type: none"> <li>• Option 1: State Required Mitigation to Relocate Mobilehomes. This option involves the payment of reasonable relocation costs to move the homeowner and their mobilehome to another mobilehome park within a 150 mile radius.</li> <li>• Option 2: Payment of reasonable costs of relocation per Option 1, and the resident sells the home to a third party who will permanently remove the home from the park. The park will make payment to the homeowner when the home is removed from the park.</li> <li>• Option 3: Sell the home to the park, receive free rent for six months and move out at the end of the free rent period.</li> <li>• Option 4: The park will purchase the home for the National Automobile Dealers Association (NADA) book value.</li> <li>• Option 5: Recreational vehicle owners will be entitled to three days of per diem benefits and \$500 transportation fees. Residents with non-transportable storage sheds will also receive the \$400 replacement shed allowance.</li> </ul>	
<b>PUBLIC SERVICES</b>		
<p><b>Impact PS-1</b> The proposed project would incrementally increase demands on the Oxnard Fire Department. This increase would affect the personnel, equipment, and the organization of the Fire Department. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>PS-1 (a) New Ladder Truck and Fire Station Upgrades.</b> The applicant shall provide sufficient funding for an additional ladder truck fire response vehicle, which would be housed in the nearest fire station. In addition, the applicant shall cover the costs associated with upgrades and improvements to the existing fire station to accommodate additional personnel that would be needed to adequately respond to fire emergencies at the Oxnard Village Specific Plan area. Mitigation shall be in</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>place and operational prior to occupancy of the first high rise residential building.</p> <p><b>PS-1 (b) Elevator Shaft Smoke Detection.</b> As a condition of construction, means shall be provided, by the project proponent working in conjunction with the Oxnard Fire Department, to detect products of fire, smoke, and combustion in all elevator shafts and components of the elevators.</p>	
<p><b>Impact PS-2</b> The proposed project would incrementally increase demands on the Oxnard Police Department, which could adversely affect the Police Department. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>PS-2 Oxnard Police Department Consultation.</b> Prior to approval of individual Development Design Review permits, the applicant shall work closely with the Oxnard Police Department prior to the final design of the project to ensure the development of adequate security measures for the construction and occupancy stages of development. Such measures may include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Compliance with Oxnard Police Department recommendations relative to building design, site design, visibility, access, graffiti control, landscaping, security lighting, doors, locks and other relevant factors in the preparation of the final plans.</li> <li>• The Oxnard Police Department shall be included in the plan check process to enable the Department to recommend specific improvements that will enhance crime prevention for the project and allow for the police to better plan for calls that may be generated by the development.</li> <li>• Implement fencing and security measures during the construction phase. The City of Oxnard Police Department shall approve security measures.</li> </ul>	<p>Less than significant.</p>
<p><b>Impact PS-3</b> High-rise buildings present unique concerns regarding public safety in the event of an emergency requiring rapid evacuation. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>PS-3 Emergency Plan.</b> The developer of the high-rise components of the Specific Plan shall be responsible for creating, implementing, maintaining and updating an emergency plan for the building(s). The emergency plan shall be submitted to the Building and Engineering Services Department, Fire Department and Police</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>Department for review and approval prior to issuance of building permits for the high-rise buildings.</p> <p>The emergency plan shall contain a description of the actions all occupants should take in an emergency evacuation. A floor plan providing emergency safety procedures and evacuation routes shall be posted at every stairway landing, at every elevator landing, stairways and immediately inside all public entrances to the building. The information shall be representative of the floor level and be posted so that the bottom edge of such information is not located more than four feet above the floor.</p> <p>The emergency plan shall include a regularly updated list of the names and locations of each regular occupant who has voluntarily self-identified that they need assistance in case of emergency and the type of assistance they require to swiftly exit the proposed building in the event of an emergency.</p> <p>The plan shall be kept on the building premises at all times and shall be available upon request to Development Services, Building and Engineering Services, the Fire Department and the Police Department. Key practical information from the plan shall be published in the form of a leaflet, brochure, or pamphlet and made available to each new resident. This information shall be available in alternative formats upon request (e.g., Braille, large print and audio).</p>	
<b>RECREATION</b>		
<p>Impact REC-1 Buildout under the proposed Oxnard Village Specific Plan project would provide new housing for approximately 5,436 residents, which would increase the demand for parks and recreational spaces in the City. The project falls short of providing the City's requirements of three acres of Neighborhood and Community Parks per 1,000 residents by approximately</p>	<p><b>REC-1 Parkland Dedication or Mitigation Fee.</b> The Oxnard City Code (Chapter 2, Article 12) requires that, as a condition of approval of any residential subdivision map, a developer shall either contribute land for the development of park sites or pay fees, according to a fee structure determined by the City, for the acquisition and development of park sites. Parkland acquired in this manner is based on a factor of 2.5 acres for every 1,000 residents. These "Quimby</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
16.5 acres. This would be a Class II, <i>significant but mitigable</i> , impact.	Fees" are provided for under the California Government Code Section 66477. If impact mitigation is parkland dedication, the Parks and Recreation Division shall determine the project's parkland dedication requirement. If the impact mitigation is payment of Quimby fees, the Planning Division shall determine the project's fee requirements based on the net shortage of parks and recreational space provided within the development. The land, fees, or combination thereof are to be used only for the purpose of developing new, or rehabilitating existing neighborhood or community park or recreation facilities to serve the project.	
<b>TRAFFIC AND CIRCULATION</b>		
<b>Impact T-1</b> Project-generated traffic, in combination with cumulative traffic growth, would result in a significant impact at four of the 18 study area intersections based on City of Oxnard significance criteria: Oxnard Boulevard/Vineyard Avenue; Oxnard Boulevard/US 101 Southbound Ramps; Oxnard Boulevard/US 101 Northbound Ramps; and Oxnard Boulevard/Main Street. However, mitigation is available for those impacts in the form of lane reconfigurations. Therefore, the project and cumulative impacts at those locations would be Class II, <i>significant but mitigable</i> .	<p><b>T-1(a) Oxnard Boulevard/Vineyard Avenue.</b> Based on discussions with the City, the mitigation for this intersection is based on a General Plan improvement that modifies the median on Oxnard Boulevard and reconfigures the northbound and southbound approaches. One northbound and one southbound through lane shall be added. The mitigated northbound configuration would be two left-turn lanes, three through lanes, and two right-turn lanes. The mitigated southbound configuration would be two left-turn lanes, three through lanes, and a shared through/right lane. Analysis undertaken by the City indicates that this mitigation measure can be implemented without the need to acquire additional right-of-way.</p> <p><b>T-1(b) Oxnard Boulevard/US 101 Northbound Off-Ramp.</b> A second left-turn lane from the US 101 Northbound Ramp onto Oxnard Boulevard shall be added to the intersection design. Ramp modification and redesign is necessary with the second left turn lane but it is unlikely that additional right-of-way would be required. The ramp should be redesigned to California Department of Transportation (Caltrans) specifications.</p>	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p><b>T-1(c) Oxnard Boulevard/Main Street (Spur Drive).</b> The City's General Plan calls for three through lanes in each direction on Oxnard Boulevard. Therefore, a third southbound through lane on Oxnard Boulevard shall be added. In addition, the southbound left-turn volume into the Esplanade Shopping Center is projected to be greater than 300 vehicles in the PM peak hour. Therefore, an additional southbound left-turn lane shall be added to accommodate the left-turn volume without impacting the southbound through movement. In addition, a southbound right-turn lane shall be added to handle traffic traveling to the project. The final mitigated southbound lane configuration will be two left-turn lanes, three through lanes, and a right-turn lane. Preliminary analysis suggests that the right-of-way required for the mitigation measures would be available from the project site. However, a full set of engineering drawings will be necessary to determine the right-of-way required.</p>	
<p><b>Impact T-3</b> Depending upon how the non-residential components of the proposed project are used, onsite parking may be sufficient to meet project demand. However, the exact number of spaces to be provided has not been determined, and an insufficient amount could result. Therefore, parking impacts are considered Class II, <i>significant but mitigable</i>.</p>	<p><b>T-3 Parking Management.</b> Consistent with Section 16-651 of the Oxnard Municipal Code, the applicant shall submit a parking study prepared by a professional traffic engineer registered by the State, demonstrating that the parking demands for the uses for which shared parking is requested will not conflict. The parking study shall be prepared in accordance with the parking study guidelines, on file with the development services department, prior to approval of building permits. If the request for administrative relief from parking provisions is approved based on the shared parking strategy or other parking management strategy, the impact would be deemed mitigated. However, if it is not approved, the project shall be redesigned to meet the City's parking requirements in accordance with Article X of Chapter 16 of the Municipal Code.</p>	<p>Less than significant.</p>
<b>UTILITIES AND SERVICE SYSTEMS</b>		
<p><b>Impact UTL-2</b> Current water</p>	<p><b>UTL-2(a) Domestic Water Connection.</b></p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<p>system infrastructure would not meet the City of Oxnard's water service pressure requirements or the Fire Department's fire flow requirements for the Oxnard Village Specific Plan and regional development. However, implementation of mitigation measures which would achieve compliance with fire flow requirements and water service pressure requirements would reduce impacts related to water conveyance to a Class II, <i>significant but mitigable</i>, level.</p>	<p>The domestic water connection shall connect to the City's system in at least two (2) locations as approved by the City, generally located along the eastern side of the property (Oxnard Blvd.) and along the western side of the property (Ventura Road). There shall be an on-site looped main transmission system through the development.</p> <p><b>UTL-2(b) Waterline Relocation.</b> Existing waterlines within the development shall be re-located such that they meet City requirements with respect to standard depth of pipelines and also are located within street areas (preferable) or approved easements.</p> <p><b>UTL-2(c) Fire flow/Pipeline Improvements.</b> Improvements to on-site fire flow/pipeline shall include:</p> <ul style="list-style-type: none"> <li>• An internal water system designed to provide for the higher of: maximum day plus fire or peak hour demand.</li> <li>• Unless some other comparable system is identified and approved by the Development Services Department, fire flow requirements shall be met through the public pipeline system without allowance for a pumping system aside from internal building fire pumps needed to satisfy the needs for multi-story buildings. To meet the anticipated fire flow requirement of 4,500 gpm (high rise building), the developer working in cooperation with the City shall construct a looped pipeline system from Gonzales Road along Ventura Road or an approved parallel street to and through the proposed development and then back to Gonzales Road along Oxnard Boulevard or an approved parallel street. The developer shall be responsible for the design and construction of all on-site waterlines. The developer shall be responsible for the cost of the pipeline along Ventura Road to the development, less any contributions by others, if any, as determined by the City. In addition, the developer shall be responsible for any</li> </ul>	



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>other fees described in the Connection Fee Study.</p> <ul style="list-style-type: none"> <li>• Subdivision improvement plans will not be approved until an agreement between the developer and City addresses the fire flow/pipeline improvements with a definitive schedule. Should the timing for City-installed improvements not meet the developer requirements, then the developer shall have the option of designing and constructing those improvements subject to an agreement for reimbursement for that portion which is the City responsibility.</li> <li>• The developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."</li> <li>• The developer shall verify actual fire flow availability through field testing in accordance with City Building and Safety Department requirements. However, field testing shall supplement and not replace verified adequacy through computer simulation.</li> <li>• For all buildings over three (3) stories in height, the developer will be responsible for the design, installation and operation of a domestic water pump, as appropriate or needed, for such buildings, and (2) the design and installation of fire pump (s) to meet the fire flow requirements for the building. The latter must meet the requirements of the Underwriters Laboratory (UL) and all other fire, plumbing and electrical codes. The fire pump(s) shall be privately operated and maintained.</li> </ul>	
<p><b>Impact UTL-3</b> The proposed project would generate an estimated 437,080 gallons of wastewater per day, which would flow to the Oxnard Wastewater Treatment Plant. Although the local treatment plant would have sufficient capacity to accommodate this increase in wastewater, local conveyance infrastructure would need to be upgraded. Therefore, this impact is considered Class II, <i>significant but</i></p>	<p><b>UTL-3 Public Sewer Connection.</b> Based on estimated wastewater flows generated by the proposed project, the following conditions shall be met:</p> <ul style="list-style-type: none"> <li>• All units and buildings having sewer facilities shall be connected to the public sewer system.</li> <li>• The developer shall be responsible for the payment of the City Wastewater Connection Fee.</li> <li>• The developer may be responsible for</li> </ul>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class II (Significant but Mitigable) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<i>mitigable.</i>	<p>the costs involved with the City's providing capacity in downstream Trunk Sewers, i.e. system capacity increase, and with the replacement of Lift Station 23. The project's pro rata contribution to improvements to this system shall be determined by the City's Wastewater Engineer.</p> <ul style="list-style-type: none"> <li>• The downstream sewer and lift station improvements shall be implemented prior to project occupancy. Should the City not be able to construct said improvements prior to project occupancy, the City may have the developer install such improvements subject to a reimbursement agreement for those costs that are considered City responsibility.</li> <li>• Existing City sewers that are within the development shall either: (1) be protected in place within satisfactory easements (i.e. within public streets) with depth of cover meeting City requirements, or (2) shall be relocated to acceptable easement conditions with the existing lines abandoned in accordance with City standards.</li> <li>• No on-site lift stations shall be constructed as part of the proposed Specific Plan.</li> </ul>	

**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<b>AESTHETICS</b>		
<b>Impact AES-4</b> The proposed residential towers would not cast shadows onto existing offsite shadow-sensitive land uses. However, the towers would cast shadows onto proposed residences adjacent to the towers, particularly in the wintertime when shadows are most extreme. However, as	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
shadows from the project would fall on sensitive residential uses for less than three hours per day, shadow impacts would be Class III, <i>less than significant</i> .		
<b>Impact AES-5</b> Phased construction would leave large expanses of the site graded but otherwise unimproved and unlandscaped between phases. This would result in a Class II, <i>significant but mitigable</i> , aesthetic impact.	Mitigation Measure HWQ-1 in Section 4.7 <i>Hydrology and Water Quality</i> requires that "during and between all phases of construction, all exposed graded and/or disturbed surfaces shall be reseeded with ground cover vegetation to minimize erosion if construction of structures and/or paving or installation of project landscaping is not scheduled to occur within four (4) weeks of completion of grading." With adherence to this measure, the open areas would appear more like a grassy field, which would be a great improvement over bare dirt and debris.	Less than significant.
<b>AIR QUALITY</b>		
<b>Impact AQ-3</b> Project traffic, together with cumulative traffic growth in the area, would not create carbon monoxide concentrations exceeding state or federal standards. Localized air quality impacts would therefore be Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>Impact AQ-6</b> The proposed project would not generate population growth beyond AQMP forecasts. Impacts relating to AQMP consistency are therefore considered Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>BIOLOGY</b>		
<b>Impact BIO-1</b> Project development would not have direct effects on any federally or state listed endangered species. Project implementation could have indirect effects on the federally and state listed endangered Least Bell's vireo which is known to nest in the riparian habitat found in the Santa Clara River across Ventura Road from the project site. However, impacts would be Class III, <i>less than</i>	Mitigation measures identified in Section 4.1, <i>Aesthetics</i> would reduce secondary impacts associated with night lighting to the least Bells vireo to a less than significant level. Measures identified in Section 4.9, <i>Noise</i> , would reduce secondary impacts associated with construction noise to the least Bells vireo to a less than significant level. Secondary impacts to the Least Bells vireo associated with recreational use of the Santa Clara River bottom, introduction of pets, increased surface water runoff and increased pollution in surface water	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<i>significant.</i>	would be less than significant without mitigation.	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<b>Impact HAZ-5</b> The project site is adjacent to U. S. Highway 101 and the Union Pacific Railroad. These operations could expose site workers and future residents to potentially harmful chemicals and materials resulting from accidents along these transportation routes. However, existing regulations pertaining to the transportation of hazardous materials would reduce these impacts to a Class III, <i>less than significant</i> level.	None required.	Less than significant.
<b>LAND USE AND PLANNING</b>		
<b>Impact LU-1</b> The proposed mixed use project would be generally compatible with existing adjacent commercial and residential uses, with incorporation of mitigation measures included in the transportation, air quality, and noise sections of this EIR. This is considered a Class III, <i>Less than significant</i> , impact.	The mitigation measures recommended in Sections 4.2, 4.9 and 4.13 would reduce transportation, air quality and noise impacts to levels that would avoid significant land use compatibility impacts.	Less than significant.
<b>NOISE</b>		
<b>Impact N-2</b> Onsite operations would generate noise levels that may periodically be audible to existing uses near the project site. However, such noise is not expected to exceed City Noise Ordinance standards. Therefore, this is considered a Class III, <i>less than significant</i> , impact.	None required.	Less than significant.
<b>Impact N-3</b> Project-generated traffic would incrementally increase noise levels on area roadways. However, the change in noise levels from project generated traffic would be less than 0.2 dBA. Therefore, the effect of increased traffic noise on existing uses would be Class III,	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<i>less than significant.</i>		
<b>POPULATION AND HOUSING</b>		
<b>Impact PH-1</b> The proposed project would add 1,359 housing units, and an estimated 5,436 residents. However, because these increases are within SCAG projections for the City of Oxnard, impacts related to housing and population growth are considered Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>PUBLIC SERVICES</b>		
<b>Impact PS-4</b> The proposed project would increase the onsite population by 5,436 residents, which would incrementally increase demands on health services. However, this would not require the need for a new hospital or require physically altering the existing hospital. This represents a Class III, <i>less than significant</i> impact.	None required.	Less than significant.
<b>Impact PS-5</b> The proposed project would generate an estimated 716 K-8 <sup>th</sup> Grade school-age students and 73 9-12 <sup>th</sup> Grade school-age students. This could adversely affect school facilities in the Rio School District and Oxnard Union High School District. However, with payment of required school impact fees, impacts would be reduced to a Class III, <i>less than significant</i> , level.	None required.	Less than significant.
<b>RECREATION</b>		
<b>Impact REC-2</b> Buildout under the proposed Oxnard Village Specific Plan project would remove existing private, commercial recreational facilities on the Wagon Wheel site, including a bowling alley and ice-skating rink. However, because these are privately owned and operated facilities, the impact would be Class III, <i>less than significant</i> .	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
<b>TRANSPORTATION AND CIRCULATION</b>		
<b>Impact T-2</b> The proposed project would not have a significant impact on the mainline freeway system. Therefore, the project's CMP impact would be Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>Impact T-4</b> The proposed project would generate an estimated 716 K-8 <sup>th</sup> grade school-age students and 73 9-12 <sup>th</sup> grade school-age students. The condition of the bicycle and pedestrian facilities between the project site and area schools could have an impact on the number of students that will walk or bike, and on the safety of those that do. However, the project would not cause any route to schools to become less safe. In addition, because of the distance from the site to these schools (most are over one mile from the site), the majority of the students from Oxnard Village are not expected to walk or bike to these schools, and the route to the closest school (Rio Del Norte Elementary) does not include any major street crossings. Impacts would be Class III, <i>less than significant</i> .	None required.	Less than significant.
<b>Impact T-5</b> Ventura Road is subject to periodic localized flooding during peak storm events at the under-crossing of the Union Pacific rail road tracks adjacent to the project's proposed western entrance. During these events the low-lying portion of the roadway is subject closure as a result of the flooding. Traffic traveling to and from the site could be temporarily inconvenienced during these peak storm events. However, because the closures are infrequent and temporary, and do not result in ongoing or long term impacts to	None required.	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
traffic circulation, impacts would be Class III, <i>less than significant</i> .		
<b>UTILITIES AND SERVICE SYSTEMS</b>		
<p><b>Impact UTL-1</b> The proposed project would generate estimated water demand of about 640 acre feet per year (AFY). Based on a detailed cumulative water supply assessment, the City's projected water supply is expected to be adequate to serve both the project demands as well as the cumulative demand of other anticipated future projects through the Year 2030. This conclusion is based on the reasonable assumption that the City's GREAT and M&amp;I Supplemental Programs will be implemented as described above. Therefore both the project specific and cumulative impact on Water Supply would be Class III, <i>less than significant</i>. Mitigation measures are provided below to help further reduce project specific water demands and to provide additional assurance that planned new water supplies would be available in advance of project-specific and other planned cumulative development.</p>	<p><b>UTL-1(a) On-site Domestic Water System.</b> The on-site domestic water system shall include:</p> <ul style="list-style-type: none"> <li>• A public pipeline systems which feed into separate water meters for each ownership. In addition, there shall be separate water meters for each multi-family unit townhouses, but not apartment units. The high-rise residential towers may be master-metered.</li> <li>• A separate water meter (1) for the common landscape areas that would be connected to the future recycled water system.</li> <li>• All domestic water pipelines shall adhere to DOHS requirements for separation between water and recycled water/wastewater pipelines.</li> <li>• The developer shall be responsible for payment of capital improvement/connection fees, including all related "installation fees."</li> </ul> <p><b>UTL-1(b) On-site Recycled Water System.</b> An on-site recycled water system shall include the following:</p> <ul style="list-style-type: none"> <li>• The developer will be responsible for the pipeline extension from the mainline in Ventura Road to the property (either to construct the line or to reimburse the City if as part of the RWBS project, a service extension is made to the Oxnard Village property).</li> <li>• The developer shall be responsible for the design and construction of the recycled water main pipeline system within the Oxnard Village development. The mainline shall be a public system with meters, as appropriate, to recycled water customers. Construction will be per City standard requirements with applicable fees. The design must allow for connection to the domestic water</li> </ul>	Less than significant.



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>system until the time when recycled water is available. At that time the system will be switched from domestic water to recycled water.</p> <ul style="list-style-type: none"> <li>• The developer shall provide a recycled water system that serves all practical irrigated areas and which is: (1) separated from the domestic water system, (2) constructed per the City's Recycled Water Construction Standards (being developed), (3) irrigated at night and (4) properly signed. Note that the signs shall be installed once the system is fully operational.</li> <li>• The portion of the irrigation intended for the future recycled water system shall be separately metered from that portion of the system that will not be connected to the future recycled water system, if any.</li> <li>• Until the recycled water system is operational, the common area irrigation system shall be connected to the domestic system. Once recycled water is available, and connection to the recycled water system is made, the developer shall remove the connection to the domestic water system. No domestic water back-up is needed, since the City will provide such back-up including an appropriate air gap facility as part of the City's system.</li> <li>• Prior to the availability of recycled water, the developer shall be responsible for payment of the Recycled Water Connection Fee or the water connection fee, whichever is greater for facilities constructed.</li> <li>• At such time as recycled water is available, the developer shall be responsible for all costs involved with the re-connection of the applicable portions of the irrigation system to the public recycled water system, including appropriate signage. Credits for connection fees shall be given by the City based on the size of the meter(s). Under no circumstance will there be a refund of water connection fees already paid.</li> <li>• The developer shall be responsible for appropriate CCR's covering the use of</li> </ul>	



**Table ES-1 Summary of Environmental Impacts,  
 Mitigation Measures, and Residual Impacts**

<i>Class III (Less than Significant) Impacts</i>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Residual Impact</b>
	<p>recycled water within the property and for proper disclosures.</p> <ul style="list-style-type: none"> <li>• Prior to submittal of subdivision improvement plans, the developer shall review with the City the potential for dual plumbing for the high-rise towers, whereby toilet facilities would be served by the recycled water system. No determination has yet been made regarding whether the City will desire to proceed with this plan. However, should the City decide that it is desired, all costs associated with the dual plumbing shall be borne by the developer.</li> </ul> <p><b>UTL-1(c) Exterior Water Conservation.</b>                      The developer shall incorporate exterior water conservation features, as recommended by the State Department of Water Resources, into the project. These shall include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Landscaping of common areas with low water-using plants</li> <li>• Minimizing the use of turf by limiting it to lawn dependent uses</li> <li>• Wherever turf is used, installing warm season grasses</li> </ul> <p><b>UTL-1(d) Grey Water.</b> The developer shall, to the extent feasible, use reclaimed water for irrigation of landscaping and other uses if or when such water is available at the project site.</p> <p><b>UTL-1(e) Drought-Tolerant Landscaping.</b>                      The developer shall predominantly use vegetation that requires minimal irrigation (i.e., drought tolerant plant species) in all site landscaping where feasible for new plantings.</p>	
<p><b>Impact UTL-4</b> The proposed project would generate an estimated 1,317 tons of solid waste per year. This is within the capacity of solid waste disposal facilities serving the City. Therefore, this impact is considered Class III, <i>less than significant</i>.</p>	None required	Less than significant.





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