

## EXECUTIVE SUMMARY

The Draft EIR was available for public review from December 5, 2008 through January 20, 2009. During this time, written comments were forwarded to:

Lead Agency: City of San Buenaventura  
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The Draft EIR and supporting documents were also available for review at the Planning Counter at 501 Poli Street, Ventura, CA 93002. During the public review period, ten written comment letters were received on the Draft EIR (DEIR). Those comment letters and responses to the comment letters are contained in Section 8.0 Addenda and Errata/ Responses to Comments. The Final EIR for the Parklands Specific Plan presents modifications to the DEIR text as a result of further informational clarifications. Changes to the EIR are documented in Section 8.0 Addenda and Errata/ Responses to Comments. Within Section 8.0, deletions are noted by ~~strikeout~~ and insertions by underline. Individual typographical corrections are not specifically called out. The main body of the remainder of this EIR shows the final language inclusive of changes without the strikeout and underline format.

This section summarizes the characteristics of the proposed Parklands Specific Plan, alternatives, environmental impacts associated with the specific plan, recommended mitigation measures, and the level of significance of impacts after mitigation.

## PROJECT SYNOPSIS

### Project Proponent

Westwood Communities Corporation  
1263 Westwood Boulevard, Suite 210  
Los Angeles, CA 90024

### Project Description

#### Project Characteristics

The proposed project consists of the Parklands Specific Plan (Specific Plan No. 6) to guide future development within the plan area. Development under the Parklands Specific Plan would include predominantly residential uses, with supporting infrastructure, green-space, community recreational space, and a small amount of service commercial development. Development potential under the specific plan includes up to 499 residential units, 25,000 square feet of commercial space, a 6, 560 square foot community center, 11.62 acres of parks and open space, and potential for live-work uses to be developed in lieu of condominiums.



Specific plan improvements are designed to reduce existing flooding impacts at the intersection of Blackburn Road with Wells Road and to facilitate extension of the Carlos Street extension through the plan area from Wells Road to Saticoy Avenue. Additional improvements to the surrounding circulation system include pedestrian and bicycle amenities along Telegraph Road and Wells Road.

### Project Objectives

The primary objective of the proposed Parklands Specific Plan is to create a financially viable traditional neighborhood that embodies the principles of New Urbanism through emphasizing the public realm, creating pedestrian friendly streets and blocks, and providing a diversity of uses and building types that will generate a distinct sense of neighborhood identity. Parklands is one of the first Traditional Neighborhood Development in the City of Ventura and is intended to bring together New Urbanist ideals, city planning, and livable spaces.

### Required Approvals

Implementation of the proposed Parklands Specific Plan would require the following discretionary approvals from the City and other agencies:

#### Required Discretionary City Approvals

- *Certification of the EIR*
- *Annexation, Case No. A-327 for the following three parcels totaling 54.36 acres*
  - *089-0-012-014 (21.11 acres)*
  - *089-0-012-016 (6.83 acres)*
  - *089-0-012-018 (26.42 acres)*
- *Specific Plan Approval, Case No. SP-6*
- *Zone Change for City designated parcels (R-1-7 to SP-6) and rezoning for County designated parcels (SP-6), Case No. Z-916*
- *General Plan Amendment ~~AO-227~~ MP-161 to amend Figures 3.5 and 4.3 of the General Plan to allow the segment of Wells Road between Telegraph Road and Carlos Street to be constructed as a collector in the short term, while retaining the future widening to arterials standards in the long term.*
- *Tentative Tract Map S-5632*
- *Design Review, Case No. ARB-2985*
- *Planned Development Permit, Case No. PD-861*

#### Discretionary Approvals Required from Other Agencies

- *Ventura County Local Agency Formation Commission - LAFCO approval of reorganization, including annexation to the City of Ventura for the following three parcels totaling 54.36 acres, with simultaneous detachment of the same area from the Ventura County Resource Conservation District and the Ventura County Fire Protection District*
  - *089-0-012-014 (21.11 acres)*
  - *089-0-012-016 (6.83 acres)*
  - *089-0-012-018 (26.42 acres)*



- *Ventura County Watershed Protection District approval of modifications to Brown Barranca*
- *Department of Fish and Game Streambed Alteration Agreement*
- *U.S. Army Corps of Engineers 404 permit*
- *Caltrans Encroachment Permit for any work in the SR 126 and SR 118 right-of-way*

## **ALTERNATIVES**

This EIR examines three alternatives, as described below.

- Alternative 1: No Project (no development - no change to existing land uses)
- Alternative 2: Existing General Plan/Zoning Alternative
- Alternative 3: Barranca Avoidance. This alternative would leave the barranca in its current state.

Each of the alternatives would be superior to the proposed project in at least one way. However, there are no project-generated impacts that cannot be mitigated to a level that is less than significant.

## **AREAS OF PUBLIC CONTROVERSY**

Areas of public controversy include the size of the development (499 units), modifications to Brown Barranca, and the change in land use. Comments raised subsequent to the notice of preparation include loss of agricultural resources, climate change analysis, construction emissions, carbon monoxide screening, cultural resources, increased runoff, flood protection, pedestrian and traffic circulation, and water supply. These issues are discussed in the initial study and in the EIR as appropriate. Table 1-1 in Section 1.0 *Introduction* lists these comments and the location where they were addressed.

## **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table ES-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. There are not Class I impacts associated with the proposed project. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than adopted significance thresholds. Class IV effects are those where there is no impact or the effect would be beneficial.

As noted in Table ES-1, all of the project generated impacts can be mitigated to a less than significant level through implementation of proposed policies and actions.



Class II, Significant but Mitigable, Impacts

- **Aesthetics** - The sound wall along the north side of SR 126 proposed as mitigation for noise impacts would partially obscure views to the north and would expose SR 126 travelers to the massing associated with an uninterrupted block wall. It would also contribute to a cumulative change to views along the SR 126 corridor. This impact can be mitigated to below a level of significance through incorporation of landscaping components into the sound wall design.
- **Air Quality** - Operational emissions of ROG and NOx from structures and vehicles would exceed Ventura County Air Pollution Control District thresholds. The impact can be mitigated through increasing energy efficiency 20% beyond Title 24 and through payment of fees to an air quality mitigation fund.
- **Wildlife Resources** - Temporary adverse effects on special status wildlife during and after construction if present due to vegetation removal, culverting of a portion of the barranca and the amount of time necessary for replacement vegetation to mature. This impact is mitigated through performance of pre-construction surveys for special status species including arroyo chub, southwestern pond turtle, two-striped garter snake, San Diego mountain kingsnake, and California red legged frog (none of which have been observed on any of the surveys) by a qualified biologist. Additional mitigation includes construction timing to avoid the breeding bird season and pre-construction surveys for nesting birds.
- **Wetlands** - Specific plan development would result in 1.63 acres of wetland impacts and replacement. This impact is mitigated by invasive plant removal and barranca restoration, wetland creation and maintenance.
- **Urban Impacts to Wildlife Habitat** - Development would introduce noise, lighting, and domestic animals adjacent to wildlife habitat and could increase the potential for erosion and sedimentation. This impact is mitigated through the installation of erosion control devices during and after construction, addition of split rail fencing along the top of bank, biological resource signage and installation of oil/grease traps and use of LID practices to cleanse water prior to discharging to the waterway.
- **Archaeological Resources** - though no archaeological resources were observed or are thought to be present based on the archaeological report that was prepared for the project, there is potential to find as yet undiscovered resources. This impact is mitigated through halting work in the vicinity and evaluation of any resources that would be inadvertently discovered. Adherence to health and safety code requirements would also be required if human remains are discovered.
- **Contaminated Soil Hazard** - pesticide contaminated soils pose a contact related health risk. This impact is mitigated through removal or sequestration beneath commercial structures or parking lots.



- **Asbestos Cement Hazard** – Asbestos cement pipe was discovered in one portion of the plan area and there is potential for dispersal of asbestos if the pipe and potentially other buried asbestos cement pipes are not properly disposed of. The impact is mitigated through proper disposal of the asbestos cement by certified abatement personnel.
- **Underground Storage Tank Hazard** – An underground storage tank was found in the plan area and poses a risk of upset. The impact is mitigable through removal pursuant to Ventura County Environmental Health Department regulations.
- **Floodplain Modification** – portions of the 100-year floodplain are within the plan area and modifications to Brown Barranca would change the 100-year floodplain boundary. The impact is mitigated through obtaining a letter of map revision (LOMR) from FEMA certifying the changed boundary to ensure that no residences are located within that redefined boundary.
- **Noise** – Proposed receptors along Blackburn Road, Wells Road and Telegraph Road will be exposed to noise that exceeds the allowable exterior level of 65 dBA. This impact is mitigated through building orientation, construction of a sound wall that shields exterior spaces and through construction techniques that will reduce interior noise levels to below the 45 dBA threshold. Onsite interior noise levels would be confirmed as below allowable levels prior to issuance of occupancy permits.

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

Impact	Mitigation Measures	Significance After Mitigation
<b>AESTHETICS</b>		
<b>Impact AES-1</b> Plan area development would alter the visual character of the plan area, but would not block views of ridgelines to the north of the plan area from SR 126. However, a freeway sound wall proposed in Section 4.8, Noise, would partially block views from the freeway and would potentially create a monolithic structure as viewed from the freeway. Impacts associated with the sound wall would be Class II, significant but mitigable.	<b>AES-1 Soundwall Aesthetics.</b> Views of the proposed sound wall abutting SR 126 shall be softened through installation of landscaping such as trees, shrubs and climbing vines, resulting in a variety of textures and colors. Prior to Final Map approval, the Design Review Committee shall review and approve landscaping and irrigation plans. Prior to occupancy of any dwelling unit within the plan area, the sound wall, landscaping and irrigation shall be installed.	Less than significant
<b>Impact AES-2</b> Development facilitated by the proposed specific plan would alter the visual character of the plan area by replacing existing agricultural land with residential and commercial uses. Although some individuals may view this change as adverse, the change for this area was envisioned in the Ventura General Plan and the proposed development would not create an aesthetically offensive condition. Thus, the impact to the plan area's visual character is considered Class III, less than significant.	None Necessary	Less than significant without mitigation



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<b>AIR QUALITY</b>		
<p><b>Impact AQ-1</b> Project construction would generate temporary air pollutant emissions of ozone precursors ROG and NOx, as well as fugitive dust (PM10). However, implementation of standard dust and emission control conditions would reduce impacts to a less than significant level per the VCAPCD guidelines. Therefore, construction-related air quality impacts would be Class III, less than significant.</p>	<p>None Necessary</p>	<p>Less than significant without mitigation</p>
<p><b>Impact AQ-2</b> Operational emissions of ROG and NOx would exceed VCAPCD thresholds. However, these impacts are mitigable with payment of Transportation Demand Management (TDM) fees. Therefore, the project would have a Class II, significant but mitigable, impact to regional air quality.</p>	<p><b>AQ-2 (a) Energy Efficiency.</b> The residential and commercial structures proposed for development under the Parklands Specific Plan shall be designed to increase energy efficiency 20% beyond Title 24 requirements to partially offset the operational emissions associated with daily operation of the proposed project following buildout. Proposed energy conservation measures shall be specified in individual building plans and shall be subject to review and approval by the Inspection Services Division.</p> <p><b>AQ-2(b) Air Quality Mitigation Fund.</b> The applicant shall contribute toward an air Quality Mitigation fund to be used to develop regional programs to offset air pollutant emissions associated with implementation of the Parklands Specific Plan. The total amount that would be contributed to this fund shall be calculated based upon the methodology described in Ordinance 93-37. Fees may be adjusted by the City over time if development totals or emission or cost factors change. The fund shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the fund include, but are not limited to, enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities.</p>	
<p><b>Impact AQ-3</b> Development under the specific plan would not result in LOS E or F at any study area intersections after mitigation. Therefore, impacts relating to CO hotspots would be Class III, less than significant.</p>	<p>None Necessary</p>	<p>Less than significant without mitigation</p>
<p><b>Impact AQ-4</b> The proposed project would not generate population growth beyond AQMP forecasts. Impacts relating to AQMP consistency would</p>	<p>None Necessary</p>	<p>Less than significant without mitigation</p>



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Impact	Mitigation Measures	Significance After Mitigation
therefore be Class III, less than significant.		
<b>BIOLOGICAL RESOURCES</b>		
<p><b>Impact BIO-1</b> Development under the Parklands Specific Plan could have temporary adverse effects on special status species, if present, during and after construction due to vegetation removal, culverting of a portion of the barranca and the amount of time necessary for replacement vegetation to mature. This is a Class II, significant but mitigable impact.</p>	<p><b>BIO-1(a) Pre-Construction Surveys.</b> A qualified biologist shall conduct pre-construction field surveys for arroyo chub, southwestern pond turtle, two-striped garter snake, San Diego mountain kingsnake, and California red legged frog. If observed, these species shall be relocated to suitable habitat areas up- or downstream of the project area.</p> <p><b>BIO-1(b) Construction Timing.</b> Work within 500 feet of Brown Barranca shall be planned to avoid the breeding bird season if feasible, which generally runs from March 1 to August 31, as early as February 1, for raptors. If avoidance of the breeding bird season is infeasible, BIO-1(c) shall be implemented.</p> <p><b>BIO-1(c) Nesting Bird Surveys.</b> If avoidance of the breeding bird season is not feasible, beginning 30 days prior to the disturbance of suitable nesting habitat, the project proponent should arrange for weekly bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted with emphasis on Cooper’s hawk, yellow warbler, yellow-breasted chat, Allen’s hummingbird, California horned lark and other riparian-dependent special-status bird species.</p> <p>The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31.</p> <p>Alternatively, the qualified biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest</p>	<p>Less than significant</p>



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	(within 500 feet of raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and the juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.	
<p><b>Impact BIO-2</b> Development facilitated by the specific plan would require the disturbance of 1.63 acres of riparian/wetland habitat. However, revegetation of riparian/wetland habitat that would result in no “net loss” of habitat. Impacts are Class II, significant but mitigable.</p>	<p><b>BIO-2(a) Invasive Plant Removal.</b> The applicant shall remove invasive or non-native plants from the Brown Barranca Preserve area, including (but not limited to) castor bean, German ivy, garden blackberry, free tobacco, garden nasturtium, and palm trees.</p> <p><b>BIO-2(b) Wetland Creation.</b> The applicant shall mitigate the removal of riparian vegetation (CDFG defined wetlands) at a minimum ratio of 1:1. The mitigation may be done on-site by increasing the area of the Brown Barranca preserve where feasible to eliminate landscape specimens and incorporate native riparian species between the bikepath/footpath and the preserve such that the total area of the preserve is increased by 0.27 acres or the applicant may mitigate off-site through in-kind mitigation banks within the same watershed subject to review and approval by the Planning Division or their designee.</p> <p><b>BIO-2(c) Barranca and Basin Maintenance Plan.</b> The applicant shall develop and implement a maintenance plan to assure that future maintenance of the detention basin, Brown Barranca and associated slopes for permanent erosion control measures, which will minimize adverse effects to vegetation and promote maturation of wetland vegetation such that a Corps defined wetland, is formed.</p>	Less than significant
<p><b>Impact BIO-3</b> Development of the plan area would place development in close proximity to sensitive biological resources. Development would introduce noise, lighting, domestic animals, and introduce potential erosion and sedimentation effects. This could potentially reduce the habitat quality for</p>	<p><b>BIO-3(a) Proper Erosion Control Device Installation.</b> The applicant shall install erosion control devices in areas that have the potential to drain to Brown Barranca throughout the construction duration and prior to vegetation establishment. These devices should include silt fencing, sandbags, straw wattles, and/or straw bales.</p>	Less than significant



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Impact	Mitigation Measures	Significance After Mitigation
sensitive vegetation and wildlife species and would be a Class II, significant but mitigable, impact.	<p><b>BIO-3(b) Split-Rail Fencing.</b> The applicant shall install aesthetic (split-rail) fencing between the proposed footpath and Brown Barranca to reduce disturbance of habitat.</p> <p><b>BIO-3(c) Biological Resource Signage.</b> The applicant shall provide signage and written materials to all property owners describing biological resources and prohibiting entry into the Brown Barranca Preserve.</p> <p><b>BIO-3(d) Oil/Grease Traps.</b> The applicant shall fit inlets of all storm drains with easily accessible trash excluders approved for use by the City and the Regional Water Quality Control Board. Low Impact Development (LID) principles established in the City's Municipal (MS4) Stormwater Permit shall be used to manage street runoff to meet stormwater quality objectives. Other than litter exclusion, stormwater quality objectives shall not be accomplished in the storm drain inlets. Rather, the objectives shall be accomplished through LID practices.</p>	
<b>CULTURAL RESOURCES</b>		
<p><b>Impact CR-1</b> The proposed project would not disturb any recorded cultural resources. However, site development has the potential to disturb as yet undetected cultural resources. This is a Class II, significant but mitigable, impact.</p>	<p><b>CR-1(a) Temporary Work Suspension if Resources Unearthed.</b> In the event that archaeological or paleontological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist or paleontologist as appropriate has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.</p> <p><b>CR-1(b) Human Remains Procedures.</b> If human remains are unearthed, State Health and Safety Code Section 7070.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</p>	Less than significant



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<b>HAZARDS and HAZARDOUS MATERIALS</b>		
<p><b>Impact HAZ-1</b> Soils within the plan area have been utilized for agricultural operations, contaminants pose potential health hazards to humans and the risk of upset. Impacts associated with development of the plan area would be Class II, significant but mitigable.</p>	<p><b>HAZ-1 Contaminated Soil.</b> Two areas of soil contamination necessitate either onsite sequestration, or offsite disposal or some combination of both as described below. These include soils in the following locations.</p> <p>1) The upper ½ foot of soil in the northwest quadrant of the plan area (see Figure 4.5-1) due to contamination with TDE, including the upper ½ foot of soils in the western part of the NW storage location (see Figure 4.5-1).</p> <p>2) The upper ½ foot of soils within a 10-foot radius of SS-220 (see Figure 4.5-2) due to contamination with TDE.</p> <p>Onsite Sequestration. The upper ½ foot of soil (or as recommended by the Ventura County Environmental Health Division) shall be removed from both locations, and shall be sequestered on-site in a manner approved by the Ventura County Environmental Health Division. Sequestration necessitates isolation from human and wildlife contact and would require that the soil be buried onsite at depths unlikely to be disrupted, or would require capping by pavement or asphalt. Areas suitable for capping might include beneath the parking garages, or beneath roadways. Onsite sequestration shall be conducted as directed by Ventura County Environmental Health.</p> <p>Offsite Disposal. The upper ½ foot of soil shall be removed from both areas and shall be transported off site and disposed of as hazardous waste at an approved facility in accordance with applicable rules and regulations.</p>	<p>Less than significant</p>
<p><b>Impact HAZ-2</b> Development facilitated by the proposed specific plan would require the removal of materials containing asbestos. Demolition or removal of these items could result in dispersal of this contaminant. This is a Class II, significant but mitigable, impact.</p>	<p><b>HAZ-2. Asbestos Cement.</b> Prior to any demolition or renovation, the identified asbestos cement piping located in the southern field area in a pile of agricultural debris (see Figure 4.5-1) and any other AC piping discovered during construction shall have the asbestos containing material removed according to proper abatement procedures recommended by the asbestos consultant and as required by the VCAPCD. All abatement activities shall be in compliance with California and Federal OSHA, and with the VCAPCD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos</p>	<p>Less than significant</p>



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Impact	Mitigation Measures	Significance After Mitigation
	abatement. All asbestos containing material removed from onsite shall be transported by a licensed to handle asbestos-containing materials and disposed of at a licensed receiving facility and under proper manifest.	
<p><b>Impact HAZ-3</b> An underground storage tank (UST) was found on the plan area. These would require removal pursuant to Ventura County Environmental Health Department regulations. Impacts associated with this UST would be Class II, significant but mitigable.</p>	<p><b>HAZ-3 Underground Storage Tank.</b> The underground storage tank (see OB-3 on Figure 4.5-2) shall be properly excavated and disposed of according to the guidelines of the Ventura County Fire Department and the Ventura County Environmental Health Division. These guidelines require the following:</p> <ol style="list-style-type: none"> <li>1) Preparation of an application for permanent closure available for download at <a href="http://www.ventura.org/rma/envhealth/programs/cupa/hzustpgm.htm">http://www.ventura.org/rma/envhealth/programs/cupa/hzustpgm.htm</a></li> <li>2) Excavation oversight by a Ventura County Environmental Health Division Inspector</li> <li>3) A permanent closure report submitted to the Ventura County Certified Unified Program Agency (CUPA) with copies of all receipts, manifests, transport documents, sample results, chain of custody, plot plans, and unauthorized release form (if necessary).</li> <li>4) Soil samples must be collected in approved containers for analysis pursuant to Environmental Protection Agency Method 5035 for hydrocarbon samples. Los Angeles Regional Water Quality Control Board</li> </ol>	Less than significant
<b>DRAINAGE AND FLOOD HAZARDS</b>		
<p><b>Impact HYD 1</b> Development under the Parklands Specific Plan would increase storm water flow from the plan area due to increased impervious surfaces. However, the project includes Low Impact Development (LID) stormwater treatment designs and a detention basin sized to ensure that post development flow rates to Brown Barranca do not exceed pre-development flow rates. The project would result in increased downstream velocities within an existing concrete channel; however, the velocity increases are confined to a concrete channel. Therefore, the impact relating to increased stormwater flows and channel velocities within Brown Barranca would be Class III, less than significant.</p>	None Necessary	Less than significant



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Impact	Mitigation Measures	Significance After Mitigation
<p><b>Impact HYD-2</b> Portions of the plan area are located within the 100- year flood plain. The specific plan includes improvements that would alleviate existing flooding within the plan area and would change the boundaries of the existing flood plain. This is a Class II, significant but mitigable, impact.</p>	<p><b>HYD-1 Letter of Map Revision.</b> Prior to issuance of building permits, a Letter of Map Revision (LOMR) from FEMA shall be obtained and the final development shall be sited to assure that no structures are placed within the redefined 100-year Flood Zone.</p>	<p>Less than significant</p>
<p><b>LAND USE and PLANNING</b></p>		
<p><b>Impact LU-1</b> The proposed Parklands Specific Plan implements policies and actions of the 2005 General Plan and provides development standards specific to the plan area that will supersede portions of the zoning ordinance. The Parklands Specific Plan would become the primary guidance document and would not conflict with other regulatory planning documents. This is a Class III, less than significant impact with respect to policy consistency.</p>	<p>None Necessary</p>	<p>Less than significant</p>
<p><b>Impact LU-2</b> The proposed Parklands Specific Plan would require a boundary reorganization with annexation of three parcels from the County to the City. Provided that the boundary reorganization/annexation is approved subsequent approvals could move forward. This is a Class III, less than significant impact with respect to land use policy conflicts.</p>	<p>None Necessary</p>	<p>Less than significant</p>
<p><b>Impact LU-3</b> The proposed Parklands Specific Plan was evaluated for consistency with applicable SCAG policies and could be considered consistent. Existing mitigation measures as summarized in Table ES-1 would reduce environmental impacts to a level that is less than significant. The proposed specific plan has a Class III, less than significant impact due to policy consistency.</p>	<p>None Necessary</p>	<p>Less than significant</p>
<p><b>NOISE</b></p>		
<p><b>Impact N-1</b> Construction activity associated with development of the specific plan would temporarily generate noise within and adjacent to the plan area. However, given that construction activity would be limited to between the hours of 7:00 AM and 8:00 PM, no violation of the City's Noise Ordinance is anticipated. Therefore, construction impacts are considered Class III, less</p>	<p>None Necessary</p>	<p>Less than significant</p>



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Impact	Mitigation Measures	Significance After Mitigation
than significant.		
<p><b>Impact N-2</b> Traffic generated by plan area development would increase noise levels along roadways in the vicinity of the project site. However, project-related traffic noise impacts along these roadways would be Class III, less than significant.</p>	None Necessary	Less than significant
<p><b>Impact N-3</b> Both existing onsite noise levels and projected noise levels opposite SR 126 within the plan area exceed the City’s “normally acceptable” community noise exposure standards. Since development facilitated by the proposed specific plan would place residential uses in an area where noise levels exceed the City’s “normally acceptable” community noise exposure standards, impacts would be Class II, significant but mitigable.</p>	<p><b>N-3(a) Sound Wall.</b> Prior to grading permit issuance, the applicant shall incorporate a sound wall along the southeastern boundary of the plan area as indicated on Figure 4.8-2 (Figure 3 of the Barrier Analysis, Rincon Consultants, 2008), or some combination of walls as also indicated on Figures 1 and 2 of the Barrier Analysis (see Appendix G). Construction material, height, and location shall be sufficient, at a minimum, to intercept the freight truck line of sight on SR 126. Adequate wall height and placement shall be determined by the Planning Manager in consideration of the following parameters: (1) CMU wall height, material, and location consistent with Caltrans sound walls within the City; (2) proposed building pad elevations in relation to SR 126; and (3) vertical distance between CMU wall height and lowest roof eave and window.</p> <p><b>N-3(b) Lot 132.</b> The residence and garage at this location shall be linked with a solid block wall and oriented, such that the exterior usable space is buffered from noise generated along Wells Road.</p> <p><b>N-3(c) Interior Noise Attenuation.</b> Plans submitted to the Inspection Services Division for purposes of obtaining building permits shall illustrate that residences fronting Telegraph Road, Wells Road, and Blackburn Road/SR 126 shall ultimately be constructed to include the following:</p> <ul style="list-style-type: none"> <li>a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 40;</li> <li>b) Windows facing the street on multiple-family structures shall be minimized and non-opening.</li> <li>c) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 50;</li> </ul>	Less than significant



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	d) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and e) All exterior doors and windows shall be installed with proper weather stripping. f) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas; g) Northernmost homes shall not have courtyard access doors facing Telegraph Road.	
<b>TRAFFIC and CIRCULATION</b>		
<b>Impact T-1</b> Development facilitated by the proposed specific plan would increase traffic levels on the local circulation system. However, all studied intersections would operate at LOS C or better. Therefore, impacts are Class III, less than significant.	None Necessary	Less than significant
<b>Impact T-2</b> Under project plus future year (2025) conditions, impacts would not cause levels of service to decline below acceptable levels at any of the study area intersections. Impacts would be Class III, less than significant.	None Necessary	Less than significant
<b>Impact T-3</b> The proposed specific plan will create new intersections and result in development of new roadways. No specific thresholds would be exceeded; however, recommendations to improve access are included. This is a Class III, less than significant impact.	None Necessary because significant hazards would not occur; however, the following recommendations were made to improve circulation. <ul style="list-style-type: none"> <li>• It is recommended that the full access driveway proposed on Wells Road approximately 500 feet south of Telegraph Road be modified to accommodate turning and parking movements. These modifications should include provision of additional throat length and reconfiguration of the parking area directly west of the driveway connection to Wells Road.</li> <li>• It is recommended that frontage improvements at the Wells Road/Carlos Street intersection include modification of the existing raised median on Wells Road to accommodate a northbound left-turn bay, which should contain 100 feet of vehicle storage and a 60 foot taper.</li> <li>• It is recommended that the eastbound approach (project parkway) of the Wells Road/Citrus Drive intersection retain its current lane geometry (a shared left-turn/through and a right-turn lane), which</li> </ul>	Less than significant



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

Impact	Mitigation Measures	Significance After Mitigation
	<p>would provide better operations and reduce queue lengths compared to the proposed one-lane approach. This would require that the median on the parkway be modified to provide sufficient width for two lanes on the eastbound approach, or that the approach be widened.</p> <ul style="list-style-type: none"> <li>• It is recommended that the median on Wells Road south of the Wells Road/Citrus Drive intersection be reconstructed to provide a minimum of 160 feet of storage in the northbound left-turn bay to avoid vehicles blocking through traffic on Wells Road.</li> <li>• It is recommended that the two-lane divided parkway in the plan area be designed to accommodate a California Design Vehicle (WB 40 semi-truck). The secondary roadways should be designed to accommodate trash trucks and emergency vehicles.</li> </ul>	
<p><b>Impact T-4</b> Three of the study area intersections are contained in the County's Congestion Management Plan (CMP). Added project traffic would result in intersection levels of service to operate at LOS C or better. Therefore, impacts are Class III, less than significant.</p>	<p>None Necessary</p>	<p>Less than significant</p>
<p><b>Impact T-5</b> The proposed specific plan would result in additional traffic on SR 126 in the vicinity of the plan area. However, project generated and cumulative traffic increases would not result in a level of service below C, and mainline freeway operations would continue to operate smoothly. This is a Class III, less than significant impact.</p>	<p>None Necessary</p>	<p>Less than significant</p>
<p><b>Impact T-6</b> The project would introduce reduced parking requirements for the specific plan in certain cases. Provided that the specific plan is approved, parking supply would be developed according to the Development Code and adverse effects relating to parking supply would be Class III, less than significant.</p>	<p>None Necessary</p>	<p>Less than significant</p>



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