



Planning Division

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Kathleen Mallory, AICP, Project Planner

DATE: August 21, 2008

SUBJECT: **Draft Environmental Impact Report No. 2005-03 for the Ormond Beach Specific Plan Projects Including the SouthShore Project (north of Hueneme Road) and the South Ormond Beach Project (south of Hueneme Road)**

1. Recommendation: That the Planning Commission:

- A. Hold a public hearing and take public comments on the Draft Environmental Impact Report (DEIR) that evaluates environmental impacts associated with development as a result of the SouthShore and the South Ormond Beach projects. The SouthShore project is on the north side of Hueneme Road, east of Edison Drive, west of Olds Road, and south of the Tierra Vista and Villa Capri Neighborhoods. The South Ormond Beach project is on the south side of Hueneme Road, east of Edison Drive, west of Arnold Road and north of coastal dunes and beach areas.
- B. Provide comments regarding the DEIR to the Planning Staff and the EIR consultant.

2. Project Descriptions:

Northern Subarea

The SouthShore Specific Plan proposes to develop approximately 321 acres to accommodate a mix of uses including up to 1,283 residential dwelling units of various types and densities; an elementary school; a high school; a community park; neighborhood parks; an 18-acre lake; a mixed-use commercial marketplace; light industrial uses; and open space and trails.

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Southern Subarea

The South Ormond Beach Specific Plan proposes to develop approximately 287 of its 595 acres. The area immediately south of Hueneme Road would be developed primarily with light industrial (226 acres) and business/research park (61 acres) uses; with the remaining developed areas to include detention/biofiltration areas and greenbelts. A new overlay zone is being proposed along Edison Drive for port-related uses serving the Port of Hueneme. The southern 220 acres of the Southern Subarea would continue in agricultural use and would not be annexed to the City as part of this project. This property may be sold to the California Coastal Conservancy or partner organization for use as part of the larger Ormond Beach wetland restoration project. The California Coastal Conservancy is coordinating the restoration and maintenance planning of this area. All existing agricultural uses will continue in this area until the restoration process begins.

Study Areas

The boundaries of the DEIR Study Area are the easterly extension of West Pleasant Valley Drive on the north, an irregular line extending parallel to the Pacific Ocean on the south, the Olds Road and Arnold Road alignments on the east, and an irregular line that includes the Edison Drive alignment on the west. With the exception of a Southern California Edison transmission line right-of-way on the western edge, the property is located in unincorporated Ventura County, but within the City of Oxnard's Sphere of Influence (SOI) as defined by LAFCO, and within the City of Oxnard's City Urban Restriction Boundary (CURB) limits. The DEIR Study Area is currently almost exclusively used for agricultural activities. Sod-farming operations occupy the majority of these cultivated lands, while strawberries and other agricultural row crops are produced in the northeast portion of the site.

The DEIR Study Area is surrounded by non-agricultural uses within the City of Oxnard to the north, west, and south. Existing adjacent uses include single-family residential to the north (Villa Capri and Tierra Vista neighborhoods) and light industrial uses (vehicle preparation centers) to the west. A green-waste composting facility (Agromin Wood Products), the Reliant Energy Ormond Beach Generating Station, and natural features, including wetland, dune, and beach areas, adjoin the DEIR Study Area to the south. Naval Air Station Point Mugu is located less than a mile southeast of the Study Area. Existing adjacent uses also include agricultural operations to the east and southwest. The predominant crops within the properties east and southwest of the Study Area are row crops and sod. The Study Area is located approximately two miles east of the Port of Hueneme. A summary of the land uses, and total development acreage is below:

LAND USE SUMMARY

SOUTHSHORE AND SOUTH ORMOND BEACH SPECIFIC PLAN PROJECTS

Land Use Designation	Northern Subarea		Southern Subarea		Total	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Residential-low	56.5	17.6			56.5	6.2
Residential-low Medium	35.3	11.0			35.3	3.9
Residential-medium	44.5	13.8			44.5	4.9
Mixed-use (Commercial)	4.8	1.5			4.8	0.5
Business/Research Park			61.3	10.3	61.3	6.7
Light Industrial	37.2	11.6	226.1	38.0	263.3	28.7
School	68.1	21.2			68.1	7.4
Park	39.4	12.2	51.0	8.6	90.4	9.9
Agriculture/Open Space	20.3	6.3	220.0	37.0	240.3	26.2
Other	15.8	4.9	36.4	6.1	52.2	5.7
Total	321.9	100.0	594.8	100.0	916.7	100.0

3. Applicants:

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

4. Environmental Issues:

In May 2007, the City of Oxnard published the Ormond Beach Specific Plan DEIR. The DEIR assessed the potential environmental implications of implementing two proposed specific plan projects: the SouthShore Specific Plan and the South Ormond Beach Specific Plan. The May 2007 DEIR was circulated for public review and comment for a period of 60 days, ending on July 20, 2007. During the public review process, the City accepted approximately 65 written communications with comments on the proposed projects and the DEIR. The City reviewed those comments to identify specific environmental concerns and determine whether any additional environmental analysis would be required to respond to issues raised in the comments. Based on that review, the City determined that several subjects addressed in the DEIR warranted additional analysis. These sections included the following:

- **Water Resources:** Based on additional water supply planning conducted by the City, new information became available to update the analysis and impact conclusion related to water supply and demand, at both project and cumulative levels.

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- **Biological Resources:** In response to comments received on the DEIR, the City and the project applicants reconsidered the overall approach to managing activities that might affect offsite sensitive biological resources (habitats and species). This included adjustments in the project commitments to resource management, resulting in a change in characterization of potential impacts.
- **Air Quality:** During the period of preparation for the May 2007 DEIR, new information became available concerning approaches to addressing greenhouse gases (GHG) and climate change in CEQA documents. In response to this new information and comments submitted on the DEIR, the City decided to introduce a new discussion of these issues and to place it in the Air Quality section of the report.
- **Alternatives Analysis:** In response to comments submitted on the May 2007 DEIR, the City determined that it would be prudent to update the discussion of alternatives to the project to include an alternative that would result in a lower level of development than the proposed projects. Thus, Chapter 4 now includes a comparative review of such an alternative (Alternative 5).

The City also took the recirculation opportunity to address a variety of other comments submitted on the May 2007 DEIR document, although those changes did not constitute significant new information per CEQA. Thus, the City has opted to republish the entire document, rather than selected sections.

Pursuant to Section 21092.1 of the Public Resources Code and Section 15088.5(f)(1) of the CEQA Guidelines, the City has the latitude to require reviewers to submit new comments on the recirculated DEIR, in which case it need not respond to those comments received during the earlier circulation period. In light of this provision, the City is requesting that reviewers of the recirculated DEIR submit new written comments focused on the July 2008 DEIR document. While the comments submitted on the May 2007 DEIR proved informative and influenced the updated content of the DEIR, the City will not be providing formal responses to them.

Northern Subarea Class I Impacts (Significant and Unavoidable)

- **Air Quality:** Exceedance of thresholds from construction- and project-related operational ROC and NO_x emissions, resulting from heavy equipment used during construction, residential and non-residential sources including vehicular traffic, space and water heating, and consumer products.
- **Agricultural Resources:** The proposed development of the Northern Subarea would convert approximately 322 acres of prime farmland currently used for agricultural operations to urban and open space uses.

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

Southern Subarea Class I Impacts (Significant and Unavoidable)

- **Air Quality:** Exceedance of thresholds from construction- and project-related operational ROC and NO_x emissions resulting from heavy equipment used during construction, residential and non-residential sources including vehicular traffic, space and water heating, and consumer products.
- **Agricultural Resources:** The proposed project would convert approximately 375 acres of prime farmland currently used for agricultural operations to non-agricultural uses. The remaining 220 acres included in the Southern Subarea would continue to be available for agricultural production.
- **Visual/Aesthetic Resources:** The transition of land from agricultural to urban uses constitutes a substantial change in the visual character of the area. The City of Oxnard views agricultural lands as an important visual resource, and loss of this resource is an unavoidable consequence of development.

The proposed project would also result in various significant but feasibly mitigated, impacts (Class II). These impacts are summarized below and the mitigation measures to avoid these impacts, or to reduce them to less than significant levels, are presented in Section 3.0 of this document. These impacts and the associated mitigation measures are described in more detail in Table ES-2 (Northern Subarea) and Table ES-3 (Southern Subarea).

Northern Subarea Class II Impacts (Significant but Feasibly Mitigated)

- **Geology and Geologic Hazards:** Impacts from erosion, as well as hazards from seismic activity, expansive and collapsible soils.
- **Water Resources:** Short- and long-term potential impacts to runoff water quality; short term construction-related drainage impacts; potential wastewater treatment and conveyance infrastructure impacts.
- **Air Quality:** Soil import, grading and excavation, and equipment operation during construction activities would generate construction-related air pollutant emissions.
- **Hazards and Hazardous Materials:** The proposed project could result in impacts related to potentially contaminated soils and/or groundwater contamination resulting from the historical agricultural operations, at concentrations above regulatory action levels. Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site.
- **Biological Resources:** 302 acres of habitat for common and special-status wildlife species, particularly birds, while marginal because it consists of agricultural crops and is adjacent to residential development, will be impacted as a result of the proposed project. Indirect impacts

to offsite sensitive bird foraging habitat will result from increased visitation associated with increased human occupation of the area. Affected species include Western Snowy Plover (*Charadrius alexandrinus nivosus*) and California Least Tern (*Sterna antillarum browni*) that nest and forage at Ormond Beach and in the case of Least terns, along the adjacent drainage ditches.

- **Agricultural Resources:** Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.
- **Transportation and Circulation:** The addition of temporary soil import-related trips, as well as long-term development-generated would affect two intersections.
- **Noise:** The changes in traffic associated with future development of the Northern Subarea would result in significant increases in traffic noise levels at noise-sensitive receptors.
- **Cultural Resources:** Grading activities associated with site preparation could impact previously undiscovered cultural resources.

Southern Subarea Class II Impacts (Significant but Feasibly Mitigated)

- **Geology and Geologic Hazards:** Impacts from erosion, as well as hazards from seismic activity, expansive and collapsible soils. Also, a tsunami generated by a seismic event or submarine landslide could potentially inundate the Southern Subarea.
- **Water Resources:** Short- and long-term potential impacts to runoff water quality; short term construction-related drainage impacts; potential wastewater treatment and conveyance infrastructure impacts.
- **Air Quality:** Grading, excavation, and equipment operation during construction activities would generate construction-related air pollutant emissions.
- **Hazards and Hazardous Materials:** The proposed project could result in impacts related to potentially contaminated soils and/or groundwater contamination resulting from the historical agricultural operations, at concentrations above regulatory action levels. Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site. In addition, due to the rural nature of the site, septic systems may be present within the site boundaries.
- **Biological Resources:** The proposed project could result in direct impacts to various adjacent habitats due to potentially invasive landscape plant species. 375 acres of habitat for wildlife species, while marginal because it consists of agricultural crops and is adjacent to industrial development, will be impacted as a result of the proposed project. Impacts to both

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sensitive and common wildlife species, particularly birds, will occur. Indirect impacts to offsite sensitive bird foraging habitat will result from increased visitation associated with increased human occupation of the area. Affected species include Western Snowy Plover, California Least Tern, and White-faced Ibis, all of which nest and forage either at Ormond Beach, the Pt. Mugu wetlands, or local drainage ditches.

- **Agricultural Resources:** Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.
- **Noise:** The changes in traffic associated with future development of the Northern Subarea would result in significant increases in traffic noise levels at noise-sensitive receivers
- **Cultural Resources:** Grading activities associated with site preparation could impact previously undiscovered cultural resources.

Various adverse, but less than significant, impacts would also occur due to the proposed projects. These impacts are described in more detail in Table ES-2 (Northern Subarea) and Table ES-3 (Southern Subarea). They include impacts to drainage, geological hazards, biological resources, and visual resources.

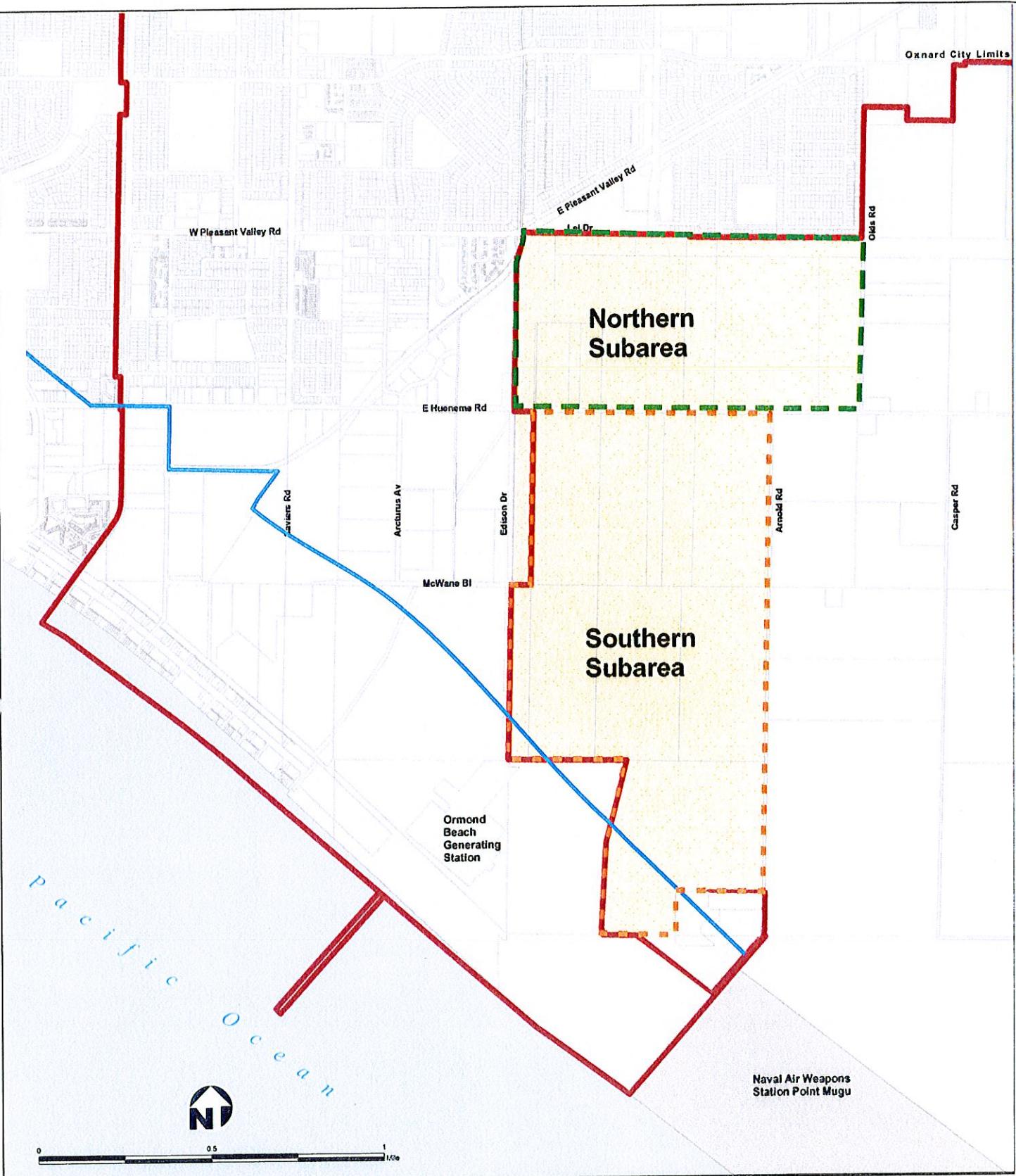
There is also one beneficial impact for this project. Agricultural ditches will be replaced with bioswales that capture runoff that will be vegetated with native wetland species. This would improve the habitat quality and increase the acreage of wetlands and waters of the U.S. from 5 to just under 50 acres.

The public review period on the DEIR is July 24, 2008 to September 8, 2008. The DEIR has previously been forwarded to the Planning Commission. However, a summary of impacts tables and project maps are attached for ease of use.

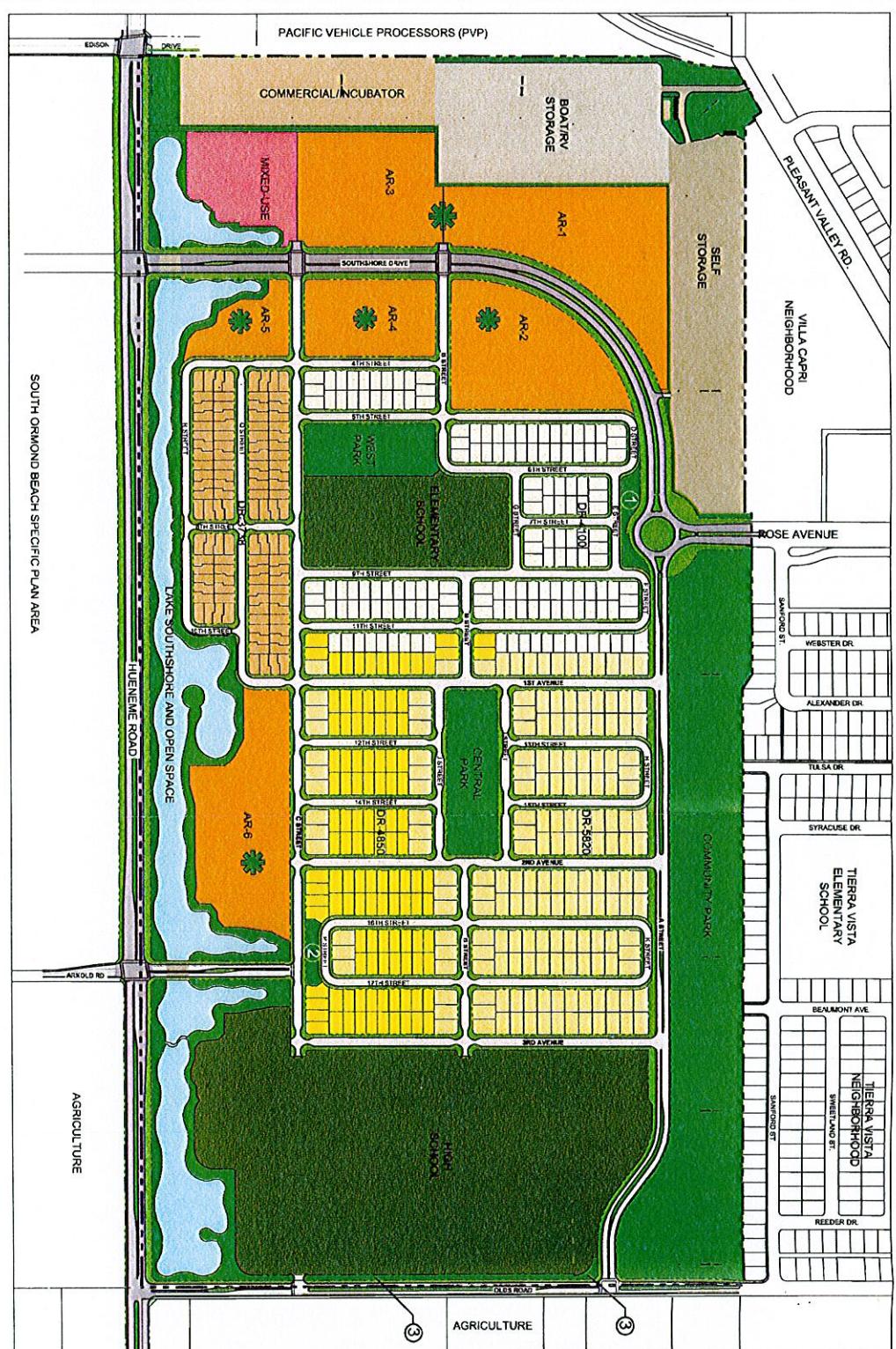
Attachment:

- A. Summary of impacts tables
- B. Project maps

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

**Legend**

- | | |
|--|--|
| ■ City Limits | ■ Naval Air Weapons Station Point Mugu |
| ■ Specific Plan Project Area | — Coastal Zone Boundary Line |

**LEGEND**

- Specific Plan Boundary
- Product Boundary
- Single-Family Detached 5,820 S.F.
- Single-Family Detached 4,890 S.F.
- Single-Family Detached 3,738 S.F.
- Attached Residential (AR)

NON-RESIDENTIAL:

- Public Parks & Open Spaces
- (1) Rose Green
- (2) Arnold Green
- (3) Enhanced Parkway/Adjacent to Old Road

OTHER:

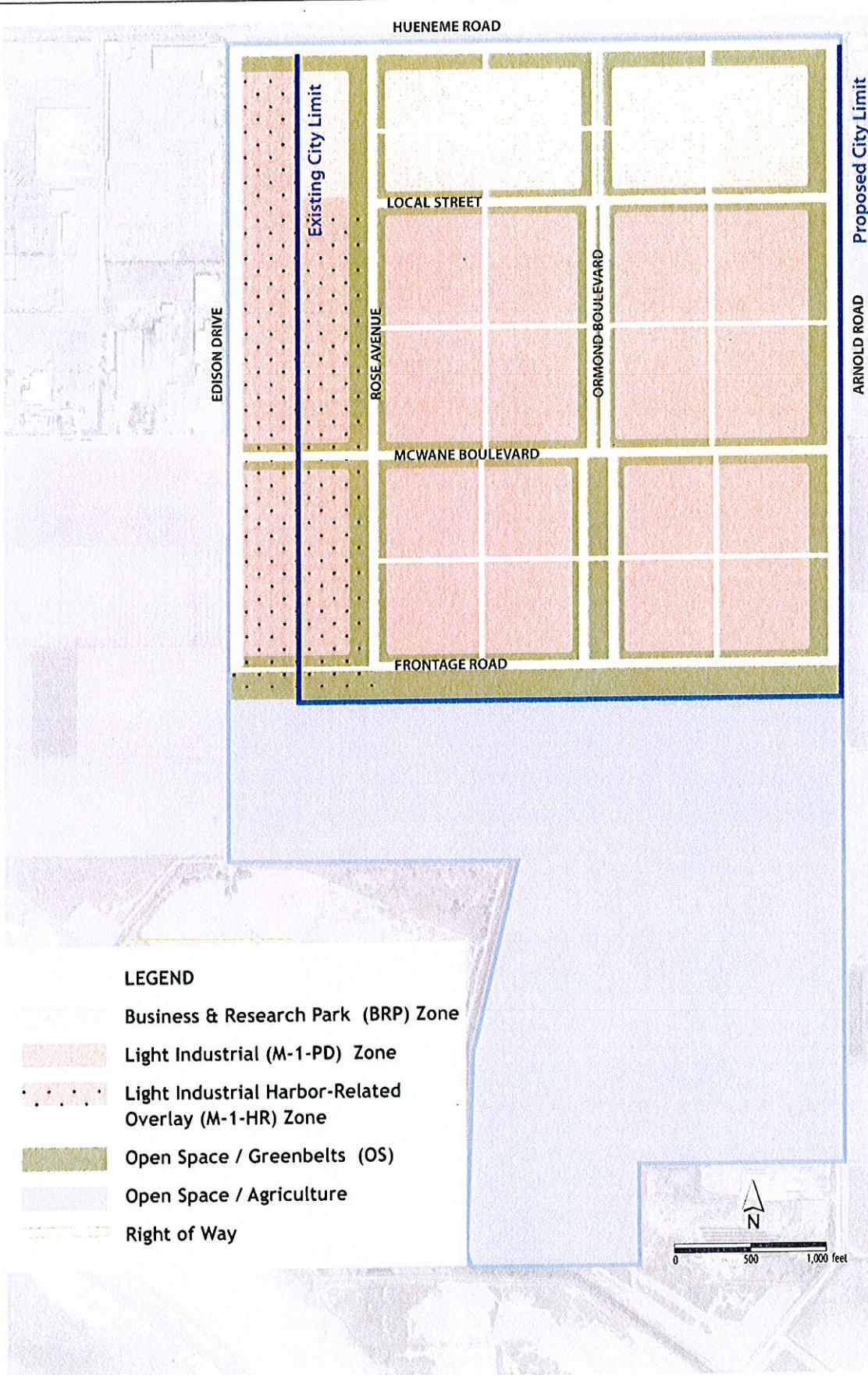
- Arterial Roadway
- Neighborhood Roadway

Ormond Beach Specific Plan EIR
Source: SouthShore Specific Plan
Dated: July 2008

Figure ES-3. PROPOSED SOUTHSHERE
SPECIFIC PLAN

July 2008

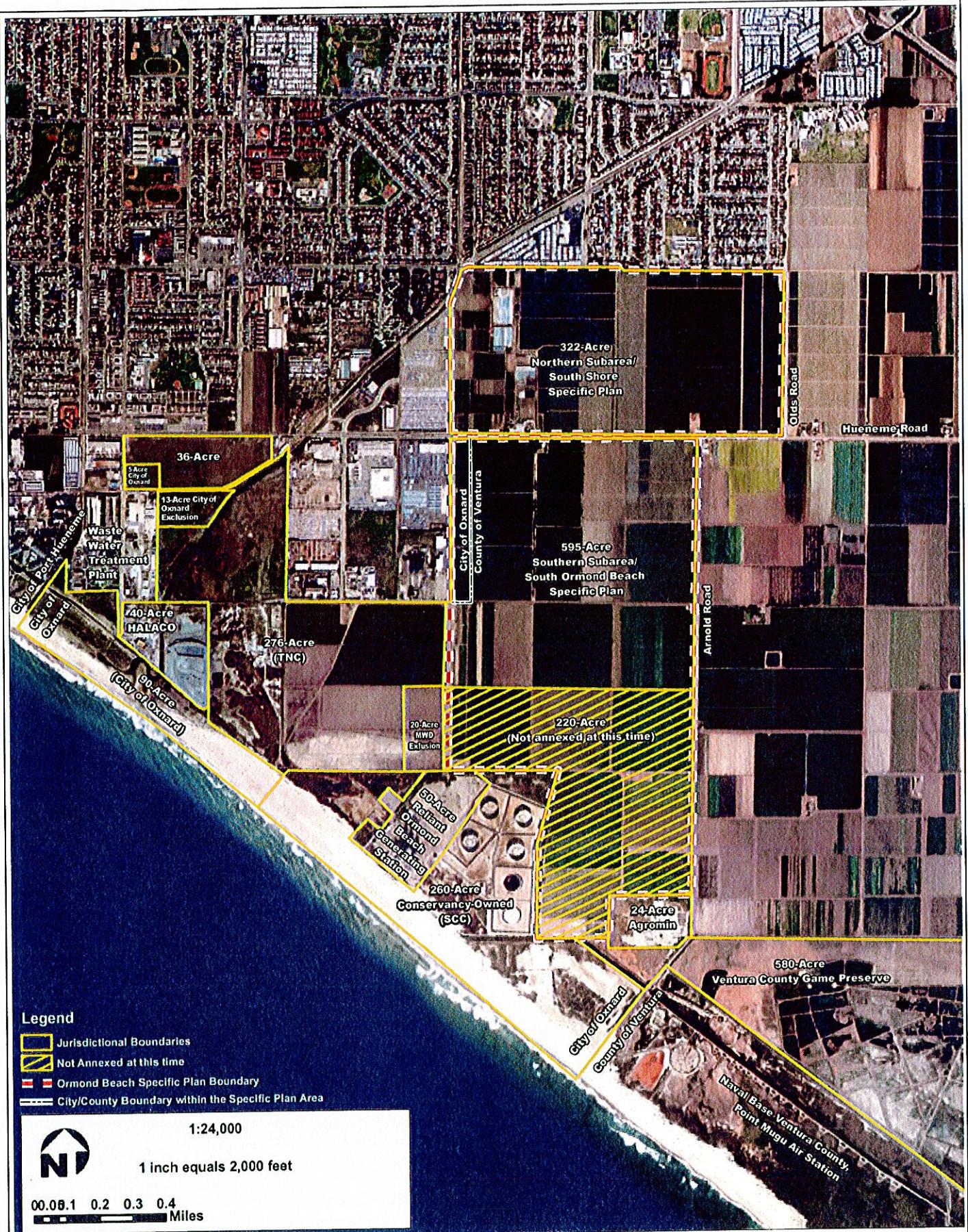




Ormond Beach Specific Plan EIR

Source:
South Ormond Beach
Specific Plan, May 2008

Figure ES-4. PROPOSED SOUTH ORMOND BEACH
SPECIFIC PLANJuly
2008



EXECUTIVE SUMMARY
RECIRCULATED DEIR: ORMOND BEACH SPECIFIC PLAN

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Class I Impacts – Ormond Beach (Southern Subarea)			
3.4 Air Quality	AQ-6: Construction-Related Emissions. Architectural coatings and heavy equipment used during proposed construction activities produces combustive NOx and ROG emissions. Emissions from the construction of development projects are accounted for in the County ozone attainment planning process.	<p>AQ-2: Construction-Related Control Measures. ROC and NOx emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> 1. Minimize equipment idling time. 2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications. 3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. 4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible. 5. Use low VOC architectural coatings to reduce evaporative ROC emissions. 	Significant and unavoidable
3.4 Air Quality	AQ-7: Project-Related Emissions. Operations of the project would produce significant ROC and NOx emissions from all combined residential and non-residential project sources, including vehicular traffic, space heating, water heating, and consumer products. Project-related emissions were estimated using the URBE/MIS2007 model. This analysis assumes that the project would be fully built-out by the year 2020.	<p>AQ-3: Operational Control Measures. Measures to reduce operational and vehicle emissions to the extent feasible shall be identified and incorporated in conditions of approval for any Tentative Tract Map or development permit within the Specific Plan.</p> <p>AQ-4: TDM Fee Program. Transportation Demand Management (TDM) Fee Program shall be developed for the project and approved by the City of Oxnard prior to the issuance of the first building permit for any project within the Study Area. This program shall determine the total TDM fee to be paid for individual projects within the Study Area, consistent with City standards and the methodology identified in Section 7.5.3 of the Ventura County APCD Guidelines.</p>	Significant and unavoidable
3.8 Agriculture	AG-7: Direct Farmland Conversion. The proposed project would convert approximately 375 acres of land currently used for agricultural	Cannot be feasibly mitigated	Significant and unavoidable

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RECIRCULATED DEIR: ORMOND BEACH SPECIFIC PLAN

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.13 Aesthetics/ Visual Resources	<p>operations to non-agricultural uses. The remaining 220 acres included in the Southern Subarea would continue to be available for agricultural production. The City of Oxnard has reviewed a variety of actions that might offset the effects of the loss of productive agricultural land. This includes requirements for direct preservation of agricultural land elsewhere in the region and/or financial contribution to efforts to acquire conservation easements or deed restrictions on land currently used for production. The City has also considered imposition of other requirements such as stockpiling of high quality topsoil and offering it as soil amendments for marginally viable agricultural land; converting nearby areas not used for farmland to farmland (e.g., open space or industrial lands); and/or financially contributing to an organization that performs agricultural conservation. Based on its evaluation of these and other potential measures, the City has concluded that they would not be feasible for the Ormond Beach Specific Plan projects.</p>	<p>AES-9: Visual Character. The Specific Plan Study Area is predominantly used for agricultural operations. The approval of the two specific plans and development of all of the proposed land uses would result in the transition of the area from a rural agricultural area to an urban area. When compared to existing conditions, the transition of land use intensity to an urban area would have a substantial change in the visual character.</p>	<p>Cannot be feasibly mitigated</p>
3.2 Geology	<p>GEO-1: Erosion. The proposed project would result in development of business park and light industrial use in the Southern Subarea. Development of associated structures and improvements to open space could result in substantial soil erosion or the loss of topsoil.</p>	<p>GEO-1: Erosion Control Measures. Construction plans, including the Grading and Drainage Plan, Construction SWPPP, and/or Post-Construction Erosion and Sediment Control Plan, shall incorporate measures, as appropriate, to minimize erosion.</p>	<p>3.2 Geology</p>
3.2 Geology	<p>GEO-2: Slope Stability. Project grading is not likely to include the placement of cut and fill slopes. Given the gently sloping nature of the</p>	<p>GEO-2: Slope Stability. Project grading is not likely to include the placement of cut and fill slopes. Given the gently sloping nature of the</p>	<p>3.2 Geology</p>

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>site, any final slopes included in the project would not be anticipated to create an unstable slope. However, though not thought of as a “slope” in the traditional sense of the word, excavations have many similarities to slopes when evaluating stability of excavation sidewalls. Some deep excavations may be necessary for the installation of improvements and deep excavations may be susceptible to failure. The presence of high groundwater conditions and potential for encountering collapsible soils are two contributing factors to excavation instability. In any case, engineered slopes or excavations included in the project would be required to meet established standards in the CBC and City Grading Ordinance.</p>	<p>Construction Erosion and Sediment Control Plan, shall incorporate measures, as appropriate, to minimize erosion.</p> <p>GEO-2: Excavation Oversight. In order to avoid slope stability hazards, all temporary excavations shall be designed according to CBC, OSHA, and City standards for temporary construction excavations and slopes. All plans submitted for approval of a Development Permit for development projects in the Northern Subarea and the Southern Subarea shall incorporate design recommendations for mitigation of unstable temporary construction slopes and excavations as investigation by registered soils engineers and engineering geologists.</p>	
3.2 Geology	<p>GEO-3: Seismic Hazards. An earthquake on a nearby fault could result in strong ground shaking. Ground shaking has the potential to cause fill material to settle, instigate liquefaction, and cause physical damage to structures, property, utilities, and road access. Ground shaking has the potential to cause injury and death to humans.</p>	<p>GEO-3: Seismic Design. In order to avoid seismic hazards, all structures shall be designed to earthquake standards for CBC Seismic Zone 4, and appropriate building setbacks from active and potentially active faults shall be applied. All plans submitted for approval of a Development Permit shall incorporate design recommendations contained in the geotechnical and geological studies for mitigation of seismic hazards.</p> <p>Design-level geotechnical and geological studies shall be performed as part of the final design effort for the project. Significant soil improvement measures may be needed to mitigate potential for liquefaction and ground settlement, as determined by the design-level geotechnical studies. Seismic design criteria will be refined by the applicant's geotechnical consultant. All grading and earthwork recommendations shall be incorporated into the final project design, including the Final Grading Plan. A Registered Civil Engineer or Certified Engineering Geologist shall supervise all grading activities. The project shall be designed and constructed in compliance with all applicable codes and regulations.</p>	<p>3.2 Geology</p>

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RECIRCULATED DEIR: ORMOND BEACH SPECIFIC PLAN

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

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

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.2 Geology	<p>GEO-6: Tsunami Hazard. The generation of a tsunami from either a seismic event or submarine landslide could potentially inundate part of the Southern Subarea, which falls within a tsunami hazard zone as identified in the City's General Plan. Currently, there is no method to predict when a tsunami will be generated because there are currently no known methods for predicting events that can generate a tsunami. In August 2006, with the City of Oxnard's involvement, Ventura County published the Operational Area Tsunami Evacuation Plan. Based on that plan, the City published "Tsunami Emergency Information: How to Prepare, React, and Survive," a brochure that identifies evacuation routes and reunification areas for evacuees.</p>	<p>GEO-5: Tsunami Emergency Evacuation. In order to avoid property damage and loss of life, future property and business owners and office and industrial tenants in the Southern Subarea must review and make available to all employees the County's Operational Area Tsunami Evacuation Plan and the City's brochure, "Tsunami Emergency Information: How to Prepare, React, and Survive."</p>	
3.3 Water Resources	<p>WATER-13: Construction-Related Surface Water Quality. The ESA prepared for the Southern Subarea identified superficial stains and odor which may be indicative of soil contamination in several locations. Pesticides, herbicides, fuels and other chemicals used in various agricultural operations could be present onsite. During construction these contaminants (if present) could be transported into the agricultural drain system and eventually to Mugu Lagoon.</p>	<p>WATER-6: Environmental Site Assessment. An environmental site assessment adequate to identify potential sources of stormwater contaminants and areas requiring remediation. The assessment must include the location and condition of areas used for the storage of pesticides and herbicides, petroleum storage tanks or fueling areas, septic tanks, and underground storage tanks. Areas of soil staining should be noted and the potential contaminant identified. Soil should be excavated to determine the exact vertical extent of contamination. If continuing below the ground surface, sampling should be performed to characterize the extent of contamination and identify appropriate remedial measures.</p>	<p>Less than significant</p>

WATER-7: De-Watering. De-watering operations during construction will utilize established BMPs for limiting the discharge of sediment. Prior to the discharge of de-watering from shallow groundwater, water quality sampling will be performed to determine if the groundwater to be de-watered is contaminated with pesticides or petroleum products. If levels of pollutants are present in quantities exceeding applicable

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RECIRCULATED DEIR: ORMOND BEACH SPECIFIC PLAN

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

Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
	water quality standards, the de-watering will be pumped and removed for proper disposal offsite.			
	WATER-8: Stormwater Pollution Prevention Plan. The applicants shall submit to the City evidence of County review and approval of the receipt letter of a completed Notice of Intent (NOI) and waste discharge identification number to obtain coverage under the NPDES General Permit for Discharges Associated with Construction Activity issued by the California State Water Resources Control Board. Along with the NOI, the applicant shall submit to the County a Stormwater Pollution Prevention Plan (SWPPP) and monitoring program consistent with SWRCB rules for the construction phase of the project prior to initiating construction.			
	WATER-9: Stormwater Pollution Control Plan. Prior to issuance of any construction/grading permits a Stormwater Pollution Control Plan (SWPCP) will be prepared. The SWPCP will include erosion and sediment control BMPs for both active and inactive (previously disturbed) construction areas. .			
3.3 Water Resources	WATER-14: Post-Construction Surface Water Quality. The specific plan for the Southern Subarea includes a detention/ biofilter buffer zone with bioswales that will separate the open space area shown on the plan from the proposed industrial areas. These bioswales may be acceptable to address post-construction water quality issues. However, the design, capacity, and layout of the bioswales have not been provided. The specific plan for the Southern Subarea commits to complying with the BMPs.	WATER-10: SQUIMP Development Guidelines. A combination of non-structural and structural BMPs (e.g., bioswales, permeable pavement, etc.) shall be installed to effectively prevent the discharge of pollutants from the residential units, roads, equestrian facilities, and open space easements and, their conveyance, either directly or through storm drain systems into natural watercourses and the Pacific Ocean.	Less than significant	Less than significant
3.3 Water Resources	WATER-15: Flood Control and Stormwater Drainage. A preliminary drainage plan incorporating hydrologic modeling of stormwater runoff from the existing site has been developed for the Southern Subarea. It is known that the southern portion of the Southern Subarea drains to	WATER-11: Drainage Plan. A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided		

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RECIRCULATED DEIR: ORMOND BEACH SPECIFIC PLAN

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>the Oxnard Drain, but it is not certain if this is the drainage for the entire site. Southwest Sod has current plans for maintenance and dredging of the Oxnard Drain which will improve its flow capacity. Because this is a waterway within unincorporated Ventura County, improvement to the Oxnard Drain will need to meet the requirements of the Ventura County Stormwater Ordinance. Construction activities at the Southern Subarea could result in discharges of sediment which would compromise the flow capacity of the Oxnard Drain and any other agricultural drains servicing the Project Area. Agricultural drainage channels operated and maintained by the Oxnard Drainage District No. 2 may not have the capacity for the increased runoff associated with construction. At the present time, potential impacts due to flooding during construction cannot be fully assessed.</p>	<p>in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path</p> <p>WATER-12: Stormwater Control Structures and Devices. The projects in both the Northern and Southern Subarea Specific Plans propose to construct detention basins to attenuate peak stormwater runoff flows. In the case of the Northern Subarea Specific Plan, the detention basin will take the form of an artificial lake. Due to the amount of water collected and the presence of shallow groundwater, these basins will require relatively large footprints to provide enough volume to perform their desired function. Detention Basin storage volume should be based on VCWPD hydrographs and the requirements of the VCWPD Hydrology Manual. Stormwater retention and protection structures (i.e., detention basins, outlet dissipaters, etc.) and other industry standard erosion protection devices (i.e., silt fences, jute netting, straw bales, bioswales, etc.) shall be constructed, installed, and made operational during the initial phases of site grading. Pre- and post-construction surface runoff from the new residential developments shall not exceed existing conditions. A registered civil engineer specializing in flood control or other qualified professional shall design stormwater structures to ensure that adequate flood control capability is met.</p>	
		<p>WATER-13: Construction Base Elevation. New construction shall have the lowest floor, including basement, elevated above the Base Flood Elevation (BFE). A general requirement is to elevate building pads at least one foot above the BFE.</p>	
		<p>WATER-14: Road Elevation. At least one route of ingress and egress</p>	

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources	<p>WATER-16: Surface Runoff Erosion. Increased surface runoff from the Study Area during construction and occupation could result in short-term and long-term erosion and sedimentation impacts to the watercourses and waterbodies in the study area.</p>	<p>WATER-11: Drainage Plan. A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path</p> <p>WATER-12: Stormwater Control Structures and Devices. The projects in both the Northern and Southern Subarea Specific Plans propose to construct detention basins to attenuate peak stormwater runoff flows. In the case of the Northern Subarea Specific Plan, the detention basin will take the form of an artificial lake. Due to the amount of water collected and the presence of shallow groundwater, these basins will require relatively large footprints to provide enough volume to perform their desired function. Detention Basin storage volume should be based on VCWPD hydrographs and the requirements of the VCWPD Hydrology Manual. Stormwater retention and protection structures (i.e., detention basins, outlet dissipaters, etc.) and other industry standard erosion protection devices (i.e., silt fences, jute netting, straw bales, bioswales, etc.) shall be constructed, installed, and made operational during the initial phases of site grading. Pre- and post-construction surface runoff from the new residential developments shall not exceed existing conditions. A registered civil engineer specializing in flood control or other qualified professional shall design stormwater structures to ensure that adequate flood control capability is met.</p>	

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources	WATER-17: Wastewater Collection and Treatment. The 2005 Wastewater Master Plan Update for the City of Oxnard includes the proposed Ormond Beach Study Area in its wastewater flow projections. Therefore, build out of the Study Area has been accounted for in the analysis of future wastewater infrastructure needs. Additional studies are, however, needed to assess the impact to the existing sewer and wastewater treatment infrastructure.	WATER-15: Downgradient Sewer Study. Prior to issuance of building permits for the Northern Subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.	Less than significant
3.4 Air Quality	AQ-5: Construction-Related Particulates. Ground disturbances and equipment operation during construction activities produce potentially significant, but feasibly mitigated short-term PM ₁₀ emissions (Table 3.4-9). Implementation of the proposed project would generate construction-related air pollutant emissions from two general activity categories: entrained dust and vehicle and equipment emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM ₁₀ emissions.	AQ-1: Dust Control Measures. Dust generated by project construction shall be kept to a minimum by following dust control measures. AQ-2: Construction-Related Control Measures. ROC and NO _x emissions generated by project construction shall be kept to a minimum by following these control measures: <ol style="list-style-type: none"> 1. Minimize equipment idling time. 2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications. 3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. 4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible. 5. Use low VOC architectural coatings to reduce evaporative ROC emissions. 	Less than significant
3.5 Hazards	HM-7: Impacts from Potentially Contaminated Soils Resulting from Agricultural Operations. Impacts from Potentially Contaminated Soils Resulting from Agricultural Operations. The Study Area has been used for agriculture for several decades, although the	HM-1: Soil Sampling: The majority of the Study Area has been utilized for agricultural purposes for several decades and may contain pesticide residues in the soil. Soil sampling shall occur throughout the subject site, as part of a Phase II ESA, including any known pesticide	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<p>Specifics of these operations are unknown. The Phase I ESA prepared for the Southern Subarea identified superficial stains and odor in several locations, which may be indicative of soil contamination. There is a potential for pesticides, herbicides, fuels and other chemicals used in various agricultural operations to be present onsite. These substances may have resulted in soil and/or groundwater contamination at concentrations above regulatory action levels.</p> <p>Potentially significant adverse health impacts to construction workers and/or future project site residents could occur if high levels of residual pesticides are present at the site. In addition, due to the rural nature of the site, septic systems may be present within the site boundaries.</p>	<p>mixing areas. In order to adequately assess the extent of any existing soil contamination affecting the site, a Phase II ESA complying with ASTM standards shall be completed before recordation of any Tract Maps for the proposed Study Area. The sampling and the comprehensive Phase II ESA will determine if pesticide concentrations exceed established regulatory requirements and will identify proper handling procedures that may be required.</p>	Less than significant
HM-9: Impacts from Asbestos-containing Materials and Lead-based Paints	<p>Based upon the period during which the existing onsite structure was built (prior to 1978), it is likely that ACM and LBP are present onsite and would have to be handled properly prior to demolition activities.</p>	<p>HM-3: Phase II ESA. Based on the period during which the existing structures in both the Northern and Southern subareas were built (prior to 1978), ACM and LBP may be present within the existing onsite structures and shall be handled properly prior to remodeling or demolition activities. In order to adequately assess the presence of ACMs and LBPs affecting the site, a Phase II ESA complying with ASTM standards shall be completed before recordation of any Tract Maps for the proposed Study Area. If either ACMs or LBPs are identified in the structures, then removal of these materials in compliance with state and federal requirements shall be undertaken prior to demolition of the structure, and the removed materials will be disposed of at an approved landfill.</p>	Less than significant
3.5 Hazards	<p>HM-13: Impacts to Public Health from Migration of Contaminants from the Halaco Superfund Site. Based on current information (USEPA 2007a,b,c), the Halaco site is not expected to present a hazard to human health at the Ormond Beach Specific Plan Study Area because the proposed Project would not use groundwater, and because limited sampling in a residential area near the Halaco site did</p>	<p>HM-4: Halaco Site HRAs. The City must affirm that the USEPA's and CDPH's Health Risk Assessments conclude that the Halaco site presents no risk to future development in the Study Area before issuing any building permits for the proposed Project.</p>	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	BIO-13: Direct Impacts to Habitat and Vegetation. Invasive Species. The Southern Subarea has minimal native vegetation; however, impacts to nearby native vegetation at Ormond Beach could potentially include invasive species used in landscaping that could escape into natural areas and outcompete native vegetation.	BIO-1: Invasive Plant Species Control. To reduce the impacts of non-native plants colonizing adjacent native habitats, the landscaping plan for the proposed Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.	Less than significant
3.6 Biology	BIO-16: Direct Impacts to Common Wildlife Species. Bird Foraging Habitat. Approximately 370 acres of agricultural lands and 5 acres of agricultural ditches would be impacted by the proposed development in the Southern Subarea. Approximately 220 acres would be open space/agriculture and would remain transitional habitat to adjacent to Ormond Beach wetlands. The Southern Subarea is known as a foraging habitat for many shorebirds, passerines, and raptors.	BIO-2: Foraging Habitat Creation/Restoration. In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in a total of 15.5 acres for the Southern Subarea. This acreage reflects a credit for the Southern Subarea applicant's commitment to retention of 220 acres of the subarea for agricultural and/or open space uses, which will continue to serve as foraging habitat.	Less than significant
3.6 Biology	BIO-18: Direct Impacts to Common Wildlife Species. Nesting Birds. Activities associated with grading and construction have the potential to disturb nesting birds on and adjacent to the site to the degree that the nests may be abandoned, resulting in a direct loss of an active bird nest. Bird nests with eggs or young are protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Loss of active nests as a result of construction or other site-preparation activities may potentially be in conflict with these regulations and, depending upon the number and extent of active nests that would potentially be disturbed, could be considered a	BIO-3: Pre-Construction Survey for Nesting Birds. A pre-construction survey for nesting birds will be conducted by a qualified biologist to determine if active nests of special-status birds, or common bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code, are present in the construction zone or within 100 feet (200 feet for raptors) of the construction zone. The survey shall be conducted no earlier than 45 days and no sooner than 20 days prior to construction or site preparation activities that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically February through July).	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p>significant impact. Since the Southern Subarea has minimal trees or shrubs, nesting birds would be primarily ground-nesting birds such as killdeer or raptors in trees nearby but outside of the project site.</p> <p>BIO-19: Direct Impacts to Special Status Wildlife—Special Status Bird Foraging Habitat. Impacts to special-status wildlife are limited to sensitive bird species that are known to occur or could potentially occur in the Southern Subarea. The project site is known to be used by these sensitive species for foraging only, and breeding is not expected, except for the low possibility of breeding burrowing owls. Evaluating the loss of foraging habitat to one single species as a result of the proposed project would be considered less than significant because it would not reduce the foraging opportunities to a point that would significantly impact the foraging opportunities for these species; however, evaluated collectively the loss of this foraging habitat to a large diversity of sensitive birds of prey, raptors, and shorebirds would be significant.</p>	<p>BIO-2: Foraging Habitat Creation/Restoration. In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 15.5 acres for the Southern Subarea. This acreage reflects a credit for the Southern Subarea applicant's commitment to retention of 220 acres of the subarea for agricultural and/or open space uses, which will continue to serve as foraging habitat.</p>	Less than significant
3.6 Biology	<p>BIO-20: Direct Impacts to Special Status Wildlife. Burrowing Owl (<i>Athene cunicularia</i>). The burrowing owl is a federal and state species of concern. The decline of this species was recognized as early as the 1940's. The decline is attributable to the conversion of grasslands and pastures to agriculture, and to the destruction of ground squirrel colonies by plowing and poisoning. The burrowing owl is unique because it lives in the abandoned burrows of ground squirrels. They modify the burrows to suit their needs by digging. It is one of the few diurnal owls and can be seen in the day perched on fence posts or near the entrance to their burrow.</p> <p>While no burrowing owls were observed during the survey, there is a low potential for this owl to become resident and potentially breed at the site.</p>	<p>BIO-2: Foraging Habitat Creation/Restoration. In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 15.5 acres for the Southern Subarea. This acreage reflects a credit for the Southern Subarea applicant's commitment to retention of 220 acres of the subarea for agricultural and/or open space uses, which will continue to serve as foraging habitat.</p> <p>BIO-4: Pre-Construction Survey for Burrowing Owl. Since there is potential for burrowing owls to forage in the Study Area and to nest within the Southern Subarea, the following measures shall be implemented in order to avoid take of burrowing owls. A qualified biologist will survey for burrowing owl activities within the Study Area 30 days prior to</p>	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p>BIO-22: Indirect Impacts to Offsite Sensitive Habitats. Indirect impacts to adjacent sensitive habitats are possible as a result of the proposed project. The Ormond Beach and Point Mugu areas support a wide array of sensitive plant and wildlife species and sensitive habitat that could be impacted indirectly by increased development in the adjacent upland areas. Sensitive habitats that could be indirectly impacted by the proposed project include southern coastal saltmarsh, freshwater and brackish water marsh, tidal flats, foredune and coastal dune scrub. Industrial development close to these areas would likely result in higher human use of the area which would cause negative impacts to habitat such as trampling and introduction of non-native and invasive plant populations. Since these sensitive habitats support several special-status plant and wildlife species, there is a potential for these indirect impacts to be significant. The proposed project incorporates some physical measures to reduce indirect impacts such as lighting, noise, and human intrusion by including a 200-foot wide greenbelt to serve as a buffer between the development and 220-acre open space/agriculture area. Also, pursuant to a Development Agreement with the City, the developer is required to contribute to implementation of an "Ormond Beach Natural Resource Management Program." The purpose of the Natural Resource Management Program would be to reduce or avoid impacts to sensitive natural resources, particularly Western snowy plovers and California least terns at Ormond Beach, that would result from expected increased visitation. The program would provide adequate funding for the</p> <p>construction to assess burrowing owl presence and need for further mitigation. If owls are nesting in the Study Area, the nest will be avoided by a minimum of a 250-foot buffer until fledging has occurred. Burrowing owls typically breed from late March to July.</p>	<p>BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.</p>	Significant but mitigable

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	following resource protection measures at Ormond Beach: (a) Fencing; (b) Signage; (c) Predator Management; (d) Invasive Plant Control; (e) Public Information; and (f) Enforcement.		
3.6 Biology	<p>BIO-23: Indirect Impacts to Special Status Plants. Most of the project area is dominated by non-native species, so impacts to special-status plants as a result of the proposed project are limited to potential indirect impacts associated with the development of lands adjacent to the location of two sensitive species: the spiny rush (<i>Juncus acutus</i> ssp. <i>leopoldii</i>) and salt marsh bird's beak (<i>Cordylanthus maritimus</i> ssp. <i>maritimus</i>). Spiny rush, known to occur along Oxnard No. 3 Canal that borders the southern edge of the project site, has potential to be indirectly impacted by the proposed project. Salt marsh bird's beak occurs at Ormond Beach and could be indirectly impacted by increased development at the project site. Indirect impacts that could potentially affect both of these species include increased runoff due to increased impervious layers, increased exotic species, and trampling associated with increased human use. These impacts would be reduced by the wetlands restoration buffers and bioswales that are included in the proposed project and implementation of the Ormond Beach Natural Resource Management Program (see description under Impact 22).</p>	<p>BIO-1: Invasive Plant Species Control. To reduce the impacts of non-native plants colonizing adjacent native habitats, the landscaping plan for the proposed Southern Subarea projects shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.</p>	Less than significant
3.6 Biology	<p>BIO-26: Indirect Impacts to Special Status Wildlife--Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>). Snowy plovers are present at Ormond Beach and are not expected to occur in the Southern Subarea. Indirect impacts associated with increased human presence would be reduced by the open space/greenbelt buffer that is included in the proposed project and implementation of the Ormond Beach Natural Resource Management Program (see description under Impact 22).</p>	<p>BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.</p>	Less than significant

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3.6 Biology	BIO-27: Indirect Impacts to Special Status Wildlife--California Least Tern (<i>Sterna antillarum browni</i>). The California Least Tern is a state and federally endangered species. The historical breeding range of this species is along the Pacific Coast from Monterey County, California to southern Baja California, Mexico. Nesting locations are in dry sand or dirt near lagoons or estuaries with a dependable food supply. Due to decreasing habitat, terns are often forced to nest on manmade structures such as airports or landfills. They usually arrive around mid-April and breed in colonies from mid-May to early August and then migrate south over the winter. This species is known to forage along the Oxnard Canal No. 3 within the Study Area and to breed at Ormond Beach (WRA, 2005; BioResources Consultants, 2002; Jones & Stokes, 1995). Indirect impacts associated with increased human presence would be reduced by the open space/greenbelt buffer that is included in the proposed project and implementation of the Ormond Beach Natural Resource Management Program (see description under Impact 22).	BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.	Less than significant
3.6 Biology	BIO-28: Indirect Impacts to Special Status Wildlife--White-faced ibis. The white-faced ibis is a California Species of Special Concern that breeds in isolated wetlands throughout western central and southeastern North America and into Central America. Muju Lagoon and associated wetlands are important wintering areas for the white-faced ibis. Indirect impacts associated with increased human presence would be reduced by the open space/greenbelt buffer that is included in the proposed project and implementation of the Ormond Beach Natural Resource Management Program (see description under Impact 22).	BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.	Less than significant

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3.8 Agriculture	AG-4: Dust Impacts to Local Crops. Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.	AQ-1: Dust Control Measures. Dust generated by project construction shall be kept to a minimum by following dust control measures. AG-1 Buyer Notification. A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions.	Less than significant
3.10 Transportation	TRANS-2: Peak Hour Traffic Conditions—Combined Subareas. Based on City of Oxnard established thresholds of significance, the addition of the Southern Subarea project-generated trips is forecast to result in potentially significant impacts at 15 study intersections.	TRANS-2: Combined Subarea Traffic. To eliminate the significant impacts associated with development of the Combined Subareas (Impact Trans-2), mitigation measures designed in accordance with City standards are recommended for the following facilities: <ul style="list-style-type: none"> • Ventura Road/Hueneme Road • Saviers Road/Channel Islands Boulevard • Saviers Road/Pleasant Valley Road • Saviers Road/Hueneme Road • Rose Avenue/Gonzales Road • Rose Avenue/Cesar Chavez Drive • Rose Avenue/Camino Del Sol • Rose Avenue/Santa Lucia Avenue • Rose Avenue/Eastman Avenue • Rose Avenue/Oxnard Boulevard • Rose Avenue/Channel Islands Blvd/SR-1 Southbound Ramps • Rose Avenue/Pleasant Valley Road • Rose Avenue/Sanford Street • Rice Avenue (SR-1)/Pleasant Valley Road • SR-1 Southbound Ramps/Hueneme Road 	Less than significant
3.11 Noise	NOISE-4: Traffic Noise with Combined Subarea Development. Compared with existing conditions, the changes in traffic associated with future development of both the Northern and Southern subareas	NOISE-2: Outdoor Activity Areas. The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. The proposed layout of the Northern Subarea calls	Less than significant

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

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.12 Cultural Resources	<p>CULTURAL-2: Construction-related Grading. Grading activities associated with site preparation at the proposed development site (including business park and light industrial uses) in the Study Area could impact previously undiscovered cultural resources. In the event that project-related activities impact a previously undiscovered CRHR eligible cultural resource, this would be considered to be significant but feasibly mitigated.</p>	<p>CULTURAL-1: Construction Period Monitoring. An archaeologist will monitor all initial grading or excavation. An archaeologist will monitor all initial construction grading or excavation. If unanticipated resources are discovered, they will be evaluated according to the procedures set forth at CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological or historical resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p>	Less than significant
Class III Impacts – Ormond Beach (Southern Subarea)	<p>WATER-10: Water Supply Availability. As documented in the South Ormond Beach Water Supply Assessment & Verification (July 2008), development of the Southern Subarea (in accord with the South Ormond Beach Specific Plan) would generate estimated water demand of about 995 acre feet per year (AFY). Of this total, 815 AFY would be for potable needs and the balance (180 AFY) would be for landscaping and other non-potable needs. According to the South Ormond Beach Specific Plan, development will be phased in accord with assumptions presented in a detailed citywide cumulative water supply assessment. Based on that phasing and the citywide 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&I Supplemental Programs will be implemented.</p>	<p>Although no mitigation measures are required because the impact has been determined to be less than significant, the following mitigation measures are proposed to ensure adequate water supply availability for the project and other projects elsewhere in the city.</p> <p>WATER-1: On-site Domestic Water System.</p> <p>WATER-2: On-site Recycled Water System</p> <p>WATER-3: Exterior Water Conservation</p> <p>WATER-4: Grey Water.</p> <p>WATER-5: Drought-Tolerant Landscaping.</p>	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources	WATER-12: Water Facility Construction. The Southern Subarea will require the construction of facilities associated with Phase 1 of the GREAT program to ensure a 20-year supply of potable and recycled water. The City of Oxnard has adopted a project level EIR/EIS for the GREAT program. Most of the infrastructure for Phase 1 and Phase 2 of the GREAT program is proposed for construction at existing water facilities or involves replacement and expansion of existing water service pipelines within existing right-of-ways. The GREAT EIR/EIS includes a Monitoring, Mitigation, and Reporting Plan (MMRP) which addresses the construction impacts of Phase 1 and Phase 2.	None required.	Less than significant
3.3 Water Resources	WATER-12: Wasteful Use of Water. Individual building projects within the Northern Subarea would be required to meet standard requirements of the City, State, and Uniform Building Code. These requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water Master Plan.	None required.	Less than significant
3.4 Air Quality	AQ-10. CO Hotspots. Implementation of the proposed project would lead to increased traffic volumes on local roadways. An analysis of potential CO concentrations based on 2020 project conditions using CALINE4 was conducted to estimate potential exposure of sensitive receptors to substantial CO concentrations (or "hotspots"). The results show that implementation of the project would not expose sensitive receptors to substantial CO concentrations.	None required	Less than significant
3.5 Hazards	HM-8: Impacts from Hazardous Materials Leaks and Spills Recorded Onsite and on Adjacent Properties. The Phase I ESA prepared for the Southern Subarea identified one property within the Southern Subarea (Remie Callens Estate, 1552 E. Hueneme Road) listed in the HAZNET, Underground Storage Tank, Historical UST, Leaking UST, and Cortese databases. The site was listed due to a	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	LUST that released gasoline to the soil. The case was reported closed on May 23, 1995, therefore, potential impacts (or a present REC) within the property resulting from this occurrence are unlikely.		
3.5 Hazards	HM-10: Impacts Associated with Radon. Based on the State of California Department of Health Services Radon Database for California, the proposed project site does not have a predicted average indoor screening level greater than 4.0 pCi/l. USEPA recommends remedial actions only when radon levels exceed 4.0 pCi/l.	None required	Less than significant
3.5 Hazards	HM-11: Impacts from Future Accidental Release of Hazardous Materials. The proposed project will include general commercial, business/research park, and light industrial uses. The specific tenants of the uses is still unknown, thus it is not possible to assess potential hazards and significance. Since any facilities using hazardous substances will have to be designed, constructed, and operated in accordance with applicable regulations, no significant impacts are expected to occur.	None required	Less than significant
3.5 Hazards	HM-12: Electromagnetic Fields. Electromagnetic fields occur independently of one another as electric and magnetic fields at the 60-Hz frequency used in transmission lines, and both are created by electric charges. Electric fields exist when these charges are not moving. Magnetic fields are created when the electric charges are moving. The magnitude of both electric and magnetic fields falls off rapidly as the distance from the source increases (proportional to the inverse of the square of distance). However, the existing transmission line is located within a 250-foot-wide easement area. In addition both specific plans have proposed commercial and/or industrial uses within the easterly portion of the existing transmission right-of-way. Potential impacts associated with EMF exposure to residential areas are less	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<p>than significant (Class III) and no mitigation is necessary.</p> <p>HM-14: Offsite Contaminated Soil Disposal. There is the potential for cumulative impacts resulting from disposal of contaminated soil associated with remediation activities at an appropriate offsite disposal facility, which will be determined by the type and concentration of the contaminant. This potential impact would occur if site remediation is required, and actual impacts will only be determined after completion of a comprehensive Phase II ESA. The amount of contaminated soil generated by this project is expected to be relatively minor and no significant contribution to cumulative effects associated with potential reduced landfill capacity is anticipated. All necessary remediation activities, including transport and disposal of contaminated soil, would be in compliance with the regulating agencies' requirements.</p>	<p>None required</p>	<p>Less than significant</p>
3.6 Biology	<p>BIO-14: Direct Impacts to Habitat and Vegetation. Stormwater Runoff. An increase in impervious area in the developed portions of the project site would likely caused increased runoff into wetlands and waters of the U.S. and could potentially contain higher amounts of pollutants such as oil and gas runoff. Most of the stormwater runoff will be filtered and captured in bioswales proposed in the specific plan for the Southern Subarea.</p> <p>BIO-17: Direct Impacts to Common Wildlife Species. Displacement/Mortality of Wildlife. In addition to the loss of bird foraging habitat, the proposed development would directly disturb wildlife on the project site and potentially those areas adjacent to the site. Most species are expected to be displaced to adjacent areas of similar habitat, provided it is available at the onset of construction activity. However, wildlife that emigrate from the site are vulnerable to mortality by predation and unsuccessful competition for food and territory. In addition, species of low mobility (particularly burrowing</p>	<p>None required</p>	<p>Less than significant</p>

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	mammals, amphibians, and reptiles) are expected to be destroyed during site preparation and construction.	None required	Less than significant
BIO-21. Direct Impacts to Wildlife Corridors.	As discussed earlier, the Study Area serves as a wildlife corridor for animals passing between the Ormond Beach wetlands and the open space areas of federal, state, and local parklands located to the southwest. The proposed development would limit the use of this area as a wildlife corridor. However, this is not a significant impact because the development is positioned adjacent to existing development to the north and proposes open space/agriculture for the southern portion of the Southern Subarea adjacent to Ormond Beach.	None required.	Less than significant
BIO-24: Indirect Impacts to Special Status Wildlife. Tidewater Goby (<i>Eucyclopterus newberryi</i>).	The tidewater goby is designated an endangered species by the USFWS. It occurs in coastal brackish lagoons along the central and southern California coast. Local resident populations are present in the nearby J Street Drain at Ormond Beach 1.3 miles west of the Southern Subarea. There are no known records of tidewater goby in Oxnard No. 3 Canal; however, due to the proximity to a known population and presence of suitable habitat there is a moderate potential for it to occur there. No direct impacts to the Oxnard No. 3 Canal are anticipated from the proposed project and therefore, there are no direct impacts to the tidewater goby. Indirect impacts would include increased pollution and runoff due to increased impervious areas and development; however, these would be less than significant with implementation of bioswales and stormwater detention areas as proposed in the specific plan for the Southern Subarea.	None required.	Less than significant
3.6 Biology	Impact BIO-25: Threespined Unarmored Stickleback. The threespined unarmored stickleback is a small, scaleless fish that is a	None required.	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.7 Land Use	<p>Federal and State Endangered species. Its known populations are restricted to the Santa Clara drainage in Los Angeles and Ventura counties, the San Antonio Creek on Vandenberg Airforce Base, San Luis Obispo county, San Felipe Creek in San Diego county and Shay Creek in San Bernardino county. Habitat degradation, including stream channelization, urbanization, agriculture, and groundwater pumping are critical factors in the decline of the threespine unarmored stickleback. A population has been observed in the drainage ditch at Ormond Beach (General Plan, 1990). Suitable habitat is not present in the Southern Subarea; therefore, there are no direct impacts to the threespined unarmored stickleback. Indirect impacts would include increased pollution and runoff due to increased impervious areas and development; however, this would be less than significant (Class III) with implementation of bioswales and stormwater detention areas as proposed in the specific plan for the Southern Subarea and Mitigation Measure BIO-5.</p>	<p>LAND-1: Consistency with General Plan Land Use Policy. Table 3.7-2 outlines a series of policies from the General Plan Land Use Element that are focused specifically on the Ormond Beach Study Area. These include Balanced Development, Historical Functional Issues/Management Problems, Aesthetic Appearance, Recreational and Open Space Amenities, and the Regional Airport Facility. The specific plan for the Southern Subarea would be consistent with the policies of the City of Oxnard 2020 General Plan Land Use Element.</p>	Less than significant
3.7 Land Use	<p>LAND-2: Consistency with General Plan Land Use Map. The proposed land use map for the Southern Subarea represents a fundamental shift in the type and distribution of uses in the area, compared with the Oxnard 2020 General Plan Map. Whereas the adopted General Plan calls for residential and energy-related uses, the</p>	<p>None required</p>	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.7 Land Use	<p>plan for the Southern Subarea calls for a mix of light industrial and open space uses. Since the project includes a proposal to amend the City's General Plan Land Use Map to reflect proposed designations, under CEQA and City thresholds for assessment of Land Use Planning impacts, the Southern Subarea impacts are considered less than significant.</p>	<p>LAND-3: Consistency with Zoning Ordinance and Map. The specific plan for the Southern Subarea calls for the application of two City zoning categories, M-1 (Light Industrial) and BRP (Business Research Park), and would leave in place the County's zoning for the southernmost 220 acres, A/E (Agricultural Exclusive). Neither the M-1 nor the BRP designations would be consistent with the County's current zoning for the area. As part of the project approval process, the applicants are seeking annexation of all but the southernmost 220 acres to the City of Oxnard. With annexation, the applicants will need to establish zoning for the annexed land consistent with the above description, which, in response to State Planning Law, will also establish consistency with the proposed General Plan amendments.</p>	Less than significant
3.7 Land Use	<p>LAND-4: Land Use Compatibility. The determination of the compatibility of land uses can be very subjective. For purposes of this analysis, the concept focuses on the interaction between uses, both existing and proposed, and the extent to which one use might adversely affect another.</p> <p>The areas immediately adjacent to the Southern Subarea consist of agricultural uses (to north and east), industrial uses (to the southwest and west), and open space (to the southeast). Except for the area to the north, which would convert to residential uses, all neighboring areas are expected to retain their existing development types.</p>	<p>LAND-5: Consistency with Housing Element. The City's Housing</p>	Less than significant
3.7 Land Use		None required	Less than

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

Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
		Element	Measure	
	Element includes a variety of policies and programs concerning housing, including identification of suitable sites to accommodate the City's regional fair share of affordable housing for the five-year period covered by the Element.			Less than significant
	Since there is no housing proposed within the Southern Subarea, there would be no issues related to policy consistency with the Housing Element. The project will, however, result in the reduction in housing potential as a result of the substitution of residential designations with business park and light industrial designations. This reduction will not, however, affect the attainment of the Housing Element's quantified regional fair share objectives because the Study Area was not included in the analysis of adequate sites.			Less than significant
3.7 Land Use	LAND-6: Consistency with LAFCO Policy. The Northern Subarea and all but 220 acres of the Southern Subarea will be seeking annexation to the City of Oxnard and the Calleguas Municipal Water District. In October 2007, Ventura LAFCO published an updated LAFCO Commissioner's Handbook. Pursuant to state law, the Handbook is "a compilation of all of the written policies and procedures adopted by the Ventura LAFCO." Annexation of the Northern Subarea to the City of Oxnard would conform with the LAFCO's standards and the Guidelines for Orderly Development.	None required		Less than significant
3.7 Land Use	LAND-7: Consistency with SCAG Goals and Policies. Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan (RTP), and Compass Growth Vision may be applicable to this project.	None required		Less than significant
3.7 Land Use	LAND-8: Long-Term Changes in Land Use Patterns and Growth Inducement. From a land use perspective, the Ormond Beach specific plans, including the required general plan amendments and rezonings, in combination with other proposed development in South Oxnard,	None required		Less than significant

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

Resource Area	Impact Summary		Mitigation Measure Summary	Residual Impact
	Mitigation Measure Summary			
3.8 Agriculture	would potentially affect the existing regional land use setting by displacing agricultural uses with residential, commercial, industrial, public, and open space uses.	AG-1: Ag Zoning/Williamson Act Conflicts. The proposed project is not under a Williamson Act Contract. The existing zoning within most of the Study Area is Agricultural Exclusive (A-E) (Ventura County Non-Coastal Zoning Ordinance, 12-06-05 Edition). The Study Area also includes a small portion of land in its extreme southern portion designated as Coastal Agricultural (C-A).	None required	Less than significant
3.8 Agriculture	AG-2: Induced Farmland Conversion. The proposed project is not expected to directly or indirectly result in conversion of adjacent farmlands to non-agricultural use.	None required		Less than significant
3.8 Agriculture	AG-3: Ag Water Supply. Existing active water wells within the Study Area would no longer be used for agricultural irrigation and the groundwater pumping rights would be transferred to the City of Oxnard for M&I uses. The transfer of the groundwater allocation to the City for urban uses is not expected to result in a significant impact to agricultural water supply, as it would follow GMA's allocation transfer restrictions.	None required		Less than significant
3.8 Agriculture	AG-4: Dust Impacts to Local Crops. Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.	AQ-1: Dust Control Measures. Dust generated by project construction shall be kept to a minimum by following dust control measures.		Less than significant
3.8 Agriculture	AG-8: Land Use Conflicts. The Southern Subarea is presently used for agricultural operations. Properties east and southwest of the Study Area are also agricultural land. The development of urban uses close to the agricultural operations adjacent to the proposed project site	AG-1: Buyer Notification. A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions		Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	<p>could create conflicts between these land uses.</p> <p>PFS/Schools-1: Elementary Schools. Development of the Ormond Beach Specific Plan Study Area may generate a partial need for a new elementary school within the area. A 10-acre (net) potential elementary school site has been designated within the proposed Northern Subarea development, pending approval by OVESD. Either execution of an agreement between OVESD and the developer to complete the school at this site, or payment of the statutory development fees pursuant to Government Code Section 65995 would reduce these impacts to a level considered less than significant.</p>	<p>None required</p>	Less than significant
3.9 Public Facilities and Services	<p>PFS/Schools-2: High Schools. Current school capacity does not adequately accommodate the anticipated number of students generated from the Ormond Beach Study Area. This impact would be reduced to a level considered less than significant through payment of state-mandated new development fees (Government Code Section 65995) by both the developers of the Northern and Southern Subarea projects.</p>	<p>None required</p>	Less than significant
3.9 Public Facilities and Services	<p>PFS/Fire Protection-4: Construction-related Fire Hazards. A large amount of wood framing would occur within the Study Area during construction. In association with the framing operations, electrical, plumbing, communications, and ventilation systems would be installed in each structure. Given that these systems would be subject to City Codes and inspection by City personnel it is assumed they would be properly installed. In addition, construction sites would also be subject to City requirements relative to water availability and accessibility for fire fighting equipment. Adherence to City Codes and requirements during construction would reduce the potential for fire hazards within the Study Area to less than significant levels.</p>	<p>None required</p>	Less than significant
3.9 Public Facilities and Services	<p>PFS/Fire Protection-5: Delays in Emergency Response.</p>	<p>None required</p>	Less than

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Services	Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. This impact is considered less than significant given the periodic and short-term nature of construction-related traffic. With regard to emergency plans and evacuation routes, the proposed project would be required to comply with all standards and policies included in the City of Oxnard General Plan Safety Element and Zoning Ordinances. Therefore, no impacts to emergency plans and evacuation routes would occur.		Less than significant
3.9 Public Utilities and Services	PFS/Fire Protection-7: Community Fire Protection Service. The demand for fire protection services would increase as the Southern Subarea develops over time. The Development Agreements call for the developers of the Northern and Southern Subareas to contribute 75 percent of the funds for the construction of a new fire station in south Oxnard. The remaining 25 percent would be contributed by the City. This lump-sum payment would be due at the issuance of the 1250 th building permit.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Police Protection-9: Construction-related Police Service. The proposed project would require police protection services. The City of Oxnard Police Department will be responsible for police protection service to the project area. The construction phase of the proposed project would not normally require police protection services, except in cases of trespassing, theft, and vandalism. These are not unusual at a construction site, but are occasional, and the impact to police services would be less than significant. In addition, construction sites usually hire private security firms, further reducing the need for police services during construction.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Police Protection-10: Construction-related Traffic. Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. Slow-moving	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	Construction-related traffic on local adjacent roads may temporarily impact traffic flows on local roadways, contribute to vehicle accidents, and delay emergency vehicles traveling through the area.	None required	Less than significant
PFS/Police Protection-12: Community Police Service.	The demand for additional police protection services would increase as the Southern Subarea develops over time. With the projected addition of the police substation included with the proposed attached residential housing developed in Phase I of the Northern Subarea Specific Plan, and the shared office space in the new fire station for Police Department staff and volunteer use, the development permitted under the proposed project would not adversely affect the City's ability to provide adequate police protection services.	None required	Less than significant
PFS/Parks and Recreation-15: Parkland Standards.	The Southern Subarea does not include residential uses and is not expected to have a significant impact on park and recreation facilities. However, the Southern Subarea has approximately 51 acres of parks and greenbelts and 220 acres of permanently dedicated open space. Therefore, the Southern Subarea will contribute to the amount of parks and open space in the project area.	None required	Less than significant
PFS/Solid Waste-17: Construction Waste.	Site preparation and construction activities would generate 17,457 cubic yards of construction waste for office and light industrial development. Construction waste would be processed at the MRF, which can adequately handle the waste from construction of the proposed project.	None required	Less than significant
PFS/Library Services-20: Libraries.	The City's Public Library system currently has adequate capacity to serve the City. The new South Oxnard Library building at the intersection of Bard and Saviers Road will provide library services to the Study Area community. The impact	None required	Less than significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA

Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
3.9 Public Facilities and Services	to library services is therefore expected to be less than significant.			Less than significant
	PFS/Utilities-22: Electricity Consumption (Construction). Electrical energy would be consumed temporarily during construction activities. Construction activities are not expected to consume significant amounts of energy, because the proposed project would be developed in phases over 10 to 15 years. No significant construction-related impacts on electrical supply or service will result from the proposed project.	None required		Less than significant
3.9 Public Facilities and Services	PFS/Utilities-23: Natural Gas Consumption (Construction). Due to the nature of construction activities, natural gas would not be consumed during development of the proposed project. The proposed project is not expected to result in significant impacts to natural gas service.	None required		Less than significant
3.9 Public Facilities and Services	PFS/Utilities-26: Electricity Consumption (Project). Considering that commercial, office, and light industrial uses consume 10 Watts per square foot per year, it is estimated that the proposed project would consume a total of 49,877,290 Watts per year (see Table 3.9-11). Given the existing and planned electrical facilities, no significant impacts are expected to result from the proposed project.	None required		Less than significant
3.9 Public Facilities and Services	PFS/Utilities-27: Natural Gas Consumption (Project). Total natural gas consumption at project build-out is estimated at 173,573 cubic feet per year. The proposed project is not expected to result in significant impacts to natural gas service.	None required		Less than significant
3.9 Public Facilities and Services	PFS/Utilities-29: Other Utilities. Verizon Communication's and Adelphia/Time Warner's projections indicate that telephone, internet, and cable service will be available to accommodate the needs of the proposed Northern and Southern subarea developments. Therefore, no significant impacts to these utilities are expected to occur.	None required		Less than significant

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

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

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>specific plans. The specific design of the public transportation system will be determined based on the service provider's routes and technical requirements. With such coordination, the impacts of development under the specific plans will result in a less than significant (Class III) impact on transit services in the Study Area.</p>		Less than significant
3.10 Transportation	<p>TRANS-6: Non-motorized Transportation (Bike and Pedestrian). With development under the specific plans for the Northern and Southern subareas, there will be increased demand for non-motorized transportation facilities to connect work, shopping, residential, and recreational uses. Both specific plans include a variety of on- and off-street bike and pedestrian facilities to ensure that non-motorized transportation needs are accommodated. This includes accommodation of the Pacific Coast Bike Route in the design of Hueneme Road.</p>	<p>None required</p>	
3.11 Noise	<p>NOISE-4: Point Mugu Naval Air Station Noise. Although the 65 CNEL noise contour for the installation is outside the Ormond Beach project border, the southeast part of the project is subject to aircraft overflights operating to and from the facility. While the installation's operations do not constitute a significant impact on the project site, any potential noise-sensitive land uses located in the Southern Subarea should be informed that the area is subject to military aircraft overflights.</p>	<p>None required</p>	Less than significant
3.11 Noise	<p>NOISE-5: Ormond Beach Generating Station Noise. Noise from the power generating station was generally inaudible at the project site.</p>	<p>None required</p>	Less than significant
3.11 Noise	<p>NOISE-6: SoCal Gas Company Pumping Station. The noise levels measured in the vicinity of the gas pumping station were in the range of 45 to 55 dB at the project site. Since no noise sensitive land uses are planned near this noise source, this impacts associated with noise from the SoCal Gas Company Pumping Station is considered less</p>		Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary		Residual Impact
3.11 Noise	than significant.	NOISE-8: Pacific Vehicle Preparation Facility Noise. Noise from truck loading operations at the Pacific Vehicle Preparation Facility would have potential to be a significant noise impact, as the facility operates 24-hours per day. Vehicles are driven from the Port of Hueneme to the facility, and then are sent out via trucks and trains. The planned adjacent land use near the facility is light industrial. Since no noise sensitive land uses are planned near the facility, the impacts of noise originating from Pacific Vehicle Preparation operations is considered less than significant.	None required	Less than significant
3.13 Aesthetics/ Visual Resources		AES-5: Scenic Vistas – Hueneme Road. Hueneme Road to the north of the Southern Subarea is a scenic roadway according to the City of Oxnard's General Plan. While the setbacks along the Hueneme Road Scenic Corridor would preserve views of the Santa Monica Mountains from the perspective of an eastbound motorist, obstructions of the distant mountains would still likely occur based on the allowable height of the future buildings constructed adjacent to Hueneme Road.	None required	Less than significant
3.13 Aesthetics/ Visual Resources		AES-6: Scenic Vistas – Arnold Road. Land uses that would be located adjacent to Arnold Road, include business park uses and light industrial uses in the northern portion of the Southern Subarea. A drainage channel and parkway approximately 120-feet wide would separate Arnold Road from the proposed land uses. The southern portion of the Subarea would be developed as a wetland restoration area. Although the agricultural buffer would preserve the northerly viewshed, the allowable buildings heights could result in obstructions of the distant mountains and foothills. The design guidelines in specific plan for the Southern Subarea include a commitment to consideration of "views and vistas, both from within and from off-site." This provision will allow the City to ensure that development within the area maintains	None required	Less than significant

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

Resource Area	Impact Summary		Mitigation Measure Summary	Residual Impact
	Visual Corridors	Visual		
3.13 Aesthetics/ Visual Resources	AES-7: Scenic Vista – Edison Road. Edison Road would provide north/south access to the Southern Subarea of the Ormond Beach Specific Plan. As buildings constructed within this area can be constructed to a maximum height of 55 feet, potential view obstructions of the distant mountains and ridgelines could occur. Because the specific plan for the Southern Subarea includes a commitment to consideration of views and vistas, the impact is considered less than significant.	None required		Less than significant
3.13 Aesthetics/ Visual Resources	AES-8: Scenic Highways. The closest State Scenic Highway to the Specific Plan area is Highway 1, which is located approximately two miles to the east of the Specific Plan Area. While views from Highway 1 would be slightly altered as the Specific Plan area would be developed with urban uses, the predominant visual features visible from the highway are the coastal areas to the south and agricultural lands and the Santa Monica Mountains to the east and northeast. Based on the distance of Highway 1 from the Specific Plan Area and the fact that no scenic vistas would be obstructed.	None required		Less than significant
3.13 Aesthetics/ Visual Resources	AES-10: Daytime Light and Glare. Development of the Ormond Beach Specific Plan would increase the amount of glare (indirect reflected light) generated in the immediate area during the daytime. Daytime sources of glare would primarily be generated by the activities of people, and the sun reflecting off glass windows of structures, automobiles, and trucks.	None required		Less than significant
3.13 Aesthetics/ Visual Resources	AES-11: Nighttime Light and Glare. The development of the Ormond Beach Specific Plan would also introduce new sources of nighttime light and glare. Nighttime sources of light would include vehicle headlights and lights used within buildings located throughout the project site.	None required		Less than significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – SOUTHERN SUBAREA

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

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Class I Impacts – Ormond Beach (Northern Subarea)			
3.4 Air Quality	AQ-3: Construction-Related Emissions. Architectural coatings and heavy equipment used during proposed construction activities produces combustive NOX and ROG emissions. Emissions from the construction of development projects are accounted for in the County ozone attainment planning process.	<p>AQ-2: Construction-Related Control Measures. ROC and NO_x emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> Minimize equipment idling time. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible. Use low VOC architectural coatings to reduce evaporative ROC emissions. 	Significant and unavoidable
3.4 Air Quality	AQ-4: Project-Related Emissions. Operations of the project would produce significant ROC and NO _x emissions from all combined residential and non-residential project sources, including vehicular traffic, space heating, water heating, and consumer products. Project-related emissions were estimated using the URBEMIS2007 model. This analysis assumes that the project would be fully built-out by the year 2020.	<p>AQ-3: Operational Control Measures. Measures to reduce operational and vehicle emissions to the extent feasible shall be identified and incorporated in conditions of approval for any Tentative Tract Map or development permit within the Specific Plan.</p> <p>AQ-4: TDM Fee Program. Transportation Demand Management (TDM) Fee Program shall be developed for the project and approved by the City of Oxnard prior to the issuance of the first building permit for any project within the Study Area. This program shall determine the total TDM fee to be paid for individual projects within the Study Area, consistent with City standards and the methodology identified in Section 7.5.3 of the Ventura County APCD Guidelines</p>	Significant and unavoidable

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	<p>AG-5: Direct Farmland Conversion. Development of the Northern Subarea would convert approximately 322 acres of land currently used for agricultural operations to urban and open space uses. The City of Oxnard has reviewed a variety of actions that might offset the effects of the loss of productive agricultural land. This includes requirements for direct preservation of agricultural land elsewhere in the region and/or financial contribution to efforts to acquire conservation easements or deed restrictions on land currently used for production. The City has also considered imposition of other requirements such as stockpiling of high quality topsoil and offering it as soil amendments for marginally viable agricultural land; converting nearby areas not used for farmland to farmland (e.g., open space or industrial lands); and/or financially contributing to an organization that performs agricultural conservation. Based on its evaluation of these and other potential measures, the City has concluded that they would not be feasible for the Ormond Beach Specific Plan projects.</p>	Cannot be feasibly mitigated	Significant and unavoidable
3.11 Noise	<p>NOISE-1: Traffic Noise with Northern Subarea Development. Compared with existing conditions, the changes in traffic associated with future development of the Northern Subarea would result in significant increases in traffic noise levels at noise-sensitive receivers located along several roadway segments, according to either the exceedance standard or the change standard or both. Along Pleasant Valley Road, existing residential development would be exposed to exceedances of the City's Noise Ordinance standards and the opportunities for mitigation are limited.</p>	<p>NOISE-1: Rose-South Shore Drive Exterior Noise. The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB L_{dn} would be in the range of 140 feet from the centerline of Rose-South Shore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along South Shore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along South Shore Drive would be 89 feet. The site layout and structural design of the attached residential areas along South Shore Drive would thus, need to incorporate features to mitigate exterior noise levels to City standards.</p> <p>NOISE-2: Outdoor Activity Areas. The project should be designed to</p>	Significant and unavoidable

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

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

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.11 Noise	<p>NOISE 4: Traffic Noise with Combined Subarea Development. Compared with existing conditions, the changes in traffic associated with future development of both the Northern and Southern subareas would result in significant increases in traffic noise levels at noise sensitive receivers located along the several roadway segments, according to either the exceedance standard or the change standard or both. Along Pleasant Valley Road, existing residential development would be exposed to exceedances of the City's Noise Ordinance standards and the opportunities for mitigation are limited.</p> <p>The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.</p>	<p>NOISE-1: Rose-South Shore Drive Exterior Noise. The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB Ldn would be in the range of 140 feet from the centerline of Rose-South Shore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along South Shore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along South Shore Drive would be 89 feet. The site layout and structural design of the attached residential areas along South Shore Drive would, thus, need to incorporate features to mitigate exterior noise levels to City standards.</p> <p>NOISE-2: Outdoor Activity Areas. The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the back yards are shielded by the homes), or by the use of noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from South Shore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in</p>	Significant and unavoidable

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		barrier height beyond breaking line of sight.	
		NOISE-3: Interior Noise Exposure. The methods required to mitigate interior noise exposures would depend on the locations of the residences relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L _{dn} or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB L _{dn} , it is usually feasible to achieve the interior noise standard of 45 dB L _{dn} by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L _{dn} , it is usually more difficult to achieve the interior noise standard in residences.	
		NOISE-4: Post-Design Acoustical Analysis. To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading plans have been finalized. The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.	
3.13 Aesthetics/ Visual Resources	AES-9: Visual Character. The Specific Plan Study Area is predominantly used for agricultural operations. The approval of the two specific plans and development of all of the proposed land uses would result in the transition of the area from a rural agricultural area to an urban area. When compared to existing conditions, the transition of land use intensity to an urban area would have a substantial change in the visual character.	Cannot be feasibly mitigated	Significant and unavoidable
Class II Impacts – Ormond Beach (Northern Subarea)			
3.2 Geology	GEO-1: Erosion. The proposed project would result in development of residential housing and mixed uses in the Northern Subarea. Development of residential, mixed use and light industrial structures and improvements to open space could result in substantial soil	GEO-1: Erosion Control Measures. Construction plans, including the Grading and Drainage Plan, Construction SWPPP, and/or Post-Construction Erosion and Sediment Control Plan, shall incorporate measures, as appropriate, to minimize erosion.	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.2 Geology	<p>GEO-2: Slope Stability. Project grading is not likely to include the placement of cut and fill slopes. Given the gently sloping nature of the site, any final slopes included in the project would not be anticipated to create an unstable slope. However, though not thought of as a “slope” in the traditional sense of the word, excavations have many similarities to slopes when evaluating stability of excavation sidewalls. Some deep excavations may be necessary for the installation of improvements such as the proposed Lake South Shore in the Northern Subarea, and deep excavations may be susceptible to failure. The presence of high groundwater conditions and potential for encountering collapsible soils are two contributing factors to excavation instability. In any case, engineered slopes or excavations included in the project would be required to meet established standards in the CBC and City Grading Ordinance.</p>	<p>GEO-1: Erosion Control Measures. Construction plans, including the Grading and Drainage Plan, Construction SWPPP, and/or Post-Construction Erosion and Sediment Control Plan, shall incorporate measures, as appropriate, to minimize erosion.</p> <p>GEO-2: Excavation Oversight. In order to avoid slope stability hazards, all temporary excavations shall be designed according to CBC, OSHA, and City standards for temporary construction excavations and slopes. All plans submitted for approval of a Development Permit for development projects in the Northern Subarea and the Southern Subarea shall incorporate design recommendations for mitigation of unstable temporary construction slopes and excavations as investigation by registered soils engineers and engineering geologists.</p>	Less than significant
3.2 Geology	<p>GEO-3: Seismic Hazards. An earthquake on a nearby fault could result in strong ground shaking. Ground shaking has the potential to cause fill material to settle, instigate liquefaction, and cause physical damage to structures, property, utilities, and road access. Ground shaking has the potential to cause injury and death to humans.</p>	<p>GEO-3: Seismic Design. In order to avoid seismic hazards, all structures shall be designed to earthquake standards for CBC Seismic Zone 4, and appropriate building setbacks from active and potentially active faults shall be applied. All plans submitted for approval of a Development Permit shall incorporate design recommendations contained in the geotechnical and geological studies for mitigation of seismic hazards.</p> <p>Design-level geotechnical and geological studies shall be performed as part of the final design effort for the project. Significant soil improvement measures may be needed to mitigate potential for liquefaction and ground settlement, as determined by the design-level geotechnical studies. Seismic design criteria will be refined by the applicant's geotechnical consultant. All grading and earthwork recommendations shall be incorporated into the final project design, including the Final Grading Plan. A Registered Civil Engineer or Certified Engineering Geologist shall</p>	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.2 Geology	GEO-4: Expansive Soils. Soils with moderate shrink-swell (expansive) potential have been identified in the Study Area. Soils with expansion potential contain clay minerals that expand when wet and shrink when dry. Repeated shrinking and swelling of the soil can result in damage to foundations, fill slopes, utilities, and other associated facilities, as well as such structures as Lake SouthShore in the Northern Subarea. Site-specific geotechnical studies will be required to identify areas underlain by expansive soils and provide appropriate mitigation measures.	GEO-4: Detailed Soils Analysis. In order to avoid soil-related hazards, the project applicant shall investigate and implement recommendations set forth by the applicant's geotechnical engineer and refine the project design through detailed soils analysis. The design of the proposed foundation systems and floor slabs of the proposed structures, and Lake SouthShore shall consider the likely presence of expansive soil conditions, as well as collapsible and compressible soil conditions that have a high potential for both short- and long-term settlement and compression.	Less than significant
3.2 Geology	GEO-5: Collapsible Soils and Sensitive Soils. The surface soils may be dry and porous to depths of 12 to 24 inches below existing grade, and may be susceptible to collapse, compression, and settlement with increasing moisture content.	GEO-4: Detailed Soils Analysis. In order to avoid soil-related hazards, the project applicant shall investigate and implement recommendations set forth by the applicant's geotechnical engineer and refine the project design through detailed soils analysis. The design of the proposed foundation systems and floor slabs of the proposed structures, and Lake SouthShore shall consider the likely presence of expansive soil conditions, as well as collapsible and compressible soil conditions that have a high potential for both short- and long-term settlement and compression.	Less than significant
3.3 Water Resources	WATER-4: Construction-Related Surface Water Quality. According to the ESA prepared for the Northern Subarea, at least two adjoining offsite properties 'have reported subsurface petroleum releases and contamination. It is likely that construction/demolition will require dewatering and that groundwater will be encountered. Dewatering could result in the discharge of groundwater contaminated with petroleum products. Pesticide contaminants from agricultural runoff have been found in samples obtained from sediment and wildlife in the Oxnard Drain. Indications are that the contaminant levels are decreasing due to changes in agricultural practices, but contaminant	WATER-6: Environmental Site Assessment. An environmental site assessment adequate to identify potential sources of stormwater contaminants and areas requiring remediation. The assessment must include the location and condition of areas used for the storage of pesticides and herbicides, petroleum storage tanks or fueling areas, septic tanks, and underground storage tanks. Areas of soil staining should be noted and the potential contaminant identified. Soil should be excavated to determine the exact vertical extent of contamination. If during soil removal, staining indicates petroleum contamination continuing below the ground surface, sampling should be performed to characterize the extent	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.3 Water Resources	levels remain a concern. Another concern would be increased mobilization of contaminated sediments due to increased runoff to the Oxnard Drain from the new development, ultimately impacting Mugu or Ormond Beach lagoons.	<p>WATER-7: De-Watering. De-watering operations during construction will utilize established BMPs for limiting the discharge of sediment. Prior to the discharge of de-watering from shallow groundwater, water quality sampling will be performed to determine if the groundwater to be de-watered is contaminated with pesticides or petroleum products. If levels of pollutants are present in quantities exceeding applicable water quality standards, the de-watering will be pumped and removed for proper disposal offsite.</p> <p>WATER-8: Stormwater Pollution Prevention Plan. The applicants shall submit to the City evidence of County review and approval of the receipt letter of a completed Notice of Intent (NOI) and waste discharge identification number to obtain coverage under the NPDES General Permit for Discharges Associated with Construction Activity issued by the California State Water Resources Control Board. Along with the NOI, the applicant shall submit to the County a Stormwater Pollution Prevention Plan (SWPPP) and monitoring program consistent with SWRCB rules for the construction phase of the project prior to initiating construction.</p> <p>WATER-9: Stormwater Pollution Control Plan. Prior to issuance of any construction/grading permits a Stormwater Pollution Control Plan (SWPCP) will be prepared. The SWPCP will include erosion and sediment control BMPs for both active and inactive (previously disturbed) construction areas.</p>	<p>Less than significant</p>
	WATER-5: Post-Construction Surface Water Quality. The Northern Subarea would incorporate an 18-acre lake for water retention. Stormwater from within the Northern Subarea will be routed by internal stormwater culverts and drains to the lake. The lake would retain all dry-weather non-stormwater runoff and temporary storage for up to a 100-year storm event. The lake will retain the 25-year storm event and	<p>WATER-10: SQuIMP Development Guidelines. A combination of non-structural and structural BMPs (e.g., bioswales, permeable pavement, etc.) shall be installed to effectively prevent the discharge of pollutants from the residential units, roads, equestrian facilities, and open space easements and, their conveyance, either directly or through storm drain systems into natural watercourses and the Pacific Ocean.</p>	

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>discharge it slowly to the Oxnard Industrial Drain. Based on a meeting between the RWQCB and the City of Oxnard on January 22, 2007, the lake would be required to retain the runoff of any storm event up to a 25-year storm event without discharging. If this is done, a discharge permit would not be required. However, the lake surcharge capacity of 54 AF may not be adequate to retain the runoff from a 25-year storm without discharge. The discharge from the lake to the OID of any stormwater resulting from runoff up to the 25-year storm event would require an individual stormwater discharge permit.</p>	<p>WATER-11: Drainage Plan. A drainage plan including a detailed hydraulic analysis will be necessary to determine the needed capacity of new drainage and detention facilities. The volume of runoff for design storms must be estimated according to the standards provided in the VCWPD's Hydrology and Design manuals. Storm drain systems must be designed to comply with the requirements of the City of Oxnard Master Plan of Drainage by incorporating adequate capacity to convey a 10-year frequency storm. Sumps must be designed for a 50-year storm and provided with an emergency overflow escape path</p>	<p>Less than significant</p>
3.3 Water Resources	<p>WATER-7: Surface Runoff Erosion. Increased surface runoff from the Study Area during construction and occupation could result in short-term and long-term erosion and sedimentation impacts to the watercourses and waterbodies in the study area.</p>	<p>WATER-12: Stormwater Control Structures and Devices. The projects in both the Northern and Southern Subarea Specific Plans propose to construct detention basins to attenuate peak stormwater runoff flows. In the case of the Northern Subarea Specific Plan, the detention basin will take the form of an artificial lake. Due to the amount of water collected and the presence of shallow groundwater, these basins will require relatively large footprints to provide enough volume to perform their desired function. Detention Basin storage volume should be based on VCWPD hydrographs and the requirements of the VCWPD Hydrology Manual. Stormwater retention and protection structures (i.e., detention basins, outlet dissipaters, etc.) and other industry standard erosion protection</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA A

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>devices (i.e., silt fences, jute netting, straw bales, bioswales, etc.) shall be constructed, installed, and made operational during the initial phases of site grading. Pre- and post-construction surface runoff from the new residential developments shall not exceed existing conditions. A registered civil engineer specializing in flood control or other qualified professional shall design stormwater structures to ensure that adequate flood control capability is met.</p>	<p>Less than significant</p>
3.3 Water Resources	<p>WATER 9: Wastewater Collection and Treatment. The 2005 Wastewater Master Plan Update for the City of Oxnard includes the proposed Ormond Beach Study Area in its wastewater flow projections. Therefore, build out of the Study Area has been accounted for in the analysis of future wastewater infrastructure needs. Additional studies are, however, needed to assess the impact to the existing sewer and wastewater treatment infrastructure.</p>	<p>WATER 15: Downgradient Sewer Study. Prior to issuance of building permits for the Northern Subareas, the City of Oxnard shall complete a sewer study and implement the recommended upgrades to the downgradient wastewater system to ensure that the existing system is adequate to convey sewage flows from the proposed Project.</p>	<p>Less than significant</p>

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.4 Air Quality	<p>AQ-1: Soil Import in the Northern Subarea. The Northern Subarea would require import of fill from an offsite source. The import material will be transported to the site during the rough grading operation and will be deposited into fills as part of the grading operations.</p> <p>by following these control measures:</p> <ol style="list-style-type: none"> 1. Minimize equipment idling time. 2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications. 3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. 4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible. 5. Use low VOC architectural coatings to reduce evaporative ROC emissions. 	<p>AQ-1: Dust Control Measures. Dust generated by project construction shall be kept to a minimum by following dust control measures.</p> <p>AQ-2: Construction-Related Control Measures. ROC and NO_x emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> 1. Minimize equipment idling time. 2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications. 3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. 4. Use alternatively fueled construction equipment, such as compressed 	Less than significant
3.4 Air Quality	<p>AQ-2: Construction-Related Particulates. Ground disturbances and equipment operation during construction activities produce potentially significant, but feasibly mitigated short-term PM₁₀ emissions.</p> <p>Implementation of the proposed project would generate construction-related air pollutant emissions from two general activity categories: entrained dust, and vehicle and equipment emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ emissions.</p>	<p>AQ-1: Dust Control Measures. Dust generated by project construction shall be kept to a minimum by following dust control measures.</p> <p>AQ-2: Construction-Related Control Measures. ROC and NO_x emissions generated by project construction shall be kept to a minimum by following these control measures:</p> <ol style="list-style-type: none"> 1. Minimize equipment idling time. 2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications. 3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. 4. Use alternatively fueled construction equipment, such as compressed 	Less than significant

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

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

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	HM-6: Impacts to Public Health from Migration of Contaminants from the Halaco Superfund Site. Based on current information, the Halaco site is not expected to present a hazard to human health at the Ormond Beach Specific Plan Study Area because the proposed Project would not use groundwater, and because limited sampling in a residential area near the Halaco site did not show elevated levels of site contaminants. However, since the Study Area is located less than 4 miles from the Halaco site, this preliminary assessment must be confirmed upon completion of USEPA's and CDPH's Health Risk Assessments prior to issuance of any building permits.	HM-4: Halaco Site HRAs. The City must affirm that the USEPA's and CDPH's Health Risk Assessments conclude that the Halaco site presents no risk to future development in the Study Area before issuing any building permits for the proposed Project.	Less than significant
3.6 Biology	BIO-4: Direct Impacts to Common Wildlife Species--Bird Foraging Habitat. The Northern Subarea provides marginal habitat for foraging birds and raptors such as Red-tailed Hawk, Red-shouldered Hawk, and American Kestrel, as well as a variety of other common passerines and shorebirds listed in Appendix A-1. The habitat is marginal because it consists of agricultural crops and is adjacent to residential development. An estimated 295.5 acres of agricultural land and 6.5 acres of agricultural ditches will be impacted as a result of the proposed project in the Northern Subarea.	BIO-2: Foraging Habitat Creation/Restoration. In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 30.2 acres for the Northern Subarea.	Less than significant
3.6 Biology	BIO-6: Direct Impacts to Common Wildlife Species--Nesting Birds. Activities associated with grading and construction have the potential to disturb nesting birds on and adjacent to the site to the degree that the nests may be abandoned, resulting in a direct loss of an active bird	BIO-3: Pre-Construction Survey for Nesting Birds. A pre-construction survey for nesting birds will be conducted by a qualified biologist to determine if active nests of special-status birds, or common bird species protected by the Migratory Bird Treaty Act and/or the California Fish and	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>Game Code, are present in the construction zone or within 100 feet (200 feet for raptors) of the construction zone. The survey shall be conducted no earlier than 45 days and no sooner than 20 days prior to construction or site preparation activities that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically February through July).</p>	Less than significant
3.6 Biology	<p>BIO-7: Direct Impacts to Special Status Wildlife—Special-status Bird Foraging Habitat. Impacts to special-status wildlife are limited to sensitive bird species that are known to occur or could potentially occur in the Northern Subarea. The project site has the potential to be used by these sensitive species for foraging only, and breeding is not expected, except for the low possibility of breeding burrowing owls.</p> <p>Evaluating the loss of foraging habitat to one single species as a result of the proposed project would be considered less than significant because it would not reduce the foraging opportunities to a point that would significantly impact the foraging opportunities for these species; however, evaluating collectively the loss of this foraging habitat to a large diversity of sensitive birds of prey, raptors, and shorebirds would be a significant impact.</p>	<p>BIO-2: Foraging Habitat Creation/Restoration. In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 30.2 acres for the Northern Subarea.</p>	
3.6 Biology	<p>BIO-8: Direct Impacts to Special Status Wildlife—Burrowing Owl (<i>Athene cunicularia</i>). The burrowing owl is a federal and state species of concern. The decline of this species was recognized as early as the 1940s. The decline is attributable to the conversion of grasslands and pastures to agriculture and to the destruction of ground squirrel colonies by plowing and poisoning. The burrowing owl is unique because it lives in the abandoned burrows of ground squirrels. They modify the burrows to suit their needs by digging. It is one of the few diurnal owls and can be seen in the day perched on fence posts or near the entrance to their burrow.</p>	<p>BIO-2: Foraging Habitat Creation/Restoration. In order to mitigate this impact, coastal native grassland/dune foraging habitat for raptors and other birds in the vicinity of the project site near coastal wetlands must be restored or enhanced at a mitigation ratio of 0.1 to 1 resulting in at total of 30.2 acres for the Northern Subarea.</p> <p>BIO-4: Pre-Construction Survey for Burrowing Owl. Since there is potential for burrowing owls forage in the Study Area and to nest within the Northern Subarea, the following measures shall be implemented in order to avoid take of burrowing owls. A qualified biologist will survey for burrowing owl activities within the Study Area 30 days prior to construction</p>	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	<p>While no burrowing owls were observed during the survey and they are not known to occur in the Northern Subarea, there is a low potential for this owl to occur to forage onsite since it has been observed in the adjacent sod farms.</p>	<p>To assess burrowing owl presence and need for further mitigation. If owls are nesting in the Study Area, the nest will be avoided by a minimum of a 250-foot buffer until fledging has occurred. Burrowing owls typically breed from late March to July.</p>	<p>Significant but mitigable</p>
3.6 Biology	<p>BIO-10. Indirect Impacts to Sensitive Offsite Habitats. Indirect impacts to adjacent sensitive habitats are possible as a result of the proposed project. The Ormond Beach and Point Mugu areas support a wide array of sensitive plant and wildlife species and sensitive habitat that could be impacted indirectly by increased development in the adjacent upland areas. Sensitive habitats that could be indirectly impacted by the proposed project include southern coastal saltmarsh, freshwater and brackish water marsh, tidal flats, foredune and coastal dune scrub. Industrial development close to these areas would likely result in higher human use of the area which would cause negative impacts to habitats such as trampling and introduction of non-native and invasive plant populations. Since these sensitive habitats support several special-status plant and wildlife species, there is a potential for these indirect impacts to be significant. The proposed project incorporates some physical measures to reduce indirect impacts such as lighting, noise, and human intrusion by including an 18.3 acre lake that would inhibit domestic cats from crossing Hueneme Road and eventually reaching habitat areas in the southern part of the Southern Subarea and areas farther to the south. Also, pursuant to a Development Agreement with the City, the developer is required to contribute to implementation of an "Ormond Beach Natural Resource Management Program." The purpose of the Natural Resource Management Program would be to reduce or avoid impacts to sensitive natural resources, particularly Western snowy plovers and California least terns at Ormond Beach that would result from expected</p>	<p>BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.</p>	

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	<p>increased visitation. The program would provide adequate funding for the following resource protection measures at Ormond Beach: (a) Fencing; (b) Signage; (c) Predator Management; (d) Invasive Plant Control; (e) Public Information; and (f) Enforcement.</p> <p>BIO-11: Indirect Impacts to Special Status Wildlife Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>). Snowy plovers are present at Ormond Beach and are not expected to occur in the Northern Subarea. Indirect impacts, including increased human presence and domestic animals, would be reduced by the lake and associated open space/greenbelt buffer included in the proposed project and implementation of the Ormond Beach Natural Resource Management Program (see description under Impact 10).</p>	<p>BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.</p>	<p>Less than significant</p>
3.6 Biology	<p>BIO-12: Indirect Impacts to Special Status Wildlife California Least Tern (<i>Sterna antillarum brownii</i>). The California Least Tern is a state and federally endangered species. The historical breeding range of this species is along the Pacific coast from Monterey County, California to southern Baja California, Mexico. Nesting locations are in dry sand or dirt near lagoons or estuaries with a dependable food supply. Due to decreasing habitat, terns are often forced to nest on manmade structures such as airports or landfills. They usually arrive around mid-April and breed in colonies from mid-May to early August and then migrate south over the winter. This species is known to forage along the Oxnard Canal No. 3 adjacent to the Southern Subarea and to breed at Ormond Beach. Indirect impacts, including increased human presence and domestic animals, would be reduced by the lake and associated open space/greenbelt buffer included in the proposed project and implementation of the Ormond Beach Natural Resource Management Program (see description under Impact 10).</p>	<p>BIO-5: Wetland Runoff Control. Although bioswales are incorporated into the project design to reduce pollution and runoff, their function is limited, so additional measures must be implemented to minimize runoff and pollution from entering nearby wetlands. Therefore, in addition to the long-term water quality monitoring program proposed in Mitigation Measure Water-10, trash traps shall be installed at all entrances to bioswales and a maintenance program to remove trash on a routine basis shall be implemented by the City.</p>	<p>Less than significant</p>

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	AG-4: Dust Impacts to Local Crops. Dust generated during construction could be deposited on adjacent agricultural lands with planted crops, temporarily reducing productivity. In addition, increase in traffic may result in permanent increase in emissions that could affect crops in adjacent agricultural lands.	AQ-1: Dust Control Measures. Dust generated by project construction shall be kept to a minimum by following dust control measures. AG-1. Buyer Notification. A buyer notification shall be recorded on a separate information sheet with the final map pursuant to City of Oxnard Standard Conditions.	Less than significant
3.10 Transportation	TRANS-1: Peak Hour Traffic Conditions—Northern Subarea. Based on City of Oxnard established thresholds of significance, the addition of trips generated by development in the Northern Subarea is forecast to result in a <i>potentially significant impact</i> at only two study intersections: Ventura Road/Hueneme Road and Saviers Road/Channel Islands Boulevard.	TRANS-1: Northern Subarea Traffic. To eliminate the significant impacts associated with development of the Northern Subarea, mitigation measures designed in accordance with City standards are recommended for the following facilities: <ul style="list-style-type: none"> • Ventura Road/Hueneme Road • Saviers Road/Channel Islands Boulevard 	Less than significant
3.10 Transportation	TRANS-2: Peak Hour Traffic Conditions—Combined Subareas. Based on City of Oxnard established thresholds of significance, the addition of the Southern Subarea project-generated trips is forecast to result in potentially significant impacts at 15 study intersections.	TRANS-2: Combined Subarea Traffic. To eliminate the significant impacts associated with development of the Combined Subareas, mitigation measures designed in accordance with City standards are recommended for the following facilities: <ul style="list-style-type: none"> • Ventura Road/Hueneme Road • Saviers Road/Channel Islands Boulevard • Saviers Road/Pleasant Valley Road • Saviers Road/Hueneme Road • Rose Avenue/Gonzales Road • Rose Avenue/Cesar Chavez Drive • Rose Avenue/Camino Del Sol • Rose Avenue/Santa Lucia Avenue • Rose Avenue/Eastman Avenue • Rose Avenue/Oxnard Boulevard • Rose Avenue/Channel Islands Blvd/SR-1 Southbound Ramps • Rose Avenue/Pleasant Valley Road • Rose Avenue/Sanford Street 	Less than significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.10 Transportation	<p>TRANS-3: Northern Subarea Soil Import Traffic. Soil import access to the Northern Subarea is planned to last 11 weeks at a temporary soil import driveway on Hueneme Road west of Olds Road. The source of the import soil is the Calleguas Creek dredging project planned and operated by Ventura County Watershed Protection District. The addition of temporary soil import-related trips is forecast to result in a potentially significant impact at two intersections.</p>	<ul style="list-style-type: none"> Rice Avenue (SR-1)/Pleasant Valley Road SR-1 Southbound Ramps/Hueneme Road <p>TRANS-3: Northern Subarea Soil Import Traffic. To eliminate the identified temporary significant impacts forecast to occur during the 11-week soil import, the following measures are offered for consideration:</p> <ul style="list-style-type: none"> SR-1 Southbound Ramps/Hueneme Road – The project applicant shall make a fair share contribution to install a temporary traffic signal during the 11-week soil import. It should be noted signalization of the SR-1 Southbound Ramps/Hueneme Road intersection is planned by County of Ventura and Caltrans staff but has been delayed due to funding deficiencies. Wood Road/Hueneme Road – The project applicant shall make a fair share contribution to install a temporary traffic signal during the 11-week soil import. Hueneme Road from City Limits to Laguna Road – The project applicant shall make a pro-rata contribution to the cost of repaving or rehabilitating Hueneme Road to account for damage cause by hauling of soil. 	Less than significant
3.11 Noise	<p>NOISE-1: Traffic Noise with Northern Subarea Development. Compared with existing conditions, the changes in traffic associated with future development of the Northern Subarea would result in significant increases in traffic noise levels at noise-sensitive receivers located along several roadway segments, according to either the exceedance standard or the change standard or both.</p>	<p>NOISE-1: Rose-SouthShore Drive Exterior Noise. The required setbacks to ensure compliance of new residential areas with the City of Oxnard exterior noise standard of 60 dB L_{dn} would be in the range of 140 feet from the centerline of Rose-SouthShore Drive. With the proposed cross-section, the distance from the centerline to the edge of the right-of-way would be 55 feet. The applicants have also proposed 34-foot landscape buffer along SouthShore Drive. Thus, the proposed total distance from the centerline to the edge of the attached residential parcels along SouthShore Drive would be 89 feet. The site design of the attached residential areas along SouthShore Drive would, thus, need to</p>	Less than significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>accommodate another 50 feet between the front edge of the parcels and outdoor living areas to achieve the recommended setback of 140 feet from the centerline. With proper site design of the residential areas along South Shore Drive, mitigation to this standard would be feasible.</p> <p>NOISE-2: Outdoor Activity Areas. The project should be designed to ensure that outdoor activity areas are shielded from direct view of major roadways. Shielding could be achieved by building orientation (so that the back yards are shielded by the homes), or by the use of noise barriers. The proposed layout of the Northern Subarea calls for outdoor activity areas to be separated from SouthShore Drive by attached residential buildings. The project should also be designed to ensure satisfaction of the exterior noise standards for traffic generated by traffic on internal roads. The specific design of noise barriers, berms or combinations thereof will depend upon the final roadway and lot designs, and upon the grading plans. To achieve a meaningful amount of noise reduction using barriers or berms, these should be designed to break line of sight between the source and receiver. Generally, a barrier 6 feet high located on level ground will provide about 5 dB noise level reduction for traffic noise. An improvement of about 1 dB would be expected for each 1-foot increase in barrier height beyond breaking line of sight.</p> <p>NOISE-3: Interior Noise Exposure. The methods required to mitigate interior noise exposures would depend on the locations of the residences relative to the roadways. In general, if the exterior traffic noise exposure is 65 dB L_{dn} or less, no exceptional construction techniques would be required. Where the exterior traffic noise level is between 65 dB and 75 dB L_{dn}, it is usually feasible to achieve the interior noise standard of 45 dB L_{dn} by installing acoustically-rated glazing, using stucco or brick siding, and by minimizing the surface area of glazing that faces the roadways. Where the exterior traffic noise exposure exceeds 75 dB L_{dn}, it is usually more difficult</p>	

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
		<p>to achieve the interior noise standard in residences.</p> <p>NOISE-4: Post-Design Acoustical Analysis. To ensure satisfaction of the exterior and interior traffic noise standards for the noise sensitive land uses within the Study Area, an acoustical analysis should be prepared after the roadway and lot designs and grading plans have been finalized. The recommendations prepared as a result of that analysis should be implemented so that the noise standards are achieved.</p>	
3.11 Noise	<p>NOISE-2: Point Mugu Naval Air Station Noise. Although the 65 CNEL noise contour for the installation is outside the Ormond Beach project border, the southeast part of the project is subject to aircraft overflights operating to and from the facility, with temporary high peak noise levels. While the installation's operations do not constitute a significant impact on the project site, any potential noise-sensitive land uses located in the Northern Subarea should be informed that the area is subject to military aircraft overflights.</p>	<p>Mitigation Measure Noise-5: Point Mugu Naval Air Station Noise. The project shall incorporate noise attenuation measures (e.g., double-paneled window or higher grade windows, HVAC) and shall disclose to purchasers the potential for peak noise levels that exceed standards.</p>	<p>Less than significant</p>
3.12 Cultural Resources	<p>CULTURAL-1: Construction-related Grading. Grading activities associated with site preparation at the proposed development site (including residential, mixed-use commercial, light industrial, developed open space uses) in the Study Area could impact previously undiscovered cultural resources.</p>	<p>CULTURAL-1: Construction Period Monitoring. An archaeologist will monitor all initial grading or excavation. An archaeologist will monitor all initial construction grading or excavation. If unanticipated resources are discovered, they will be evaluated according to the procedures set forth at CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological or historical resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p>	<p>Less than significant</p>

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
Class III Impacts – Ormond Beach (Northern Subarea)			
3.3 Water Resources	WATER-1: Water Supply Availability. As documented in the North Ormond Beach Water Supply Assessment & Verification (July 2008), development of the Northern Subarea (in accord with the SouthShore Specific Plan) would generate estimated water demand of about 815 acre feet per year (AFY). Of this total, 560 AFY would be for potable needs and the balance (255 AFY) would be for landscaping and other non-potable needs. According to the SouthShore Specific Plan, development will be phased in accord with assumptions presented in a detailed citywide cumulative water supply assessment. Based on that phasing and the citywide 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&I Supplemental Programs will be implemented.	Although no mitigation measures are required because the impact has been determined to be less than significant, the following mitigation measures are proposed to ensure adequate water supply availability for the project and other projects elsewhere in the city. WATER-1: On-site Domestic Water System. WATER-2: On-site Recycled Water System WATER-3: Exterior Water Conservation WATER-4: Grey Water. WATER-5: Drought-Tolerant Landscaping.	Less than significant
3.3 Water Resources	WATER-2: Water Facility Construction. The Northern Subarea will require the construction of facilities associated with Phase 1 of the GREAT program to ensure a 20-year supply of potable and recycled water. The City of Oxnard has adopted a project level EIR/EIS for the GREAT program. Most of the infrastructure for Phase 1 and Phase 2 of the GREAT program is proposed for construction at existing water facilities or involves replacement and expansion of existing water service pipelines within existing right-of-ways. The GREAT EIR/EIS includes a Monitoring, Mitigation, and Reporting Plan (MMRP) which addresses the construction impacts of Phase 1 and Phase 2.	None required.	Less than significant
3.3 Water Resources	WATER-3: Wasteful Use of Water. Individual building projects within the Northern Subarea would be required to meet standard requirements of the City, State, and Uniform Building Code. These	None required.	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	requirements act to conserve potable water, ensure adequate water flow, and pay for the construction of improvements to the water distribution system as outlined in the City's Water Master Plan.		
3.3 Water Resources	<p>WATER 6: Flood Control and Stormwater Drainage. During construction, the proposed lake (Lake SouthShore) would function as an interim water quality management system reducing silts from plugging existing downstream drainage facilities. Since the lake would collect and subsequently treat runoff, it would reduce the amount of sediment running off from the site in comparison to existing conditions. At the onset of rough grading, interim water quality basins (used prior to lake completion) would be required in the event rainfall occurs prior to completion of the lake grading. The interim water quality basins would be sized appropriately to mitigate any potential release of sediment to downstream drainage facilities.</p> <p>With onsite detention of runoff being handled through the lake, the project would not release flow at a greater rate than currently leaves the site based on the 10-year, 24-hour storm event.</p> <p>Runoff from a 10-year storm will be captured in the storm drain system and directed to the lake, thereby reducing any overflow of runoff that currently exists at Arnold, Hueneke, and Olds Roads.</p> <p>Localized flooding in the Northern Subarea during a 10- or 100-year event will not flood building pads in the development as building pads will be constructed above the peak 100-year water surface elevation.</p>	<p>None required</p>	<p>Less than significant</p>
3.3 Water Resources	<p>WATER 8: Changes in Flow Directions. Construction activities within the Northern Subarea have the potential for increasing the runoff flowrate of stormwater from the site. Depending on the phase of construction, the flow directions and volume of stormwater flow could change, exceeding the capacity of existing drainage channels. This could result in sheetflow flooding on adjacent streets. However, the</p>	<p>None required.</p>	<p>Less than significant</p>

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.4 Air Quality	Northern Subarea will incorporate onsite retention and detention and would not increase runoff during the construction period of this project.	None required	Less than significant
	AQ-10. CO hotspots. Implementation of the proposed project would lead to increased traffic volumes on local roadways. An analysis of potential CO concentrations based on 2020 project conditions using CALINE4 was conducted to estimate potential exposure of sensitive receptors to substantial CO concentrations (or “hotspots”). The results show that implementation of the project would not expose sensitive receptors to substantial CO concentrations.		
3.5 Hazards	HM-4: Impacts Associated with Radon. Based on the State of California Department of Health Services Radon Database for California, the proposed project site does not have a predicted average indoor screening level greater than 4.0 pCi/l. USEPA recommends remedial actions only when radon levels exceed 4.0 pCi/l.	None required	Less than significant
	HM-5: Impacts from Future Accidental Release of Hazardous Materials. The proposed project will include residential, commercial, and light industrial uses. Since any facilities using hazardous substances will have to be designed, constructed, and operated in accordance with applicable regulations, no significant impacts are expected to occur.	None required	Less than significant
3.5 Hazards	HM-11: Electromagnetic Fields. Electromagnetic fields occur independently of one another as electric and magnetic fields at the 60-Hz frequency used in transmission lines, and both are created by electric charges. Electric fields exist when these charges are not moving. Magnetic fields are created when the electric charges are moving. The magnitude of both electric and magnetic fields falls off rapidly as the distance from the source increases (proportional to the inverse of the square of distance). However, the existing transmission line is located within a 250-foot-wide easement area. In addition both	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.5 Hazards	<p>Specific plans have proposed commercial and/or industrial uses within the easterly portion of the existing transmission right-of-way. Potential impacts associated with EMF exposure to residential areas are less than significant (Class III) and no mitigation is necessary.</p> <p>HM-14: Offsite Contaminated Soil Disposal. There is the potential for cumulative impacts resulting from disposal of contaminated soil associated with remediation activities at an appropriate offsite disposal facility, which will be determined by the type and concentration of the contaminant. This potential impact would occur if site remediation is required, and actual impacts will only be determined after completion of a comprehensive Phase II ESA. The amount of contaminated soil generated by this project is expected to be relatively minor and no significant contribution to cumulative effects associated with potential reduced landfill capacity is anticipated. All necessary remediation activities, including transport and disposal of contaminated soil, would be in compliance with the regulating agencies' requirements.</p>	<p>None required</p>	<p>Less than significant</p>
3.6 Biology	<p>BIO-1: Direct Impacts to Habitat and Vegetation-Invasive Species. The Northern Subarea does not contain native vegetation; however, impacts to nearby native vegetation at Ormond Beach could potentially include invasive species used in landscaping that could escape into natural areas and out-compete native vegetation.</p> <p>BIO-2: Direct Impacts to Habitat and Vegetation Stormwater Runoff. An increase in impervious area in the developed portions of the project site would likely cause increased runoff into wetlands and waters of the U.S. and could potentially contain higher amounts of pollutants such as oil and gas runoff. Most of the stormwater runoff will be filtered and captured in the manmade lake that will connect with the</p>	<p>BIO-1: Invasive Plant Species Control. To reduce the impacts of non-native plants colonizing adjacent native habitats, the landscaping plan for the proposed Northern Subarea shall be revised so as to exclude invasive plants that frequently escape into native habitats, particularly those identified on the California Invasive Plant Council's website under the current Invasive Plant Inventory.</p>	<p>Less than significant</p>
3.6 Biology		<p>None required</p>	<p>Less than significant</p>

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.6 Biology	BIO-5: Direct Impacts to Common Wildlife Species. Displacement/Mortality of Wildlife. In addition to the loss of bird foraging habitat, the proposed development would directly disturb wildlife on the project site and potentially those areas adjacent to the site. Most species are expected to be displaced to adjacent areas of similar habitat, provided it is available at the onset of construction activity. However, wildlife that emigrate from the site are vulnerable to mortality by predation and unsuccessful competition for food and territory. In addition, species of low mobility (particularly burrowing mammals, amphibians, and reptiles) are expected to be destroyed during site preparation and construction.	None required	Less than significant
3.6 Biology	BIO-10. Direct Impacts to Wildlife Corridors. The Northern Subarea is positioned adjacent to existing residential development and is bordered by a major road to the south. Although it provides some connectivity to other wildlife habitat south of Hueneme Road, the connectivity is limited by Hueneme Road and surrounding development.	None required	Less than significant
3.7 Land Use	LAND-1: Consistency with General Plan Land Use Policy. Table 3.7-2 outlines a series of policies from the General Plan Land Use Element that are focused specifically on the Ormond Beach Study Area. These include Balanced Development, Historical Functional Issues/Management Problems, Aesthetic Appearance, Recreational and Open Space Amenities, and the Regional Airport Facility. The specific plan for the Northern Subarea would be consistent with the policies of the City of Oxnard 2020 General Plan Land Use Element.	None required	Less than significant
3.7 Land Use	LAND-2: Consistency with General Plan Land Use Map. The proposed land use map for the Northern Subarea provides a higher	None required	Less than significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA^A

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

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
	and south), and industrial uses (to the west). Except for the area to the south, which would convert to light industrial uses, all neighboring areas are expected to retain their existing development types.		Less than significant
3.7 Land Use	<p>LAND-5: Consistency with Housing Element. The City's Housing Element includes a variety of policies and programs concerning housing, including identification of suitable sites to accommodate the City's regional fair share of affordable housing for the five-year period covered by the Element.</p> <p>The specific plan for the Northern Subarea includes a policy commitment to complying with the City's Affordable Housing Ordinance. As noted in Section 3.7.1 under General Plan, the Housing Element's evaluation of sites does not include the Ormond Beach area, so there would be no effect on the Element's fair share objectives.</p>	<p>None required</p>	Less than significant
3.7 Land Use	<p>LAND-6: Consistency with LAFCO Policy. The Northern Subarea and all but 220 acres of the Southern Subarea will be seeking annexation to the City of Oxnard and the Calleguas Municipal Water District. In October 2007, Ventura LAFCO published an updated LAFCO Commissioner's Handbook. Pursuant to state law, the Handbook is "a compilation of all of the written policies and procedures adopted by the Ventura LAFCO." Annexation of the Northern Subarea to the City of Oxnard would conform to the LAFCO's standards and the Guidelines for Orderly Development.</p>	<p>None required</p>	Less than significant
3.7 Land Use	<p>LAND-7: Consistency with SCAG Goals and Policies. Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan (RTP), and Compass Growth Vision may be applicable to this project.</p>	<p>None required</p>	Less than significant
3.7 Land Use	<p>LAND-8: Long-Term Changes in Land Use Patterns and Growth Inducement. From a land use perspective, the Ormond Beach specific plans, including the required general plan amendments and rezonings,</p>	<p>None required</p>	Less than significant

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Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.8 Agriculture	<p>In combination with other proposed development in South Oxnard, would potentially affect the existing regional land use setting by displacing agricultural uses with residential, commercial, industrial, public, and open space uses.</p> <p>AG-1 Ag Zoning/ Williamson Act Conflicts. The proposed project is not under a Williamson Act Contract. The existing zoning within most of the Study Area is Agricultural Exclusive (A-E) (Ventura County Non-Coastal Zoning Ordinance, 12-06-05 Edition). The Study Area also includes a small portion of land in its extreme southern portion designated as Coastal Agricultural (C-A).</p> <p>AG-2: Induced Farmland Conversion. The proposed project is not expected to directly or indirectly result in conversion of adjacent farmlands to non-agricultural use.</p> <p>AG-3: Ag Water Supply. Existing active water wells within the Study Area would no longer be used for agricultural irrigation and the groundwater pumping rights would be transferred to the City of Oxnard for M&I uses. The transfer of the groundwater allocation to the City for urban uses is not expected to result in a significant impact to agricultural water supply, as it would follow GMA's allocation transfer restrictions.</p> <p>AG-6: Land Use Conflicts. The Northern Subarea is presently used for agricultural operations. Properties east of the Northern Subarea are also used for agriculture and would remain in agricultural use after completion of the proposed project. The development of urban uses with sensitive receptors (such as residential lots and school uses) close to the agricultural operations could create conflicts between these land uses.</p>	<p>None required</p> <p>None required</p> <p>None required</p> <p>None required</p>	<p>Less than significant</p> <p>Less than significant</p> <p>Less than significant</p> <p>Less than significant</p>
3.8 Agriculture	PFS/Schools-1: Elementary Schools. Development of the Ormond Beach Specific Plan Study Area may generate a partial need for a new	None required	Less than significant
3.9 Public Facilities			Less than

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA^A

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
and Services	elementary school within the area. A 10-acre (net) potential elementary school site has been designated within the proposed Northern Subarea development, pending approval by OVESD. Either execution of an agreement between OVESD and the developer to complete the school at this site, or payment of the statutory development fees pursuant to Government Code Section 65995 would reduce these impacts to a level considered less than significant.		significant
3.9 Public Facilities and Services	PFS/Schools-2: High Schools. Current school capacity does not adequately accommodate the anticipated number of students generated from the Ormond Beach Study Area. This impact would be reduced to a level considered less than significant through payment of state-mandated new development fees (Government Code Section 65995) by both the developers of the Northern and Southern Subarea projects.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Fire Protection-4. Construction-related Fire Hazards. A large amount of wood framing would occur within the Study Area during construction. In association with the framing operations, electrical, plumbing, communications, and ventilation systems would be installed in each structure. Given that these systems would be subject to City Codes and inspection by City personnel it is assumed they would be properly installed. In addition, construction sites would also be subject to City requirements relative to water availability and accessibility for fire fighting equipment. Adherence to City Codes and requirements during construction would reduce the potential for fire hazards within the Study Area to less than significant levels.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Fire Protection-5: Delays in Emergency Response. Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. This impact is considered less than significant given the periodic and short-term	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	nature of construction-related traffic. With regard to emergency plans and evacuation routes, the proposed project would be required to comply with all standards and policies included in the City of Oxnard General Plan Safety Element and Zoning Ordinances. Therefore, no impacts to emergency plans and evacuation routes would occur.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Fire Protection-6: Community Fire Protection Service. The demand for fire protection services would increase as the Northern Subarea develops over time. The Development Agreements call for the developers of the Northern and Southern Subareas to contribute 75 percent of the funds for the construction of a new fire station in south Oxnard. The remaining 25 percent would be contributed by the City. This lump-sum payment would be due at the issuance of the 1250 th building permit.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Police Protection-9: Construction-related Police Protection Service Impacts. The proposed project would require police protection services. The City of Oxnard Police Department will be responsible for police protection service to the project area. The construction phase of the proposed project would not normally require police protection services, except in cases of trespassing, theft, and vandalism. These are not unusual at a construction site, but are occasional, and the impact to police services would be less than significant. In addition, construction sites usually hire private security firms, further reducing the need for police services during construction.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Police Protection-10: Construction Traffic Impacts. Construction of the proposed project would increase traffic both on and adjacent to the Study Area during work hours. Slow-moving construction-related traffic on local adjacent roads may temporarily impact traffic flows on local roadways, contribute to vehicle accidents, and delay emergency vehicles traveling through the area.	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	PFS Police Protection-11: Community Police Protection Service Impacts. The demand for police protection services would increase as the Northern Subarea develops over time. The specific plan for the Northern Subarea includes an approximately 1,000-square-foot police substation with the proposed attached residential housing developed in Phase I of the project. There would also be shared office space for Police Department staff/volunteer use in the new fire station, ensuring that the development permitted does not adversely affect the City's ability to provide adequate police protection services.	None required	Less than significant
3.9 Public Facilities and Services	PFS Parks and Recreation-14: Parkland Standards. The Northern Subarea plans for approximately 7.9 acres (net) of neighborhood parkland, trails and open space, and 44 acres of open space, including a 25.6-acre (net) community park, an 18-acre lake, and open space. Therefore, the proposed project meets or exceeds park and recreation area requirements.	None required	Less than significant
3.9 Public Facilities and Services	PFS Solid Waste-16: Construction Waste. Site preparation and construction activities would generate approximately 19,245 cubic yards of construction waste for residential development, assuming no diversion of construction wastes. In addition, construction activities would generate 16,686 cubic yards of construction waste for commercial, office, and light industrial development.	None required	Less than significant
3.9 Public Facilities and Services	PFS Library Services-19: Libraries. The City's Public Library system currently has adequate capacity to serve the City. The new South Oxnard Library building at the intersection of Bard and Saviers Road will provide library services to the Study Area community. The impact to library services is therefore expected to be less than significant.	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	PFS/Utilities-22: Electricity Consumption (Construction). Electrical energy would be consumed temporarily during construction activities. Construction activities are not expected to consume significant amounts of energy, because the proposed project would be developed in phases over 10 to 15 years. No significant construction-related impacts on electrical supply or service will result from the proposed project.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Utilities-23: Natural Gas Consumption (Construction). Due to the nature of construction activities, natural gas would not be consumed during development of the proposed project. The proposed project is not expected to result in significant impacts to natural gas service.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Utilities-24: Electricity Consumption (Project). Development of the uses allowed by the project would place new demands on electrical service provided by SCE, and would require new or upgraded delivery infrastructure to transmit the energy to uses within the Study Area. According to the California Energy Commission (CEC) Technical Report to California Energy Outlook 2000, the additional electrical demand of the project can be accommodated within the long-term source and distribution planning. Individual building projects within the proposed project Study Area will be required to comply with the Energy Building Regulations adopted by the CEC.	None required	Less than significant
3.9 Public Facilities and Services	PFS/Utilities-25: Natural Gas Consumption (Project). As the proposed project is built and occupied, new demands for natural gas would occur. The proposed project can be accommodated within the long-term source and distribution planning of The Gas Company. Future uses within the project site will be required to comply with Title 24 of the California Administrative Code.	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.9 Public Facilities and Services	PFS Utilities-29: Other Utilities. Verizon Communications and Adelphia/Time Warner's projections indicate that telephone, internet and cable service will be available to accommodate the proposed Northern and Southern Subarea developments' needs, since infrastructure will be placed concurrent with development.	None required	Less than significant
3.10 Transportation	TRANS-4: Freight Movement. As described in the existing setting description, the Study Area, because of its proximity to the Port of Hueneme, plays a significant role in the transport of freight and goods. As a result, both freight rail and trucking are key features of the overall transportation system. While there is no existing or planned rail access to the Study Area, the City of Oxnard has designated Hueneme and Arnold Roads and Edison Drive as truck routes. Each of these roadways is expected to continue to serve freight movement needs, as well as accommodating new traffic associated with residential and commercial development in the Northern Subarea and light industrial and business park uses in the Southern Subarea. As discussed under Impacts Trans-1 and Trans-2 and their associated mitigation measures, the specific plans for these areas have identified roadway improvements that will accommodate all traffic associated with development in the area, including truck-based freight movement.	None required	Less than significant
3.10 Transportation	TRANS-5: Transit Services. Future development in both the Northern and Southern subareas will generate increased demand for transit services. In recognition of this fact, the specific plans for each subarea include commitments to accommodation of public transit. This includes designing connections to primary arterials which are likely to serve as future transit routes (e.g., Rose Avenue, SouthShore Drive, and Hueneme Road); roadway layouts that maximize opportunities for designated public transportation stops; pedestrian-oriented neighborhoods that encourage pedestrian and bicycle connections with	None required	Less than significant

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.10 Transportation	<p>transit stops; transit supportive land uses to enhance the viability of transit; and commitment to quality design for public transportation stops, including benches and graphics that address all transit system standards. The project developers will work with public transportation providers within the throughout the engineering and buildout of the specific plans. The specific design of the public transportation system will be determined based on the service provider's routes and technical requirements. With such coordination, the impacts of development under the specific plans will result in a <i>less than significant</i> (Class <i>III</i>) impact on transit services in the Study Area.</p> <p>TRANS-6: Non-motorized Transportation (Bike and Pedestrian). With development under the specific plans for the Northern and Southern subareas, there will be increased demand for non-motorized transportation facilities to connect work, shopping, residential, and recreational uses. Both specific plans include a variety of on- and off-street bike and pedestrian facilities to ensure that non-motorized transportation needs are accommodated. This includes accommodation of the Pacific Coast Bike Route in the design of Hueneme Road.</p>	<p>None required</p>	<p>Less than significant</p>
3.11 Noise	<p>NOISE-3: UPRR Railroad Noise. The UPRR railroad runs diagonally adjacent to the northwest corner of the project boundary. The planned project land use along the section of railroad tracks is light industrial. There are no noise sensitive land uses planned near this noise source.</p> <p>NOISE-8: Pacific Vehicle Preparation Facility Noise. Noise from truck loading operations at the Pacific Vehicle Preparation Facility would have potential to be a significant noise impact, as the facility operates 24-hours per day. Vehicles are driven from the Port of Hueneme to the facility, and then are sent out via trucks and trains. The planned adjacent land use near the facility is light industrial. Since</p>	<p>None required</p>	<p>Less than significant</p>
3.11 Noise			<p>Less than significant</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES – NORTHERN SUBAREA

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.13 Aesthetics/ Visual Resources	<p>no noise sensitive land uses are planned near the facility, the impacts of noise originating from Pacific Vehicle Preparation operations is considered less than significant.</p>	<p>AES-1: Scenic Vista-Rose Avenue. The Northern Subarea would utilize an extension of Rose Avenue as the main north/south entrance to the Specific Plan Area. The existing terminus of Rose Avenue does not provide any direct view of the southern coastline or mountain and foothill backdrops that are considered scenic vistas according to the City's General Plan. While the area would be converted from agricultural operations to developed urban land uses, from the vantage point of Rose Avenue, the development of the Northern Subarea would not obstruct scenic vistas based on the fact that scenic vistas would not be affected</p>	<p>None required</p>
3.13 Aesthetics/ Visual Resources	<p>AES-2: Scenic Vista-Hueneme Road (Northern Subarea). Hueneme Road is identified as a scenic roadway in the City's General Plan. The proposed man-made lake separating the residential uses from Hueneme Road would act as a visual buffer, separating homes that could visually impair views of the Santa Monica Mountains to the east from the perspective of an eastbound motorist. Presently, motorists traveling in the westbound direction on Hueneme Road have views of the existing urban areas. No views of the coastline are visible from this perspective. As the man-made lake would provide a separation of the proposed residential neighborhoods from Hueneme Road, the existing views of the Santa Monica Mountains to the east from the perspective of eastbound motorists and pedestrians would be preserved. There are no scenic vistas from the perspective of a westbound motorist traveling on Hueneme Road.</p>	<p>None required</p>	<p>Less than significant</p>
3.13 Aesthetics/ Visual Resources	<p>AES-3: Scenic Vista-Pleasant Valley Road. Pleasant Valley Road is also identified as a scenic roadway in the City's General Plan. Only a</p>	<p>None required</p>	<p>Less than significant</p>

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

Resource Area	Impact Summary	Mitigation Measure Summary	Residual Impact
3.13 Aesthetics/ Visual Resources	<p>small section of Pleasant Valley Road passes along the northwestern portion of the Specific Plan area. Because the eastward viewshed from Pleasant Valley Road is so limited and because the buildings within the Study Area will be set-back from the road, the potential impacts of project development on scenic vistas to the Santa Monica Mountains are considered less than significant</p> <p>AES-4: Scenic Vista-Olds Road. The landscaped buffer area/shelterbelt separating Olds Road from the high school will create a visual buffer that will prevent view obstruction of the distant mountain views to the north from the perspective of northbound motorists or pedestrians. The coastline to the south is obstructed from view by sand dunes to the south. Thus, there are no important scenic vistas from the vantage point adjacent to Olds Road facing the southerly direction, so the proposed development in the Northern Subarea would not impact scenic vistas.</p>	<p>None required</p>	<p>Less than significant</p>
3.13 Aesthetics/ Visual Resources	<p>AES-8: Scenic Highways. The closest State Scenic Highway to the Specific Plan area is Highway 1, which is located approximately two miles to the east of the Specific Plan Area. While views from Highway 1 would be slightly altered as the Specific Plan area would be developed with urban uses, the predominant visual features visible from the highway are the coastal areas to the south and agricultural lands and the Santa Monica Mountains to the east and northeast. Based on the distance of Highway 1 from the Specific Plan Area and the fact that no scenic vistas would be obstructed.</p>	<p>None required</p>	<p>Less than significant</p>
3.13 Aesthetics/ Visual Resources	<p>AES-10: Daytime Light and Glare. Development of the Ormond Beach Specific Plan would increase the amount of glare (indirect reflected light) generated in the immediate area during the daytime. Daytime sources of glare would primarily be generated by the activities of people, and the sun reflecting off glass windows of structures,</p>	<p>None required</p>	<p>Less than significant</p>

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Resource Area	Impact Summary		Mitigation Measure Summary	Residual Impact
3.13 Aesthetics/ Visual Resources	AES-11: Nighttime Light and Glare. The development of the Ormond Beach Specific Plan would also introduce new sources of nighttime light and glare. Nighttime sources of light would include vehicle headlights and lights used within buildings located throughout the project site.	automobiles, and trucks.	None required	Less than significant
3.6 Biology	BIO-3: Direct Impacts to Habitat and Vegetation, Waters of the U.S. The agricultural ditches will be replaced with bioswales that capture runoff from the proposed residential development into a lake that will connect with the Oxnard Industrial Drain. The lake and bioswales will be vegetated with native wetland species and include 12 acres of lake which would improve the habitat quality an increase the acreage of waters of the U.S. from 6.5 to 12 acres. This would be a beneficial impact.		None required	Beneficial

