

Hueneme Road Widening Project

SCH# 2023080368

Draft Environmental Impact Report



Prepared for:

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ACRONYMS AND ABBREVIATIONS

General Plan	County of Ventura General Plan
AB	Assembly Bill
ADI	Area of Direct Impact
ADL	Aerially Deposited Lead
AGR	Agriculture
APE	Area of Potential Effects
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
AST	Aboveground Storage Tank
ATP	Ventura County Active Transportation Plan
ASTM	American Society of Test Materials
basin	Santa Clara River Valley Groundwater Basin
Basin Plan	Water Quality Control Plan
BIOL	Preservation of Biological Habitats
BIOS	Biogeographic Information and Observation System
BMP	Best Management Practices
BRA	Biological Resources Assessment
BSA	Biological Study Area
BTU	British Thermal Units
CA	California
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation

CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERFLA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CEQA Guidelines	Guidelines for the Implementation of CEQA
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH ₄	Methane
CHRIS	California Historical Resources Information System
CHWCA	California Hazardous Waste Control Act
CLG	Certified Local Government
CMP	Congestion Management Program
CMWD	Calleguas Municipal Water District
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalents
COLD	Cold Freshwater Habitat
COMM	Commercial and Sport Fishing
County	Ventura County Department of Public Works
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CTC	California Transportation Commission
CTP	Ventura County Comprehensive Transportation Plan
CUPA	Certified Unified Program Agency
CWA	Clean Water Act

dBA	Decibels
EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmentally Sensitive Area
EST	Estuarine Habitat
°F	Fahrenheit
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FRSH	Freshwater Habitat
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GWP	Global Warming Potential
GWR	Groundwater Recharge
H ₂ S	Hydrogen Sulfide
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
HRER	Historic Resources Evaluation Report
HSC	California Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments
IND	Industrial Supply
IPaC	Information for Planning and Conservation
ISA	Initial Site Assessment
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IWMD	Integrated Waste Management Division
LUST	Leaking Underground Storage Tank
MAR	Marine Habitat

MBTA	Migratory Bird Treaty Act
MIGR	Migration of Aquatic Organisms
MLD	Most Likely Descendent
MTCO _{2e}	Metric Tons of Carbon Dioxide Equivalents
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MUN	Domestic and Municipal Supply
N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHA	Native American Heritage Act
NAHC	Native American Heritage Commission
NAV	Navigation
NBVC	Naval Base Ventura County
NCP	National Contingency Plan
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO ₂	Nitrogen Dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	Ozone
OHP	Office of Historic Preservation
OVMWD	Ocean View Municipal Water District
OHWM	Ordinary High Water Mark
OSHA	Occupational Health and Safety Act
Pb	Lead

PCB	Polychlorinated Biphenyls
PFC	Perfluorocarbons
PM	Particulate Matter
PM _{2.5}	Particles of 2.5 micrometers or smaller
PM ₁₀	Particles of 10 micrometers or smaller
PRC	California Public Resources Code
PROC	Industrial Process Supply
QPE	Qualifying Precipitation Events
RARE	Rare, Threatened, Or Endangered Species
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
RL	Risk Level
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCAB	South Central Coast Air Basin
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SF ₆	Sulfur Hexafluoride
SHELL	Shellfish Harvesting
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
SIP	State Implementation Plan
SLCP Strategy	Short-Lived Climate Pollutant Reduction Strategy

SMARTS	Stormwater Multiple Applicant and Report Tracking System
SO ₂	Sulfur Dioxide
SPCC	Spill, Prevention, Control, and Countermeasure
SPWN	Spawning, Reproduction, and/or Early Development
SRA	State Responsibility Area
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TEA-21	Transportation Equity Act for the 21st Century
TCE	Temporary Construction Easement
TSCA	Toxic Substances Control Act
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
USACE	United State Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
U.S.	United States
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
UWCD	United Water Conservation District
VCAPCD	Ventura County Air Pollution Control District
VCAQMP	Ventura County Air Quality Management Plan
VCBMP	Ventura Countywide Bicycle Master Plan
VCEHD	Ventura County Environmental Health Division
VCTC	Ventura County Transportation Commission
VCTM	Ventura County Transportation Model
VCWPD	Ventura County Watershed Protection District
VMT	Vehicle Miles Traveled
WARM	Warm Freshwater Habitat

WET	Wetland Habitat
WDR	Waste Discharge Requirements
WILD	Wildlife Habitat

EXECUTIVE SUMMARY

The Executive Summary provides the reader with a clear and simple description of the project and its potential environmental impacts. Section 15123 of the California Environmental Quality Act (CEQA) Guidelines require that the summary identify each significant impact, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. The County of Ventura (County) is the Lead Agency pursuant to CEQA, and the California Department of Transportation (Caltrans) is the Lead Agency pursuant to the National Environmental Policy Act (NEPA). The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. Finally, the summary is required to identify issues to be resolved including the choice among alternatives and whether or how to mitigate the significant impacts. This section focuses on the major areas of the project that are important to decision-makers.

Introduction

As required by CEQA, when a state or local agency determines that there is substantial evidence that a project may have a significant impact on the environment, the agency must prepare an Environmental Impact Report (EIR) before a decision is made to approve or deny the project. After a preliminary assessment of the Hueneme Road Widening Project (project), the County determined that there is substantial evidence that the project may have a significant impact on the environment; therefore, the preparation of an EIR is required.

This EIR is intended to provide public agencies and the public with information about 1) existing environmental conditions; 2) the environmental impacts of the project; 3) identification of ways in which significant impacts of the project might be minimized; and 4) alternatives to the project that would lessen or avoid those impacts identified as significant. The County will consider the information in this EIR in their evaluation of the project.

Overview of the Project

Caltrans, as assigned by the Federal Highway Administration (FHWA), in cooperation with the County, proposes to widen Hueneme Road from two lanes (one lane in each direction) to four 12-foot through lanes (two in the eastbound direction and two in the westbound direction). Additionally, construction would include a 14-foot paved median, two 6-foot bike lanes on either side of the roadway with a 2-foot buffer between the bicycle lanes and the traffic lanes, and two 4-foot shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue (project area). All existing left-turn lanes would be retained as part of the project. The total width of the new roadway would vary between 63 to 72 feet. The widened roadway would taper to the existing configuration approximately 1,200 feet east of Rice Avenue. Caltrans, as assigned by the FHWA, is the lead agency under NEPA. The County is the lead agency under CEQA.

The existing centerline of the road would be shifted as part of the roadway widening. Construction of the widened roadway would require a maximum ground disturbance of approximately 12 to 14 inches in depth to install the new roadbed. Widening of the roadway would result in approximately

339,000 square feet of increased impervious surface area. The surface runoff resulting from increased impervious surface would sheet flow towards existing and relocated roadside drainages, which matches the existing condition. It is anticipated that the existing drainage ditch on the north side of the roadway would be shifted north to accommodate the road widening. The limits of the relocated ditch would not extend beyond the new County right-of-way (ROW) line. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. The project may also include minor work related to 23 driveways located within the project area. Six wells would be impacted and may be relocated. In addition, 329 eucalyptus trees would be removed as part of the project. No heritage trees would be removed.

The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties. Additionally, project construction would require 7.4 acres of temporary construction easements (TCE). The roadway widening would require structure removal or minor relocation on three adjacent parcels. These include one produce stand, a portion of a plant nursery, one garage, and an outside storage area.

Areas of Controversy

The State's *Guidelines for the Implementation of CEQA* (CEQA Guidelines) Section 15123(b) requires that a summary section include a description of areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant impacts.

A Notice of Preparation (NOP) and Initial Study (IS) were prepared and circulated for the project on August 14, 2023, for a 30-day public review period (see **Appendix A**); three comments were received during circulation of the document (see **Appendix B**), and a summary of the comments are provided below. All environmental topic areas were included in the NOP/IS that was circulated to the public and any topic area where a potential impact was identified is evaluated in Section 3.0, Environmental Impacts Analysis. Potential areas of controversy may include the following:

Cultural and Tribal Resources

- Compliance with Assembly Bill (AB) 52 (see Section 3.12).
- Several potential cultural heritage sites are located within proximity to the project area. These were previously evaluated in December 2014 (see Section 3.6).
- Since the most recent survey, additional properties near the project area may have reached 50 years of age and require additional evaluation (see Section 3.6).

Transportation

- Safety concerns related to construction vehicle trips and the use of oversized vehicles on Caltrans ROW (see Section 3.11).

Meetings were held with adjacent property owners during the week of March 10, 2024, and in subsequent weeks as necessary. None of the property owners expressed opposition to the

project. In addition, a public information meeting was held on April 15, 2025. AB 52 outreach was completed, and responses were received from the Barbareño/Ventureño Band of Mission Indians, Coastal Band of the Chumash Nation, Fernandeno Tataviam Band of Mission Indians, Gabrieleno/Tongva San Gabriel Band of Mission Indians, and Northern Chumash Tribal Council. The Coastal Band of the Chumash Nation requested Native American Monitoring during all ground-disturbing activities associated with the drainage ditch relocation on the north side of Hueneme Road, the Southern California Edison (SCE) power pole relocations, and any scraping/grubbing required to prepare the project area.

Project Alternatives

In accordance with CEQA Guidelines Section 15126.6(b), an EIR must describe a reasonable range of alternatives to a project, or the location of a project, that could attain most of the project's basic objectives while avoiding or substantially lessening any of the significant environmental effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. CEQA states that an EIR should not consider alternatives "whose effects cannot be ascertained and whose implementation is remote and speculative".

The project alternatives were evaluated in the Draft Project Report dated July 29, 2021. Three build alternatives were considered and two were eliminated due to greater impacts on adjacent parcels and utilities. The potential impacts of the following alternatives are analyzed in detail in Chapter 4 of this EIR:

- No-Build Alternative
- Alternative 1: Widening on Both Sides
- Alternative 2: Widening on One Side
- Alternative 3: Hybrid

Summary of Impacts and Mitigation Measures

Table ES-1 presents a summary of the impacts of the project, proposed mitigation measures, and each impact's level of significance after mitigation. The environmental impacts are identified as "Significant," "Potentially Significant", "Less than Significant", or "No Impact". According to CEQA Guidelines Section 15382, a significant impact is "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project." CEQA Guidelines Section 15126.4(a)(1) also states that an EIR "shall describe feasible measures which could minimize significant adverse impacts."

Table ES-1. Summary of Impacts and Mitigation Measures

Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<i>Agriculture and Forestry Resources</i>			
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant	MM-AGR-1	Less than Significant
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less than Significant	None Required	N/A
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact	None Required	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	None Required	N/A
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Less than Significant	None Required	N/A
<i>Air Quality</i>			
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	None Required	N/A
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant	None Required	N/A
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact	None Required	N/A
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	None Required	N/A

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Biological Resources			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant	None Required	N/A
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant	None Required	N/A
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant	None Required	N/A
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact	None Required	N/A
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	None Required	N/A
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	None Required	N/A
Cultural Resources			
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	No Impact	None Required	N/A
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant	None Required	N/A
c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant	None Required	N/A

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Greenhouse Gas Emissions			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	None Required	N/A
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	None Required	N/A
Hazards and Hazardous Materials			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	None Required	N/A
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant	None Required	Less than Significant
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant	None Required	N/A
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant	None Required	Less than Significant
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	None Required	N/A
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	None Required	N/A
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	None Required	N/A
Hydrology and Water Quality			
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant	None Required	N/A

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	None Required	N/A
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?	i. Less than Significant ii. Less than Significant iii. Less than Significant iv. No Impact	None Required	N/A
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	None Required	N/A
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	None Required	N/A
Noise			
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant	None Required	N/A
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	None Required	N/A
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	None Required	N/A

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Transportation			
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant	None Required	N/A
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Less than Significant	None Required	N/A
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	None Required	N/A
d) Result in inadequate emergency access?	Less than Significant	None Required	N/A
Tribal Cultural Resources			
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	i. Less than Significant ii. Less than Significant	None Required	N/A

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Impact	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
Utilities and Service Systems			
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant	None Required	N/A
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	None Required	N/A
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact	None Required	N/A
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact	None Required	N/A
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact	None Required	N/A
Mandatory Findings of Significance			
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant	None Required	N/A
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less than Significant	None Required	N/A
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than Significant	None Required	N/A

Significant Impacts

As discussed in Chapter 3, Environmental Impact Analysis, and as summarized in **Table ES-1**, impacts would not be significant or potentially significant for any topic areas. Impacts related to the resources listed below would be reduced to a less than significant level if the mitigation measures proposed in this EIR are implemented:

- Agriculture and Forestry Resources

Impacts related to the following areas would be less than significant, and no mitigation measures would be required for the project:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

The project would result in no impact to the following areas, and no mitigation measures would be required:

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Geology and Soils
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Wildfire

Significant and Unavoidable Impacts

CEQA requires that an EIR identify any significant environmental effects that cannot be avoided if a project is implemented. All impacts identified for the project would be less than significant as discussed throughout Chapter 3. Therefore, no significant and unavoidable impacts would result from the project, and a Statement of Overriding Considerations is not required.

How to Comment on this Draft EIR

This Draft EIR is considered a draft under CEQA because it must have the opportunity to be reviewed and commented on by public agencies, organizations, and individuals before being finalized. This document is being distributed for a 45-day public review and comment period. Hard copies of the Draft EIR are available for review at 800 South Victoria Avenue, #L1620, Ventura, CA 93009. Electronic copies of the Draft EIR are available for review online at

Executive Summary

<https://publicworks.venturacounty.gov/2025/09/04/environmental-impact-report-hueneme-widening/>.

The 45-day public review period for this draft EIR is from 10/1/2025 to 11/14/2025. Written comments should be submitted during this review period to:

Matt Hespenheide, Engineering Manager
Ventura County Department of Public Works
800 South Victoria Avenue, #L1620
Ventura, CA 93009

Email: Matt.Hespenheide@venturacounty.gov

1.0 INTRODUCTION

Although not required by CEQA, this introduction is included to provide the reader with general information regarding 1) the background of the project; 2) an introduction to the CEQA Guidelines; 3) the roles of Lead and Responsible Agencies; 4) information about the project proponent; 5) the purpose of an EIR; 6) standards for EIR adequacy; and 7) an introduction to the EIR process.

1.1 Purpose of EIR

The County has prepared this EIR in accordance with the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000 et seq.). This EIR is an informational document required by CEQA that addresses the potential environmental effects of the project. The EIR is intended to provide public agencies and the public with information about 1) existing environmental conditions; 2) the environmental impact(s) of the project; 3) identification of ways in which significant impacts of the project might be minimized; and 4) alternatives to the project that would reduce or avoid those impacts identified as significant. This EIR is an important document that will be used by decision-makers when considering whether or not to approve, modify, or deny the project.

The County will consider the information in this EIR in their evaluation of the project. The findings and conclusions of this EIR regarding environmental impacts do not affect the County's discretion to approve, deny, or modify the project, but instead are presented as information to aid the decision-making process.

1.2 Project Overview

According to the Ventura County General Plan (General Plan), Hueneme Road is identified as an Other Principal Arterial and Major Collector and a City of Port Hueneme and City of Oxnard Commercial Vehicle Route within the project area (Ventura County, 2020). Between Edison Drive and Rice Avenue, Hueneme Road includes two vehicle travel lanes, one in the eastbound direction and one in the westbound direction.

At the western terminus of the project, Hueneme Road intersects with Edison Drive; the current configuration includes four vehicle travel lanes on Hueneme Road west of Edison Drive, two vehicle travel lanes on Hueneme Road east of Edison Drive, and two vehicle travel lanes on Edison Drive to the north and south of Hueneme Road. Hueneme Road west of Edison Drive includes a raised median and bicycle lanes in each direction. There are dedicated left-turn lanes in each direction at the intersection of Hueneme Road and Edison Drive. At the eastern terminus of the project, Hueneme Road intersects with Rice Avenue, creating a "T" intersection, where Rice Avenue dead-ends at Hueneme Road and the existing through lanes become a left-turn lane. There is a free right-turn lane from Rice Avenue to westbound Hueneme Road, and a free right-turn lane on Hueneme Road onto northbound Rice Avenue. The current configuration includes four vehicle travel lanes on Rice Avenue, north of the "T" intersection, two vehicle travel lanes on Hueneme Road west of Rice Avenue, and two vehicle travel lanes of Hueneme Road east of Rice Avenue.

There is an existing non-contiguous drainage ditch on the north side of Hueneme Road that is approximately four feet deep. There are several utility poles on the north and south sides of the roadway. There are several rows of eucalyptus trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings on parcels adjacent to the project area. According to the General Plan, adjacent land uses consist of Agriculture, Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential. According to the California Department of Conservation (CDOC) has identified Prime Farmland, Farmland of Statewide Importance, and Urban and Built-Up Land. The project is listed in the Southern California Association of Governments (SCAG) 2025 Federal Transportation Improvement Program (FTIP) for the fiscal years 2025/2026.

1.3 CEQA Process

1.3.1 Notice of Preparation/Initial Study

An NOP, along with an attached IS, was circulated for the project on August 14, 2023, for a 30-day public review period. The IS noted that the project may have a significant impact on the environment and that an EIR would be prepared (see **Appendix A**). The NOP/IS was sent to individuals, local interest groups, adjacent property owners, and agencies that have jurisdiction over or interest in environmental resources or conditions in the project area. The purpose of the NOP/IS was to allow interested parties or individuals to relay their concerns and comments on the scope and content of this EIR.

Three comment letters were received in response to the NOP/IS. Comment letters were received from the Native American Heritage Commission, Caltrans, and the Ventura County Planning Division (see **Appendix B**). The IS identified the following environmental topic areas that should be addressed in the EIR, following additional and focused technical analysis:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

The project would not result in significant impacts on Aesthetics, Agriculture and Forestry Resources, Energy, Geology and Soils, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, or Wildfire. A detailed analysis of these topics is not included in this EIR but are briefly discussed in Section 3.1, *Impacts Found Not to Be Significant*.

1.3.2 Lead, Responsible, and Trustee Agencies

The CEQA Guidelines define lead, responsible, and trustee agencies. The County is the lead agency for the project, because it holds principal responsibility for approving the project. A

responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The California Transportation Commission (CTC) and SCE are responsible agencies for the project. A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by the project. The California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB) are trustee agencies for the project.

1.3.3 Draft EIR

Impact Analysis

This EIR analyzes significant impacts that could result from the project. CEQA requires that the EIR only address significant environmental effects. A “significant impact” is defined by Section 15382 of the CEQA Guidelines as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” The impact significance thresholds for each environmental resource area in this EIR are based on CEQA Guidelines Appendix G, Environmental Checklist Form. Where significant impacts are identified, feasible mitigation measures are recommended to reduce, eliminate, or avoid the significant impacts. This Draft EIR also identifies which significant impacts are unavoidable despite mitigation.

Section 15382 of the CEQA Guidelines also states that “an economic or social change by itself shall not be considered a significant impact on the environment but may be considered in determining whether the physical change is significant.” Therefore, this EIR does not treat economic or social effects of the project as standalone significant impacts.

Public Review

This EIR is considered a draft under CEQA because it must be reviewed and commented upon by public agencies, organizations, and individuals before being finalized. This document is being distributed for a 45-day public review and comment period. Hard copies of the Draft EIR are available for review at 800 South Victoria Avenue, #L1620, Ventura, CA 93009.

Electronic copies of the Draft EIR are available for review online at <https://publicworks.venturacounty.gov/2025/09/04/environmental-impact-report-hueneme-widening/>.

The 45-day public review period for this draft EIR is from 10/1/2025 to 11/14/2025.

Written comments should be submitted during this review period to:

Matt Hespenheide, Engineering Manager
Ventura County Department of Public Works
800 South Victoria Avenue, #L1620
Ventura, CA 93009
Email: Matt.Hespenheide@venturacounty.gov

1.3.4 Final EIR and Project Approval

Following completion of the public review period, the County will prepare responses to comments received on the Draft EIR, which will be included in the Final EIR. The Final EIR may also contain additional information about the project's potential impacts and minor corrections or modifications to the Draft EIR.

The identification of significant impacts in the EIR does not prevent a Lead Agency from approving a project. Consistent with Section 15093 of the CEQA Guidelines, a project may be approved if the Lead Agency determines that impacts cannot be feasibly mitigated below a level of significance, but that there are important, overriding considerations, such as social and economic benefits, which are sufficient to justify approval of the project. If the benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." The Lead Agency must prepare a Statement of Overriding Considerations that includes the specific reasons to support the Lead Agency's action based on the EIR and/or other information in the record. The Statement of Overriding Considerations must be included in administrative record and in the Notice of Determination that is filed after the agency decides to approve the project.

1.4 Report Organization

This EIR is organized into the following chapters:

- *Executive Summary*: A summary of the project description and the results of the environmental impact analysis, including potential impacts and mitigation measures.
- *Chapter 1, Introduction*: An introduction to the project background, CEQA Guidelines, purpose of an EIR, roles of Lead and Responsible Agencies, intended use of the EIR, and EIR process.
- *Chapter 2: Project Description*: A description of the project, location, and setting; identification of alternatives to the project, approvals and permits; and documents incorporated by reference.
- *Chapter 3: Environmental Impact Analysis*: A discussion of impacts not found to be significant or potentially significant, areas of concern or controversy, and an impact analysis for each environmental issue, including a description of existing environmental conditions, a discussion of the significant environmental effects of the project, and mitigation measures for reducing these effects.
- *Chapter 4, Other CEQA Considerations*: An analysis of other issues mandated by CEQA, including an evaluation of cumulative impacts, project alternatives, long-term implications of the project, and energy conservation.
- *Chapter 5, Comments and Coordination*: Comments received on the project and coordination with the public and government agencies.
- *Chapter 6, References*: Information sources and persons consulted during the environmental analysis process, and a list of EIR preparers.

2.0 PROJECT DESCRIPTION

The purpose of the project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. Section 15124 of the CEQA Guidelines requires that the a complete project description contain the following information: 1) a precise location and boundaries of the project; 2) a statement of project objectives; 3) a general description of the project's technical, economic, and environmental characteristics; and 4) a statement briefly describing the intended uses of the EIR, including a list of agencies that are expected to use the EIR in their decision-making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

2.1 Project Site Location and Description

According to the General Plan, Hueneme Road is identified as an Other Principal Arterial and Major Collector and a city of Port Hueneme and city of Oxnard Commercial Vehicle Route within the project area (Ventura County, 2020). Between Edison Drive and Rice Avenue, Hueneme Road includes two vehicle travel lanes, one in the eastbound direction and one in the westbound direction. At the western terminus of the project, Hueneme Road intersects with Edison Drive; the current configuration includes four vehicle travel lanes on Hueneme Road west of Edison Drive, two vehicle travel lanes on Hueneme Road east of Edison Drive, and two vehicle travel lanes on Edison Drive to the north and south of Hueneme Road (see **Figure 2.1-1** and **Figure 2.1-2**).

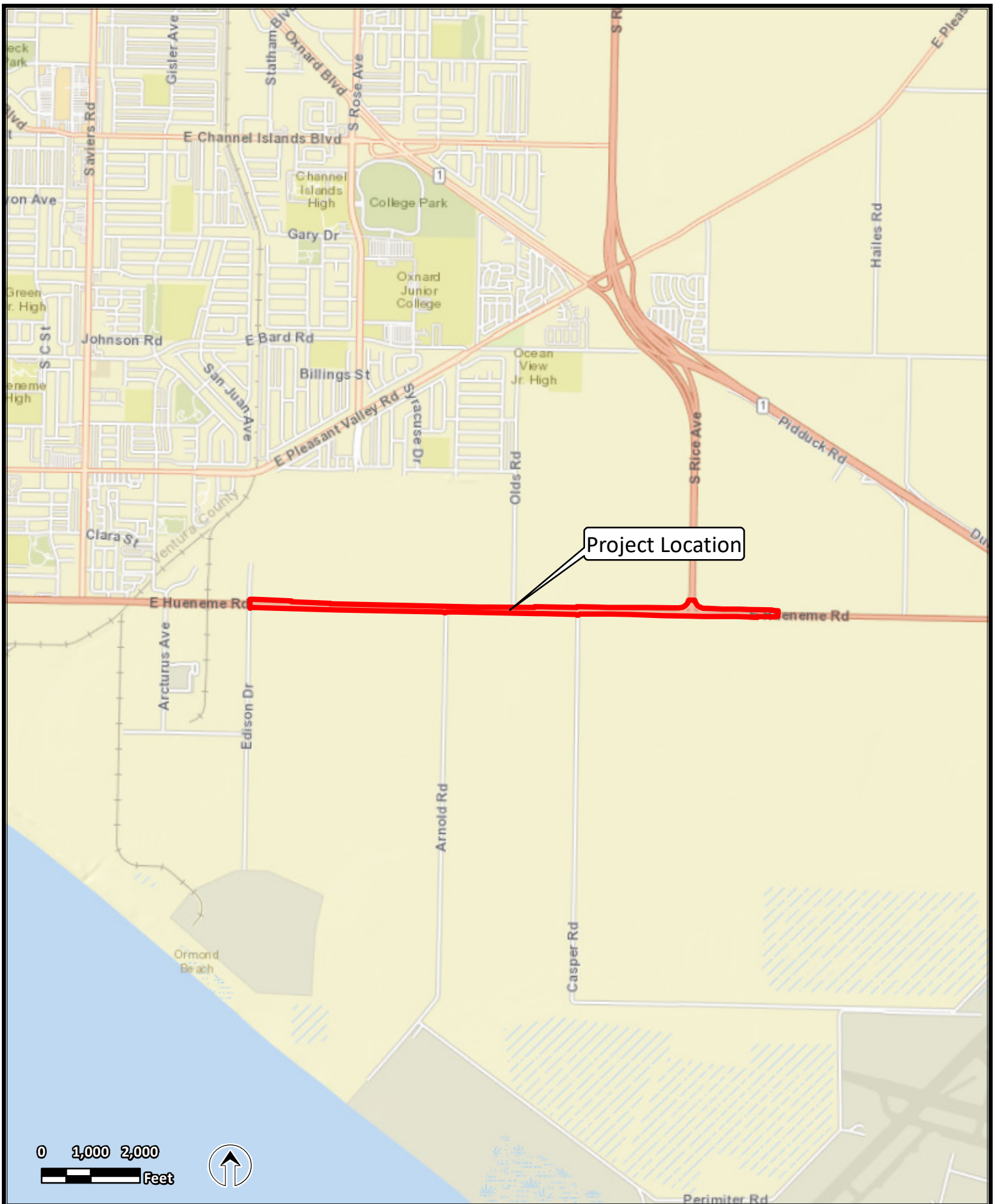
There are dedicated left-turn lanes in each direction at the intersection of Hueneme Road and Edison Drive. At the eastern terminus of the project, Hueneme Road intersects with Rice Avenue, creating a "T" intersection, where Rice Avenue dead-ends at Hueneme Road and the existing through lanes turn into left- and right-turn lanes. The current configuration includes four vehicle travel lanes on Rice Avenue, north of the "T" intersection, two vehicle travel lanes on Hueneme Road west of Rice Avenue, and two vehicle travel lanes of Hueneme Road east of Rice Avenue. There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. There is an existing non-contiguous drainage ditch located on the north side of Hueneme Road that is approximately four feet deep. In the project area, stormwater generally sheet flows from north to south. There are 11 drainage features located in the project area, as well as a cattail marsh.

There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. According to the General Plan, adjacent land uses consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential (see **Figure 2.1-3**). The CDOC has identified Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land in and adjacent to the project area (California Department of Conservation, 2022).



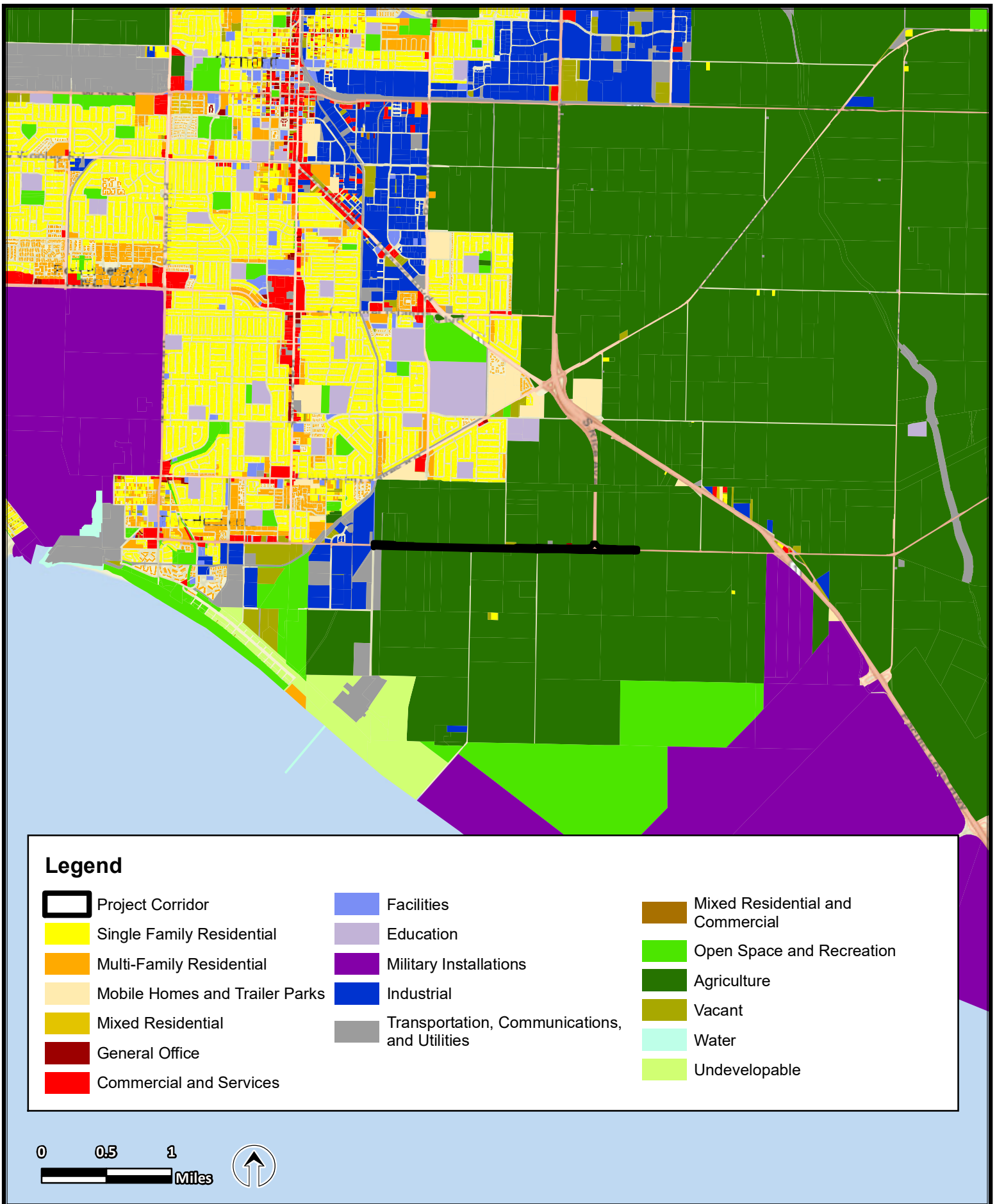
Sources: ESRI 2022.

**FIGURE 2.1-1. REGIONAL LOCATION MAP
Hueneme Road Widening Project**



Sources: ESRI 2022.

FIGURE 2.1-2. PROJECT LOCATION MAP
Hueneme Road Widening Project



Sources: SCAG 2019; ESRI 2022.

FIGURE 2.1-3. LAND USE MAP
Hueneme Road Widening Project

2.2 Project Background

A Traffic Engineering Performance Assessment was performed to develop the purpose and need of the project. In addition, Hueneme Road has been identified in past and recent regional transportation plans and studies as a candidate for road widening. In 2005, Ventura County's Subsequent EIR for Focused General Plan Update amended the Public Facilities map to reflect the road widening of the Regional Road Network to accommodate projected traffic flows for the year 2020, including along Hueneme Road. In addition, the 2009 Ventura County Congestion Management Plan identified roadway improvements which included widening Hueneme Road from Oxnard City limits to Rice Avenue. The General Plan also includes the County's plan for Transportation and Mobility and identifies Hueneme Road as "approaching unstable flow with tolerable operating speeds subject to considerable and sudden variation, little freedom to maneuver and with major delays at signals."

In 2007, the Ventura County Transportation Commission (VCTC) adopted the Ventura Countywide Bicycle Master Plan (VCBMP) to establish a planning document providing recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. The plan includes Class II Bicycle Lanes on Hueneme Road. In addition, The County's Comprehensive Transportation Plan (CTP), adopted in 2013, identified the need for pedestrian and bike facility improvements in the County, including Hueneme Road, and funding. The CTP found that the bike and pedestrian infrastructure was relatively well developed within the cities but not well connected across jurisdictional boundaries, like Hueneme Road. In 2017, VCTC released Ventura County Bicycle Wayfinding Plan to identify regional bicycle routes, inform prioritization of locations for bike infrastructure improvements, and develop a consistent bicycle wayfinding sign design for regional bike routes throughout the County. Hueneme Road is part of the County's "Coast Route to Westlake Village" and the "Coast Route." Hueneme Road is also rated by the plan as a segment with "most stress bicycling." Furthermore, the 2023 Ventura County Active Transportation Plan (ATP) was adopted by the County to create a roadmap for priority projects and programs that would support the community. The ATP identified Class II bicycle lanes to be constructed along Hueneme Road.

2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines requires a project description to contain a clear description of objectives that includes the underlying purpose of the project. Roadways in the County facilitate the movement of goods throughout the region and state. Hueneme Road serves as the primary freight route to and from Port of Hueneme, and there is a large percentage of truck traffic from the Oxnard city limit to Rice Avenue. Goal One of the Circulation, Transportation, and Mobility Element in the County's General Plan is "to ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods." Hueneme Road is a 2-lane roadway which experiences heavy travel flows during peak hours and is a primary freight route to and from the Port of Hueneme. The project is intended to serve existing transportation demand, improve the freight movement corridor, and improve vehicle and bicycle travel and safety. The project would provide new Class II buffered bicycle lanes along

Project Description

Hueneme Road between Edison Drive and Rice Avenue. In addition, the project is included in the County's General Plan as a segment of the proposed multi-modal coastal trail. Proposed improvements, such as the addition of buffered bike lanes, would support the County's goal to "to provide a continuous trail route along coastal areas of the County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest" (Ventura County, 2021).

2.4 Proposed Project

The project would include four 12-foot through lanes (two in the eastbound direction and two westbound direction), a 14-foot paved median, two 6-foot bike lanes on either side of the roadway with a 2-foot buffer between the bicycle lanes and the traffic lanes, and two 4-foot wide shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue, for a total typical width of 86 feet. All existing left-turn lanes would be retained as part of the project. The widened roadway would taper to the existing configuration of one travel lane in each direction approximately 1,200 feet east of Rice Avenue.

The existing centerline aligns with the current centerline at both Edison Drive and Rice Avenue. Between these intersections, the roadway shifts up to approximately 14 feet southward to accommodate widening improvements and avoid conflicts with overhead utilities located along the north side. Construction of the widened roadway would require a maximum ground disturbance of approximately 12 to 14 inches in depth to install the new roadbed. Widening of the roadway would result in approximately 339,000 square feet (or 7.8 acres) of increased impervious surface area. The surface runoff resulting from increased impervious surface would be directed toward existing and relocated roadside drainage. It is anticipated that the existing drainage ditch on the north side of the roadway, which is currently maintained by the County, would be shifted north to accommodate the widening of the road. The limits of the relocated ditch, which would continue to be maintained by the County, would not extend beyond the new County ROW line. The centerline is intentionally adjusted to minimize impacts to adjacent property owners, thereby reducing the need for property acquisitions and avoiding disruption to existing physical improvements such as agricultural access roads and fencing.

Construction of the project is anticipated to last approximately 12 months. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations, including six private wells that will need to be relocated. The power poles along Hueneme Road are located within County ROW; however, coordination and preplanning would be needed with SCE to relocate the poles prior to widening the roadway and the relocations are likely to take place outside of the estimated 12-month construction duration.

Additionally, there are Frontier Communications facilities on the SCE overhead poles and underground lines along Hueneme Road. Sempra Utilities has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where drainage and/or water facilities are relocated. Signal pole relocations would require ground disturbance at a maximum depth of 16 feet. The project would not include the relocation of any water lines,

Project Description

recycled water lines, or sewer mains. However, two Pleasant Valley Water District well stations would need to be relocated (see **Table 2.4-1**).

Table 2.4-1: Utility Conflicts

Feature/Utility	Build Alternative
Water/Irrigation Facility Relocations	10
Traffic Signal Modifications	3
Power Pole Relocations	41

The project may include conforming 23 driveways located within the project area to the new roadway configuration. Construction would be staged to provide continuous access to each private parcel at all times. In addition, at least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. During the 12-month construction period, night work may be required.

The proposed improvements would require ROW and TCE. The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties. This would include approximately 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acre of Urban and Built-Up Land and Other Land. Additionally, the project would require TCE from 3.73 acres of Farmland of Statewide Importance, 3.53 acres of Prime Farmland, and 0.14 acre of Urban and Built Up Land and Other Land.

Permanent ROW acquisition required to complete the project would include sliver takes from parcels adjacent to the roadway; no full acquisitions are anticipated. The roadway widening would require structure removal or minor relocation on three adjacent parcels. These include one produce stand, a portion of a plant nursery, one garage, and an outside storage area. All ROW impacts are outlined below (see **Table 2.4-2**). Parcels that may require relocation assistance are shown in bold text. Vegetation removal would be required to accommodate the widening, and approximately 329 eucalyptus trees, currently being used as a windbreak, would also need to be removed. Tree removal would result in a vertical ground disturbance of approximately two feet below existing grade; a stump grinder would be used to remove the trunk and roots. In addition, six wells would be impacted and may be relocated. Two additional wells would be relocated if they are impacted.

Table 2.4-2. Right-of-Way Impacts

Assessor's Parcel Number	Land Use Designation	ROW Area (acres)	Total Parcel Area (acres)	Remaining Acreage after ROW	Percentage of Land Remaining	Potential Impacts
223-0-030-145	Agricultural-Urban Reserve	0.31	26.06	25.75	98.81	Proposed ROW impact to dirt shoulder along the

Project Description

Assessor's Parcel Number	Land Use Designation	ROW Area (acres)	Total Parcel Area (acres)	Remaining Acreage after ROW	Percentage of Land Remaining	Potential Impacts
						property's edge to support roadway widening
231-0-020-300	Agricultural-Urban Reserve	0.85	69.77	68.92	98.78	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-205	Agricultural	1.13	39.07	37.94	97.10	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening, driveway conform, and removal of outdoor storage area.
232-0-032-090	Agricultural	0.49	78.55	78.06	99.37	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-070-130	Agricultural	0.42	73.12	72.70	99.42	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-285	Agricultural-Urban Reserve	0.06	9.8	9.75	99.44	Proposed ROW impacts on Teto's Produce Stand and portion of plant nursery, both would need to be relocated.
223-0-030-320	Agricultural-Urban Reserve	0.02	35.29	35.27	99.96	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening, and driveway conform
232-0-080-215	Agricultural	0.04	36.57	36.53	99.90	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-290	Agricultural	0.30	30.66	30.36	99.02	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-225	Agricultural-Urban Reserve	0.02	0.74	0.72	96.81	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

Project Description

Assessor's Parcel Number	Land Use Designation	ROW Area (acres)	Total Parcel Area (acres)	Remaining Acreage after ROW	Percentage of Land Remaining	Potential Impacts
223-0-030-255	Agricultural-Urban Reserve	0.02	14.35	14.33	99.84	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-045	Urban	0.01	0.96	0.95	98.61	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-185	Urban	0.16	17.05	16.89	99.04	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-270	Agricultural-Urban Reserve	0.59	61.11	60.52	99.03	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-315	Agricultural-Urban Reserve	0.56	44.47	43.91	98.74	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-280	Agricultural-Urban Reserve	0.18	14.09	13.91	98.70	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
231-0-020-290	Agricultural-Urban Reserve	0.37	28.18	27.81	98.69	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-190	Agricultural	0.27	2.03	1.76	86.93	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-031-210	Agricultural	0.85	38.82	37.97	97.82	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-285	Agricultural	0.35	72.41	72.06	99.51	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

Project Description

Assessor's Parcel Number	Land Use Designation	ROW Area (acres)	Total Parcel Area (acres)	Remaining Acreage after ROW	Percentage of Land Remaining	Potential Impacts
232-0-080-265	Agricultural	0.09	1.34	1.25	92.98	Driveway conform
232-0-080-270	Agricultural	0.09	0.93	0.84	90.65	Driveway conform
232-0-080-305	Agricultural	0.06	13.43	13.37	99.56	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening and driveway conform
232-0-070-150	Agricultural	0.38	34.57	34.19	98.90	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-070-140	Agricultural	0.29	34.52	34.23	99.15	Proposed ROW impact to garage, structure would require removal for widening of the roadway.
232-0-033-045	Agricultural	0.83	79.09	78.26	98.95	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-033-050	Agricultural	0.29	77.68	77.39	99.63	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-032-100	Agricultural	0.21	77.93	77.72	99.73	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
223-0-030-275	Agricultural-Urban Reserve	0.04	4.97	4.93	99.10	Proposed ROW impact on portion of plant nursery, would need to be relocated.
223-0-030-295	Agricultural-Urban Reserve	0.01	83.98	83.97	99.99	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening
232-0-080-315	Agricultural	0.0002	12.7	12.70	100	Proposed ROW impact to dirt shoulder along the property's edge to support roadway widening

2.5 Construction

Construction of the project is anticipated to last approximately 12 months (see **Table 2.5-1**). Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. At least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. During the 12-month construction period, night work may be required.

Table 2.5-1. Project Schedule

Phase	Scheduled Start Month/Year	Scheduled Completion Month/Year
Project Approval and Environmental Document	March 2022	December 2025
Plans, Specifications, and Estimates	October 2026	December 2029
Right-of-way	October 2026	September 2029
Construction	June 2030	June 2031

2.6 Alternatives to the Project

2.6.1 No Build Alternative

Section 15126.6(e) of the CEQA Guidelines requires the analysis of the No Build Alternative. The purpose of including the No Project Alternative is to allow decision-makers to compare the impacts of approving a project with the impacts of not approving a project. The potential environmental impacts of the No Project Alternative are discussed in Section 4.2, Alternatives Analysis.

2.6.2 Build Alternative

Section 15126.6(a) of the CEQA Guidelines requires analysis of a range of reasonable alternatives to the project. The purpose of including the Build Alternative is to allow decision-makers to compare the impacts of approving a project and allow the Lead Agency to disclose its reasoning for selecting the Preferred Alternative. The environmental impacts of the Build Alternatives are discussed in Section 4.2, Alternatives Analysis.

2.7 Discretionary Approvals and Permits

The County's decision-making body will consider the following discretionary actions for approval of the project:

- CEQA Compliance/EIR Certification – The County must certify the EIR prior to, or in conjunction with, approval of the project.
- County Permits – Various County construction, grading, and encroachment permits, including the Ventura County Air Pollution Control District (VCAPCD) Air Pollution Control Permit and City of Oxnard Encroachment Permit, are required prior to project construction.

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- State Permits – A CDFW Section 1602 Streambed Alteration Agreement and Porter-Cologne Act Waste Discharge Requirements are required prior to project construction.

In addition to approvals from the County, the project may require approvals/permits from the following state, federal, or local agencies:

- Caltrans
- SCE
- CTC
- City of Oxnard

3.0 ENVIRONMENTAL IMPACT ANALYSIS

This chapter analyzes impacts the project would have on existing environmental conditions. This environmental impact analysis has been prepared in accordance with CEQA and the CEQA Guidelines.

Resources Considered in this Environmental Impact Report

This section of the EIR analyzes potential environmental impacts of the project. For each resource analyzed, the section describes the applicable regulations adhered to, the project's study area and existing conditions, the thresholds of significance, and the impacts of the project relative to the thresholds of significance. Based on the project description presented in Chapter 3 and environmental issues associated with the project, the following resources are analyzed in detail in Sections 3.2 through 3.13 of this chapter:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

Pursuant to CEQA Guidelines Section 15065(a), in addition to the above topics, Mandatory Findings of Significance were considered, and potential significance discussions are Chapter 3.

3.1 Impacts Found Not to be Significant

As part of the NOP/IS, the environmental issues discussed in this section were considered, and impacts were found not to be significant or potentially significant. Section 15128 of the CEQA Guidelines states that an "EIR shall contain a statement briefly indicating the reasons that various possible significant impacts of a project were determined not to be significant and were therefore not discussed in detail in the EIR." Consequently, there is no further discussion of these issues in this EIR.

Aesthetics

The project area is not within the vicinity of a designated scenic vista. In addition, the project area is approximately one mile southwest of the nearest designated State Scenic Highway, State Route 1 (SR-1). Therefore, the project would not have a significant impact on a scenic vista and would not substantially damage scenic resources. In addition, the IS concluded that impacts related to visual character and quality of the project area and introduction of new sources of light and glare would be less than significant. Therefore, project would not result in a significant impact related to aesthetics.

Energy

The project would be constructed in compliance with California Air Resources Board (CARB) standards, which would minimize wasteful or inefficient energy consumption during construction. In addition, the project would not include the addition of lighting or other long term energy input beyond the existing condition. Furthermore, the project would not conflict with the California Long-Term Energy Efficient Strategic Plan (California Public Utilities Commission, 2008). Therefore, the project would not result in a significant impact related to energy.

Geology and Soils

The project is not located within a known earthquake fault zone. The nearest fault zone is the Bailey Fault located approximately 2.6 miles east of the project area. Ground shaking may occur due to the nearby active faults in the region; however, the project would be designed to meet current seismic standards and would not increase hazards within the project area. The project area is in an area classified as a liquefaction zone; however, the project would be designed to meet current seismic standards and would include adequate foundation to reduce liquefaction risk. In addition, the project area is relatively flat, so landslides are unlikely to occur. Soil textures in the project area have a low to high erosion potential; however, the project area consists mainly of a paved roadway that would be widened, which does not typically result in substantial soil erosion. The soils in the project area also have a low to high shrink to swell potential. If the project is found to lie on expansive soil during the Plans, Specifications, and Estimates phase, design considerations would be included in compliance with Section 1808.6 of the Ventura County Building Code (Ventura County Building and Safety Division, 2019). The project would not require use of septic tanks or alternative wastewater disposal systems. The General Plan does not identify the project area as having any unique geological resources, and it is anticipated that the project area has a low sensitivity for paleontological resources. Therefore, the project would not result in a significant impact related to geology and soils.

Land Use and Planning

The project would not physically divide an established community or conflict with County policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the project would not result in a significant impact related to land use and planning.

Mineral Resources

The project area is zoned as MRZ-1, which means that it is not in a mineral resource zone and does not qualify for the land to be protected from incompatible land uses regarding mineral resources. Because the project would not result in loss of availability of a known mineral resource or locally important recovery site, the project would not result in a significant impact related to mineral resources.

Population and Housing

The project would not result in construction of new homes and businesses. Construction workers would be present temporarily but are not expected to contribute to population growth. The project would increase roadway capacity; however, the increase would accommodate planned growth in the area and be consistent with the General Plan circulation plans. The project would require the removal and/or relocation of existing occupancies, including one produce stand, a portion of a plant nursery, one garage, and an outside storage area. Impacts on the plant nursery would be minimal, as no structures are present on the proposed ROW acquisition area, and the potted plants that are present can likely be moved to a different portion of the property. It anticipated that all of these facilities could be relocated to other sections of the properties they are located on. If a facility relocation on a property is not feasible, there are alternate locations in the project vicinity that these facilities could be relocated to. The owners of these properties would all be eligible to receive relocation assistance for moving and related expenses. Therefore, the project would not result in a significant impact related to population and housing.

Public Services

The project would be design and constructed in compliance with General Plan policies and Hueneme Road would remain open to through-traffic for the duration of construction for emergency access. In addition, there are no schools within 0.25 mile of the project area, with the closest school being Tierra Vista School located approximately 0.5 mile away. The closest park is located approximately 0.5 mile northwest of the project area. Therefore, the project would not result in a significant impact related to public services.

Recreation

There are no parks or recreational facilities within or adjacent to the project area. The closest park is located approximately 0.5 mile northwest of the project area. The project would not result in population growth or generate increased demand for recreational facilities. Therefore, the project would not result in a significant impact related to recreation.

Wildfire

The California Department of Forestry and Fire Protection, the Fire and Resource Assessment Program indicates that the project area is not within or adjacent to a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection, 2024). In addition, the project area is not in or near a State Responsibility Area (SRA). SRAs are recognized by the Board of Forestry and Fire Protection as areas where the California Department of Forestry and Fire Protection (CAL FIRE) is the primary emergency response agency responsible for fire

suppression and prevention (Board of Forestry and Fire Protection, 2025). All utility relocations would be conducted in accordance with standard practice to prevent the risk or spread of fire and would not exacerbate fire risk or result in temporary or ongoing impacts on the environment. Therefore, the project would not result in a significant impact related to wildfire.

3.2 Organization of Each Resource Section

Within each resource section below, the discussion is typically divided into sub-sections, consisting of: 1) the Regulatory Setting, which identifies regulations and policies that guide environmental permitting and review; 2) the Environmental Setting, which describes current environmental conditions at the project area; 3) Environmental Impacts, which identifies thresholds of significance and discusses the level of significance for each project impact; and 4) Avoidance, Minimization, and Mitigation Measures, which lists measures to eliminate or reduce potentially significant environmental impacts.

In the environmental analysis, the following terms are used to describe potential impacts of the project:

- **Less Than Significant Impacts:** These impacts are minor effects to the environment that do not meet or exceed thresholds established to evaluate significance. Less than significant impacts do not require mitigation measures. In some cases, existing public policies, regulations, and procedures adequately address potentially significant impacts, thereby reducing impacts to a less than significant level without the need for mitigation.
- **Potentially Significant Impacts:** Potentially significant impacts are defined as substantial, or potentially substantial, adverse changes to the environment. While the CEQA Guidelines and various responsible agencies provide guidance on determining impact significance, this determination is ultimately based on the judgment of the Lead Agency. The Lead Agency is also responsible for establishing criteria to evaluate the significance of impacts. Mitigation measures are proposed, when possible, to avoid or reduce potentially significant impacts.
- **Significant Impacts:** Significant impacts are those that cannot be mitigated below thresholds of significance through feasible mitigation measures.
- **Cumulative Impacts:** A discussion of cumulative impacts is provided in Section 4.0, Other CEQA Considerations. Cumulative Impacts are impacts created from the combination of the project with other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

3.3 Agriculture and Forestry Resources

3.3.1 Regulatory Setting

State Regulations

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter contracts with private landowners for the purpose of restricting

specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value (California Department of Conservation, 2015). The intent of the Williamson Act is to encourage voluntary land conservation, particularly conservation of agricultural land in California.

Local Regulations

County of Ventura General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following agriculture and forestry goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **AG-1:** To preserve and protect agricultural lands as nonrenewable resources to assure the continued availability of such lands to produce food, fiber, and ornamentals.
 - **AG-2:** To minimize conflicts between agricultural operations and urban land uses.
- **Policies**
 - **AG-1.1:** The County shall continue to protect and preserve agricultural land by directing growth away from productive agricultural lands into cities, unincorporated urban areas, or existing communities and by supporting the acquisition or voluntary dedication of agriculture conservation easements.
 - **AG-1.2:** The County shall ensure that discretionary development located on land designated as Agricultural on the General Plan Land Use Diagram and identified as Prime Farmland or Farmland of Statewide Importance on the State's Important Farmland Inventory is planned and designed to remove as little land as possible from potential agricultural production and to minimize impacts on topsoil.
 - **AG-1.8:** The County shall ensure that discretionary development located on land identified as Important Farmland on the State's Important Farmland Inventory shall be conditioned to avoid direct loss of Important Farmland as much as feasibly possible.
 - **AG-2.2:** The County shall plan transportation and other County capital improvements so as to avoid or mitigate impacts on important farmland to the extent feasible.

Implementation Program AG-O

Discretionary projects that would result in direct or indirect loss of Important Farmland in exceedance of the acreage loss thresholds listed in the **Table 3.3-1** below shall ensure the permanent protection of offsite farmland of equal quality at a 1:1 ratio (acres preserved: acres converted) through the establishment of an offsite agricultural conservation easement. "Offsite" means an area that is outside of the project's permit boundaries if applicable, would not be disturbed by the project with respect to agricultural soils or production, and that otherwise complies with the below-stated requirements.

Table 3.3-1. Farmland Loss Thresholds

General Plan Land Use Designation	Important Farmland Inventory Classification	Acres Lost
Agricultural	Prime/Statewide	5
	Unique	10
	Local	15

If the Planning Division, in consultation with the Department of Agriculture/Weights & Measures, division determines that a discretionary project would result in direct or indirect loss of Important Farmland in exceedance of the acreage loss thresholds listed in the **Table 3.3-1**, the project applicant shall prepare and submit a report for the review and approval of the Planning Division in consultation with the Department of Agriculture/Weights & Measures which identifies a minimum of one proposed potential mitigation site suitable for ensuring the permanent protection of offsite farmland of equal quality at a 1:1 ratio (acres preserved: acres converted) through the establishment of one or more offsite agricultural conservation easements. The preservation of more than one site agricultural conservation easement may be considered in order to meet the required number of acres. The applicant shall also deposit funds with the County to contract with a qualified third-party agricultural economic consultant to review and advise the Planning Division and Department of Agriculture/Weights & Measures regarding the establishment and implementation of the agricultural conservation easement(s). The contents of the report shall be determined, reviewed, and approved by the Planning Division in consultation with the Department of Agriculture/Weights & Measures (hereafter referred to as the “reviewing agencies”), and shall include information necessary for the reviewing agencies and a qualified entity responsible for holding the conservation easement (e.g., a land trust organization) to determine the viability of the proposed mitigation site(s) for the establishment of a permanent agricultural conservation easement.

Among the factors necessary for approval by the reviewing agencies, the proposed mitigation site(s) shall be located in the County of Ventura unincorporated area, must not already have permanent protection, must be equivalent to or greater than the type of Important Farmland (e.g., Unique farmland) that would be converted by the project, and must be of sufficient size to be viable for long term farming use as determined by the County. Among other terms that may be required by the reviewing agencies in consultation with a qualified entity, the terms of an agricultural conservation easement shall include a requirement that it run with the land. There must also be a provision for annual monitoring by the qualified entity or its representative to ensure adherence to the terms of the conservation easement.

3.3.2 Environmental Setting

Agricultural land is rated by the by the CDOC according to soil quality and irrigation status. Important farmland is rated under the following classifications:

- Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season,

and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **Unique Farmland:** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance:** Farmland that is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Local Importance:** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land:** Land on which the vegetation is suited to the grazing of livestock.

Important farmland within the County totals approximately 118,508 acres (County of Ventura, 2025). There is important farmland in the project area, including Prime Farmland and Farmland of Statewide of Importance (see **Figure 3.3-1**) (GPA Consulting, 2024).

There are five Williamson Act contract lands within or adjacent to the project area (see **Table 3.3-2**) (California Department of Conservation, 2025). Two parcels, APN 232-0-070-140 and APN 232-0-070-140, were enrolled in Williamson Act Contracts following circulation of the IS.

Table 3.3-2. Williamson Act Properties Within or Adjacent to the Project Area

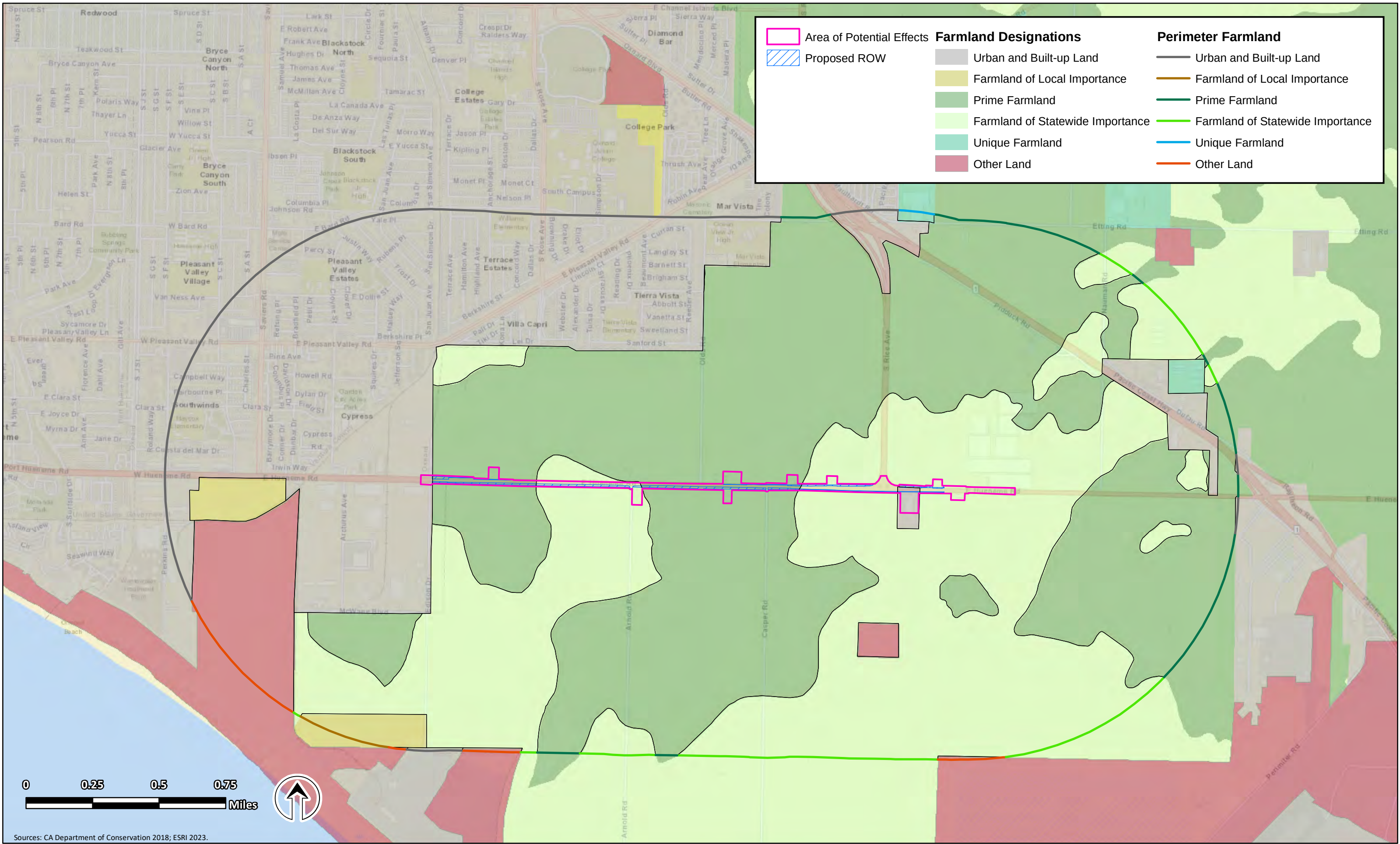
APN	Contract Enrollment Status	Enrollment Year	Parcel Acreage ¹	ROW Acquisition (acres)
232-0-032-090	Prime Agriculture Land	2024	78.55	0.4918
232-0-080-285	Prime Agriculture Land	2024	72.41	0.3538
232-0-080-290	Prime Agriculture Land	2024	30.66	0.3011
232-0-070-150	Prime Agriculture Land	2024	34.57	0.3812
232-0-070-140	Prime Agriculture Land	2024	34.52	0.2936

Source: (California Department of Conservation, 2025; GPA Consulting, 2024)

¹Note: Parcel Acreage may vary slightly from the information found on the California Department of Conservation's Williamson Act Viewer.

Forest Land/Timberlands

The project area does not include any forest land (i.e., land with 10 percent tree coverage, as defined in Public Resources Code section 12220(g)) or timberland (i.e., land that is available for growing a crop of trees intended for commercial use, as defined in Public Resources Code Section 4526).



**FIGURE 3.3-1. FARMLAND WITHIN ONE MILE
Hueneme Road Widening Project**

3.3.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. An agricultural or forestry impact is considered significant if the project would:

- (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- (d) Result in the loss of forest land or conversion of forest land to non-forest use?
- (e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

3.3.4 Environmental Impacts

- (a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Less than Significant Impact with Mitigation Incorporated. In the General Plan, *Implementation Program AG-O* assesses impacts on farmlands under CEQA (Ventura County, 2020). The guidelines specify that any project that would result in the direct or indirect loss of five acres of Prime Farmland/Farmland of Statewide Importance, 10 acres of Unique Farmland, or 15 acres of Farmland of Local Importance is considered a significant impact (see **Table 3.3-1**).

The project would result in impacts on existing farmland. The project would require permanent acquisition from existing farmland in the project area, resulting in the conversion of 7.56 acres of Prime Farmland/Farmland of Statewide Importance into a transportation facility. No acquisitions would be required from Unique Farmland or Farmland of Local Importance (see **Table 3.3-3**). Mitigation Measure **MM-AGR-1** would be implemented to ensure the permanent protection of offsite farmland of equal quality at a 1:1 ratio (acres preserved: acres converted) through the establishment of an offsite agricultural conservation easement. With the incorporation of **MM-AGR-1**, the project would result in a less than significant impact on the conversion of farmland to non-agricultural use.

Table 3.3-3. Ventura County Significance Criteria for Agriculture Impacts

Farmland Classification	Permanent Farmland Impact (acres)	Ventura County Threshold of Significance Criteria
Prime/Statewide Importance	9.2	5
Unique	0	10
Local	0	15

(b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less than Significant. ROW acquisition would be required from APNs 232-0-032-090, 232-0-080-285, 232-0-080-290, 232-0-070-150, and 232-0-070-140, which are under a Williamson Act Contract (see **Table 3.3-2**) (California Department of Conservation, 2025). The project would require the acquisition of 1.81 acres of ROW across the five Williamson Act properties.

According to California Government Code Section 51295, when a transportation project would acquire only portion of a parcel subject to a Williamson Act contract, the contract is deemed null and void only for that portion of the Williamson Act farmland taken, and the remaining land would continue to be subject to the preservation contract. Therefore, the portion of these parcels acquired would no longer be under a Williamson Act Contract and the remaining farmland would continue to be farmable. Therefore, the project would result in a less than significant impact on agricultural land and land under a Williamson Act Contract, and no mitigation is required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project area is not zoned for forest land and there is no timberland production within the project area. Therefore, the project would result in no impact on forest land, and no mitigation is required.

(d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project area is not zoned for, nor does it include, forest land. See discussion in response (c) above. Therefore, the project would result in no impact on forest land, and no mitigation is required.

(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less than Significant Impact. See discussion in response (a) and response (c).

3.3.5 Avoidance, Minimization, and Mitigation Measures

MM-AGR-1 The County of Ventura (County) shall prepare and submit a report for the review and approval of the Planning Division in consultation with the Department of Agriculture/Weights & Measures Division which identifies a minimum of one proposed potential mitigation site suitable for ensuring the permanent protection of offsite farmland of equal quality at a 1:1 ratio (acres preserved: acres converted) through the establishment of one or more offsite agricultural conservation easements. The County shall also deposit funds to contract with a qualified third-party agricultural economic consultant to review and advise the Planning Division and Department of Agriculture/Weights & Measures Division regarding the establishment and implementation of the agricultural conservation easement(s).

3.4 Air Quality

This section identifies and evaluates potential project impacts on local and regional air quality emissions. The chapter includes a discussion of the existing air quality setting; construction-related air quality impacts resulting from grading and equipment emissions; direct and indirect emissions associated with project operation; impacts of emissions on both the local and regional scale; and avoidance, minimization, or mitigation measures warranted to reduce or eliminate any identified significant impacts.

3.4.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to air quality that are applicable to the project.

Federal

Clean Air Act

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws and related regulations by the United States Environmental Protection Agency (U.S. EPA) and the CARB set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO); nitrogen dioxide (NO₂); ozone (O₃); particulate matter (PM) which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5}); and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also

cover TACs (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Transportation Conformity

The conformity requirement is based on FCAA section 176(c), which prohibits the U.S. Department of Transportation (U.S. DOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional or planning and programming level and the project level. The project must conform to both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. The U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity relates to how well the regional transportation system supports plans for attaining the NAAQS for CO, NO₂, O₃, PM₁₀, and PM_{2.5}, and in some areas (although not in California) SO₂. California has attainment or maintenance areas for all these transportation-related “criteria pollutants” except SO₂ and has a nonattainment area for Pb; however, Pb is not currently required by the FCAA to be covered in transportation conformity analysis.

Regional conformity is based on emission analysis of Regional Transportation Plans (RTP) and FTIPs that include all transportation projects planned for a region over a period of at least 20 years (for the RTP), and four years (for the FTIP). RTP and FTIP conformity use travel demand and emission models to determine whether the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), FHWA, and Federal Transit Administration make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and the TIP, then the project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP and has a design concept and scope that have not changed substantially from those in the RTP and TIP. If the design concept and scope have changed substantially from that used in the RTP Conformity analysis, RTP and TIP amendments may be needed. Project-level conformity analysis also needs to demonstrate that project analyses have used the latest planning assumptions and U.S. EPA-approved emissions models and that the project complies with any control measures in the SIP in PM areas. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

National Ambient Air Quality Standards

As required by the CAA, the U.S. EPA has established NAAQS for six major air pollutants. California also has established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS), which generally are more stringent than the corresponding federal standards and incorporate additional standards for sulfates, H₂S, vinyl chloride, and visibility-reducing particles. The federal and state standards for criteria air pollutants are shown in **Table 3.4-1**. Pollutants are measured in parts per million (ppm), parts per billion (ppb), or micrograms per meter cubed (µg/m³).

Table 3.4-1. National and State Air Quality Standards

Contaminant Averaging Time	Federal Primary Standards	State Standards
Ozone 1-hour	--	0.09 ppm
Ozone 8-hour	0.070 ppm	0.070 ppm
Carbon Monoxide 1-hour	35 ppm	20 ppm
Carbon monoxide 8-hour	9 ppm	9 ppm
Nitrogen dioxide 1-hour	0.100 ppm	0.18 ppm
Nitrogen dioxide annual mean	0.053 ppm	0.030 ppm
Sulfur dioxide 1-hour	0.075 ppm	0.25 ppm
Sulfur Dioxide 24-hour	0.14 ppm	0.04 ppm
Sulfur Dioxide annual mean	0.030 ppm	--
PM ₁₀ 24-hour	150 µg/m ³	50 µg/m ³
PM ₁₀ annual mean	--	20 µg/m ³
PM _{2.5} 24-hour	35	9
PM _{2.5} annual mean	12	--
Sulfates 24-hour	--	25 µg/m ³
Lead 30-day average	--	1.5 µg/m ³
Lead rolling 3-month average	0.15 µg/m ³	--
Hydrogen Sulfide 1-hour	--	0.03 ppm
Vinyl Chloride 24-hour	--	0.01 ppm
Visibility-reducing particles 8-hour (10 a.m. to 6 p.m.)	--	Visibility equivalent to 10-mile visual range
Source: (California Air Resources Board, 2024)		

State

California Clean Air Act

The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for O₃, CO, SO₂, and NO₂ by the earliest practical date. The CCAA specifies that districts focus

particular attention on reducing emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either 1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or 2) provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

Assembly Bills 1807 and 2588 – Toxic Air Contaminants

Within California, Toxic Air Contaminants (TAC) are regulated primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics Hot Spots Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. Existing sources of TACs that are subject to the Air Toxics Hot Spots Information and Assessment Act are required to 1) prepare a toxic emissions inventory, 2) prepare a risk assessment if emissions are significant, 3) notify the public of significant risk levels, and 4) prepare and implement risk reduction measures.

Local

Ventura County Air Quality Assessment Guidelines

CEQA requires evaluation of the environmental impacts, including air quality impacts, of proposed projects. CEQA applies to all discretionary activities proposed or approved by California public agencies, unless an exemption applies. The Ventura County Air Quality Assessment Guidelines is an advisory document that provides lead agencies, consultants, and project applicants with a framework and uniform methods for preparing air quality evaluations for environmental documents (Ventura County Air Pollution Control District, 2003). The guidelines recommend specific criteria and threshold levels for determining whether a proposed project may have a significant adverse air quality impact. The guidelines also provide mitigation measures that may be useful for mitigating the air quality impacts of proposed projects. These are guidelines only, and their use is not required or mandated by the VCAPCD. The final decision of whether to use these guidelines rests with the Lead Agency responsible for approving the project.

Ventura County Air Pollution Control District Rule 55, Fugitive Dust

On June 8, 2008, the VCAPCD adopted Rule 55, Fugitive Dust. Rule 55 became effective on October 8, 2008. Rule 55 was adopted to comply with a state law that requires local air districts with air quality levels exceeding the state's PM standards to adopt control measures to reduce PM air pollution. Ventura County exceeds the state's air quality standards for PM. The adverse health impacts from PM air pollution include asthma and other lung diseases, heart disease, and premature death. VCAPCD staff estimates that Rule 55 will reduce PM air pollution by six tons per day. Rule 55 applies to any disturbed surface area, or man-made condition capable of generating fugitive dust, including bulk material handling, earth-moving, construction, demolition,

storage piles, unpaved roads, track-out, or off-field agricultural operations. The key provisions of Rule 55 are as follows:

- 1) Visible dust from an applicable source is prohibited or limited;
- 2) Measures must be taken to reduce or prevent track-out onto paved public roadways from an applicable source;
- 3) Track-out must be removed from roadways;
- 4) Visible dust exceeding 100 feet in length from earth-moving activities is prohibited;
- 5) Bulk material handling facilities with a monthly import or export of 2,150 cubic yards or more of bulk material must take measures to reduce or prevent track-out onto a paved public road; and
- 6) Outbound trucks with bulk materials or soil must either be tarped, have a 6-inch freeboard below the rim of the truck bed, or be wetted or treated to minimize the loss of material to wind or spillage.

Ventura County Air Quality Management Plan

The 2022 Ventura County Air Quality Management Plan (VCAQMP) presents a combined state and local strategy for attaining the 2015 federal 8-hour ambient air quality standard for ozone, the only federal clean air standard Ventura County does not meet, by the statutory compliance deadline of August 3, 2027 (Ventura County Air Pollution Control District, 2022). It was prepared to satisfy FCAA planning requirements for areas designated as serious federal 8-hour O₃ nonattainment areas, including, but not limited to, updated air quality information, an updated emissions inventory, local and state air pollutant control measures, new emission forecasts and projections, a new federal conformity budget for transportation projects, a reasonable further progress demonstration for precursors of ozone (reactive organic gases [ROG] and nitrogen oxides [NO_x]), a new countywide emission carrying capacity, and a demonstration that the County will attain the federal 8-hour ozone standard. The VCAQMP is based on assumptions provided by CARB and SCAG related to the most recent motor vehicle and demographic information. The VCAQMP projections are based, in part, on land use designations and growth forecasts identified in land use plans from cities and counties located in the South Central Coast Air Basin (SCCAB).

Ventura County Comprehensive Transportation Plan

The CTP is a long-range planning document adopted by the VCTC that plans for the future of transportation in the County over the next 20 to 30 years (Ventura County Transportation Commission, 2023). The 2023 CTP incorporates socioeconomic data, community priorities, and local transportation solutions while also placing a special emphasis on inclusion of disadvantaged and underserved communities to create a more equitable transportation future for all. The CTP:

- Identifies future transportation needs, priorities, and funding;
- Identifies strategies to reduce emissions and improve air quality;
- Enhances equitable access to mobility options; and

- Establishes a vision for mobility in Ventura County for the next 20 to 30 years.

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following air quality goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **HAZ-10:** To promote a high level of air quality in order to protect public health, safety, and welfare, and mitigate any adverse air quality impacts to the maximum extent feasible.
- **Policies**
 - **HAZ-10.1:** The County shall strive to reduce air pollutants from stationary and mobile sources to protect human health and welfare, focusing efforts on shifting patterns and practices that contribute to the areas with the highest pollution exposures and health impacts.
 - **HAZ-10.2:** The County shall prohibit discretionary development that is inconsistent with the most recent adopted Air Quality Management Plan, unless the Board of Supervisors adopts a statement of overriding considerations.
 - **HAZ-10.3:** The County shall ensure that discretionary development subject to VCAPCD permit authority complies with all applicable VCAPCD rules and permit requirements, including the use of Best Available Control Technology as determined by the VCAPCD.
 - **HAZ-10.5:** The County shall work with applicants for discretionary development projects to incorporate bike facilities, solar water heating, solar space heating, incorporation of electric appliances and equipment, and the use of zero and/or near zero emission vehicles and other measures to reduce air pollution impacts and reduce greenhouse gas (GHG) emissions.
 - **HAZ-10.9:** The County shall require that discretionary development which will create objectionable odors that could affect a substantial number of people are appropriately mitigated. The project, pursuant to state law, shall be required to operate in accordance with the Rules and Regulations of the VCAPCD, with emphasis on Rule 51, Nuisance throughout the life of the permit.
 - **HAZ-10.12:** The County shall require that discretionary development that would have a significant adverse air quality impact shall only be approved if it is conditioned with all feasible mitigation measures to avoid, minimize or compensate (offset) for the air quality impact. The use of innovative methods and technologies to minimize air pollution impacts shall be encourage in project design.
 - **HAZ-10.13:** Discretionary development projects that will generate construction-related air emissions shall be required by the County to incorporate Best Management Practices (BMPs) to reduce emissions. These BMPs shall include the measures recommended by

VCAPCD in its Air Quality Assessment Guidelines or otherwise to the extent applicable to the project.

- **HAZ-10.14:** The County shall ensure that discretionary development which will generate fugitive dust emissions during construction activities will, to the extent feasible, incorporate appropriate BMPs to reduce emissions to be less than applicable thresholds.

3.4.2 Environmental Setting

This section summarizes existing air quality conditions near the project area. This includes attainment statuses for criteria pollutants, describes local ambient concentrations of criteria pollutants for the past five years, and discusses mobile-source air toxics and GHG emissions. The information in this section is based on the *Air Quality Report* (see **Appendix C**) prepared for the project (AMBIENT Air Quality & Noise Consulting, 2025).

Regional Climate and Meteorology

The project area is within the SCCAB, which covers San Luis Obispo, Santa Barbara, and Ventura counties. The SCCAB is bordered by the Pacific Ocean to the west, the South Coast Air Basin to the south, the Southeast Desert Air Basin and San Joaquin Valley Air Basin to the east, and the North Central Coast Air Basin to the north. The average annual temperature throughout the SCCAB is approximately 62 degrees Fahrenheit (F).

Criteria Pollutants of Concern

The FCAA requires the U.S. EPA to set NAAQS for six criteria air contaminants: O₃, PM, CO, NO₂, Pb, and SO₂. It also permits states to adopt additional or more protective air quality standards if needed. California has outlined effects and sources for six criteria pollutants (see **Table 3.4-2**).

Table 3.4-2. State and Federal Criteria Air Pollutant Effects and Sources

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Ozone (O ₃)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known TACs. Biogenic volatile organic compounds may also contribute.	Low-altitude ozone is almost entirely formed from ROG/volatile organic compounds and nitrogen oxides in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.
Respirable Particulate Matter (PM ₁₀)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some TACs. Many toxic and other aerosol and solid compounds are part of PM ₁₀ .	Dust- and fume-producing industrial and agricultural operations; combustion smoke and vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.

Environmental Impact Analysis

Pollutant	Principal Health and Atmospheric Effects	Typical Sources
Fine Particulate Matter (PM _{2.5})	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM _{2.5} size range. Many toxic and other aerosol and solid compounds are part of PM _{2.5} .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NO _x , sulfur oxides, ammonia, and ROG.
Carbon Monoxide (CO)	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Nitrogen Dioxide (NO ₂)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain and nitrate contamination of stormwater. Part of the “NO _x ” group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; and industrial operations.
Sulfur Dioxide (SO ₂)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.
Lead (Pb)	Disturbs the gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also, a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint and leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.
Visibility-Reducing Particles (VRP)	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the FCAA, which is oriented primarily toward visibility issues in National Parks and other “Class I” areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.
Sulfate	Premature mortality and respiratory effects. Contributes to acid rain. Some TACs attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.
Hydrogen Sulfide (H ₂ S)	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.
Vinyl Chloride	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes.

Source: (AMBIENT Air Quality & Noise Consulting, 2025)

Existing Air Quality Conditions

There are two air quality monitoring stations located near the project area. The El Rio-Rio Mesa School #2 station is located approximately nine miles east of the project area and provides measurements for O₃, PM_{2.5}, PM₁₀, and NO₂. The Reseda station located approximately 35 miles east of the project area, was used as the closest station for CO. State and federal standards for O₃ were exceeded several times in the last five years (see **Table 3.4-3**). The federal standards for PM_{2.5} and PM₁₀ have also been exceeded on various occasions in the past five years.

Table 3.4-3. Air Quality Concentrations for the Past Five Years Measured at El Rio-Rio Mesa School #2 and Reseda Ambient Air Quality Monitoring Stations

Pollutant	Standard	2020	2021	2022	2023 ³	2024
Ozone ¹						
Max 1-hr concentration		0.104	0.073	0.077	0.071	0.073
No. days exceeded: State	0.09 ppm	2	0	0	0	0
Max 8-hr concentration		0.086	0.059	0.063	0.058	0.060
No. days exceeded: State	0.070 ppm	3	00	0	0	0
Federal	0.070 ppm	3		0	0	0
PM₁₀ ¹						
Max 24-hr concentration		200.7	377.8	57.9	102.8	272.9
No. days exceeded: State	50 µg/m ³	21	12	3	NA	3
Federal	150 µg/m ³	2	1	0	0	1
Annual concentration average		25.2	26.4	22.7	NA	NA
No. days exceeded: State	20 µg/m ³	NA	NA	NA	NA	NA
PM_{2.5} ¹						
Max 24-hr concentration		58.7	31.7	18.5	24.5	90.5
No. days exceeded: Federal	35 µg/m ³	3	0	0	0	2
Annual concentration average		7.5	6.8	6.5	6.1	5.1
No. days exceeded: State	12 µg/m ³	NA	NA	NA	NA	NA
Federal	12.0 µg/m ³	NA	NA	NA	NA	NA
Nitrogen Dioxide ¹						
Max 1-hr concentration		31.0	33.0	32.0	27.0	29.0
No. days exceeded: State	0.18 ppm	0	0	0	0	0
Federal	100 ppb	0	0	0	0	0

Environmental Impact Analysis

Pollutant	Standard	2020	2021	2022	2023 ³	2024
Annual concentration average		5	4	4	3	4
No. days exceeded: State Federal	0.030 ppm	NA	NA	NA	NA	NA
	53 ppb	NA	NA	NA	NA	NA
Carbon Monoxide ²						
Max 1-hr concentration		2.6	2.0	2.6	2.2	2.3
No. days exceeded: State Federal	20 ppm	0	0	0	0	0
	35 ppm	0	0	0	0	0
Max 8-hr concentration		2.2	1.7	1.9	1.8	1.7
No. days exceeded: State Federal	9 ppm	0	0	0	0	0
	9 ppm	0	0	0	0	0

1. Data from El Rio-Rio Mesa School #2 Monitoring Station

2. Data from Reseda Monitoring Station

3. Data obtained from U.S. EPA Air Data – Monitor Values Report

Source: (AMBIENT Air Quality & Noise Consulting, 2025)

Regional Attainment Status

Local monitoring data is used to designate areas as non-attainment, maintenance, attainment, or unclassified areas for ambient air quality standards. The four designations are defined as follows:

- **Non-Attainment:** Assigned to areas where monitored pollutant concentrations consistently violate the standard in question.
- **Maintenance:** Assigned to areas where monitored pollutant concentrations exceeded the standard in question in the past but are no longer in violation of that standard.
- **Attainment:** Assigned to areas where pollutant concentrations meet the standard in question over a designated period of time.
- **Unclassified:** Assigned to areas where data is inadequate for determining whether a pollutant is violating the standard in question.

The SCCAB is currently designated as a non-attainment area for the state and federal O₃ standards and state PM₁₀ standards (see **Table 3.3-4**). SCCAB is designated as in attainment or unclassified for the remaining state and federal standards.

Table 3.4-4. State and Federal Attainment Status of the South Central Coast Air Basin

Pollutant	State Designation	Federal Designation
2015 8-Hour Ozone (O ₃)	Non-Attainment	Non-Attainment (Serious)
2008 8-Hour Ozone (O ₃)	Non-Attainment	Non-Attainment (Serious)
1997 8-Hour Ozone (O ₃)	Non-Attainment	Non-Attainment (Serious)

Environmental Impact Analysis

Pollutant	State Designation	Federal Designation
Respirable Particulate Matter (PM ₁₀)	Non-Attainment	Attainment
2012 Fine Particulate Matter (PM _{2.5})	Attainment	Attainment
2006 Fine Particulate Matter (PM _{2.5})	Attainment	Attainment
1997 Fine Particulate Matter (PM _{2.5})	Attainment	Attainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment
Visibility-Reducing Particles	Attainment/Unclassified	N/A
Sulfates	Attainment/Unclassified	N/A
Hydrogen Sulfide (H ₂ S)	Attainment/Unclassified	N/A
Vinyl Chloride	Attainment/Unclassified	N/A

N/A = not available

Source: (AMBIENT Air Quality & Noise Consulting, 2025)

Sensitive Receptors

Sensitive land uses are generally considered to include those where exposure to pollutants could result in health-related risks for sensitive individuals, including children and the elderly. There are no sensitive receptors within the project area, as there are no land uses where sensitive receptors would be located (see **Figure 2.1-3**).

Conformity Status

The project is included in the regional emissions analysis conducted by SCAG for the conforming 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (SCS) Amendment #13 and the 2023 FTIP Amendment #25-09. The project's design, concept, and scope have not changed substantially from what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2024-2050 RTP/SCS Amendment #1 and the 2023 FTIP Amendment #25-09. The County is designated as in attainment for CO, PM_{2.5}, and PM₁₀ relative to federal standards, and the project would not cause or contribute to any new localized CO, PM_{2.5}, and PM₁₀ violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan (Ventura County

Air Pollution Control District, n.d.). Therefore, conformity and PM hot-spot analyses are not required.

3.4.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. An air quality impact is considered significant if the project would:

- (a) Conflict with or obstruct implementation of the applicable air quality plan;
- (b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- (c) Expose sensitive receptors to substantial pollutant concentrations; and/or
- (d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Pursuant to CEQA Guidelines Section 15064.4(b)(2), the Lead Agency is charged with determining a threshold of significance that is applicable to the project. For the EIR analysis, the County has elected to use VCAPCD's thresholds of significance (see **Table 3.4-5**). VCAPCD does not quantify significance thresholds for any other criteria pollutants. Federal and state thresholds would apply for all other criteria pollutants (see **Table 3.4-6**).

Table 3.4-5. Ventura County Air Pollution Control District Ozone Thresholds

Pollutant	Precursors	Thresholds (lbs/day)
Ozone (O ₃)	Reactive Organic Compounds	25
	Nitrogen Oxides	25

Table 3.4-6: South Coast Air Quality Management District Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction	Operation
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Odor		
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	

3.4.4 Environmental Impacts

(a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Construction Impacts

Less than Significant Impact. Projects that would be considered to conflict with existing or future growth projections, or that would exceed VCAPCD-recommended project-level significance thresholds, would potentially conflict with the thresholds defined in the VCAQMP (see **Table 3.4-6**). Construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 9.0.1 based on the estimated amount of material to be imported and exported, off-road equipment usage, and construction schedules provided by the project engineers. Construction emissions were estimated using this model below (see **Table 3.4-7**).

Table 3.4-7. Construction Emissions of Criteria Air Pollutants & Precursors

Construction Phase	Emissions (lbs/day) ¹				
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Land Clearing/Grubbing	0.4	4.5	3.5	5.8	0.7
Grading/Excavation (2030)	3.2	38.3	24.0	8.2	1.7
Grading/Excavation (2031)	2.9	35.9	22.4	1.9	0.9
Drainage/Utilities/Sub-Grade (2031)	1.7	21.0	13.0	7.0	1.1
Paving (2031)	0.8	13.0	7.1	6.2	0.9
<i>Maximum/Day:</i>	3.2	38.3	24.0	8.2	1.7
<i>2030 Project Total (tons/year)</i>	0.2	2.5	1.6	0.6	0.1
<i>2031 Project Total (tons/year)</i>	0.1	1.1	0.7	0.4	0.1
<i>2030-2031 Project Total (tons)</i>	0.3	3.6	2.3	1.0	0.2

¹ Construction emissions were estimated using CalEEMod, Version 2022.1.1.30 based, in part, on project-specific information provided by the project engineer. Assumes compliance with VCAPCD Rule 55 for the control of fugitive dust. Source: (AMBIENT Air Quality & Noise Consulting, 2025)

The construction period would be over a 12-month period and would generate maximum-daily emissions of approximately 3.2 lbs/day of ROG, 38.3 lbs/day of CO, 24.0 lbs/day of NO_x, 8.2 lbs/day of PM₁₀, and 1.7 lbs/day of PM_{2.5}. Total emissions generated during construction would be approximately 0.3 tons of ROG, 3.6 tons of CO, 2.3 tons of NO_x, 1.0 tons of PM₁₀, and 0.2 ton of PM_{2.5}. These are all below the thresholds set by the South Coast Air Quality Management District (SCAQMD) of emissions per day (see **Table 3.4-6**).

The project would be constructed in compliance with VCAPCD's Rule 55 (Fugitive Dust), which identifies measures to control fugitive dust generated during onsite ground-disturbing activities, and Caltrans Standard Specifications 14-9.02 (**AQ-1** through **AQ-4**, **AQ-6**, **AQ-9** through **AQ-11**).

Environmental Impact Analysis

The project's design, concept, and scope have not changed from what was analyzed in the regional emission analysis prepared for the federally approved SCAG 2024-2050 RTP/SCS Amendment #1. The air conformity analysis prepared for these plans found that the project would conform to the SIP for attaining and maintaining the NAAQS provided in Section 176(c) of the FCAA. In addition, the project would not contribute to existing or projected future mobile-source CO concentrations that would be projected to exceed federal or state CO standards. With implementation of the avoidance and minimization measures above, the project would result in a less than significant impact on an applicable air quality plan during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Projects that would conflict with existing or future growth projections or that would exceed VCAPCD-recommended project-level significance thresholds would potentially conflict with the AQMP. When evaluated on an annual basis, the project would result in an overall emissions reduction when compared to the existing condition. Estimated net changes in annual operational emissions are summarized in **Table 3.4-8**. No new, permanent, emission-generating components would be installed as a part of the project. Typical operational activities are not anticipated to have any long-term impact on air quality plan attainment.

The County would construct the project to be in compliance with all VCAPCD rules and regulations. With the implementation of measures **AQ-13** and **AQ-14**, the project would result in a less than significant impact on an applicable air plan during operation, and no mitigation is required.

Table 3.4-8. Summary of Comparative Operational Emissions Analysis

Scenario/Analysis Year	Emissions (Tons/Year) ¹				
	PM _{2.5}	PM ₁₀	NO _x ²	CO	ROG
Existing Year 2023	0.33	1.82	2.02	10.15	0.55
No-Build Alternative – Opening Year 2030	0.32	1.80	1.06	6.93	0.39
No-Build Alt. 2030 Compared to Existing:	-0.01	-0.01	-0.96	-3.22	-0.16
Percent Change:	-3 %	-1 %	-48 %	-32 %	-29 %
Build Alternative – Opening Year 2030	0.33	1.85	1.09	7.11	0.40
Build Alt. 2030 Compared to Existing:	0.00	0.03	-0.94	-3.04	-0.15
Percent Change:	-0 %	2 %	-46 %	-30 %	-27 %
Build Alt. 2030 Compared to No-Build Alt. 2030:	0.01	0.05	0.03	0.17	0.01
Percent Change:	3 %	3 %	3 %	3 %	3 %
No-Build Alternative – Design Year 2050	0.34	1.96	0.46	5.06	0.26
No-Build Alt. 2050 Compared to Existing:	0.01	0.15	-1.56	-5.09	-0.29
Percent Change:	2 %	8 %	-77 %	-50 %	-53 %
Build Alternative – Design Year 2050	0.35	2.01	0.47	5.19	0.27
Build Alt. 2050 Compared to Existing:	0.02	0.20	-1.55	-4.96	-0.28

Environmental Impact Analysis

Scenario/Analysis Year	Emissions (Tons/Year) ¹				
	PM _{2.5}	PM ₁₀	NO _x ²	CO	ROG
Percent Change:	5 %	11 %	-77 %	-49 %	-52 %
Build 2050 Alt. Compared to No-Build Alt. 2050:	0.01	0.05	0.01	0.13	0.01
Percent Change:	3 %	3 %	3 %	3 %	3 %

1. Emissions were calculated using the CT-EMFAC2021 version 1.0.2 computer program based, in part, on traffic data provided for this project (Kimley Horn 2023). Includes exhaust emissions, brake, road, and tire dust.

Source: (AMBIENT Air Quality & Noise Consulting, 2025)

(b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Construction Impacts

Less than Significant Impact. The project is located in a federal and state nonattainment area for ozone and state non-attainment for PM. Construction-related emissions would be generated from land clearing/grubbing, grading/excavation, drainage/utilities/subgrade, paving construction equipment, construction workers' commute, and construction material hauling. During construction of the project, various types of equipment such as scrapers, bulldozers, heavy trucks, backhoes, pneumatic tools, vibratory pile drivers, and concrete pumps would be used, which would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants.

Construction would generate maximum daily emissions of approximately 43.2 lbs/day of ROG, 38.3 lbs/day of CO, 24.0 lbs/day of NO_x, 8.2 lbs/day of PM₁₀, and 1.7 lbs/day of PM_{2.5} (see **Table 3.4-7**). Total emissions generated during construction would be approximately 0.3 tons of ROG, 3.6 tons of CO, 2.3 tons of NO_x, 1.0 tons of PM₁₀, and 0.2 tons of PM_{2.5}. Construction of the project is anticipated to last approximately 12 months.

The VCAPCD does not identify quantitative CEQA significance thresholds for short-term construction-generated emissions. However, if emissions of ROG or NO_x exceed 25 pounds per day, the VCAPCD recommends that control measures be included to reduce short-term emissions. As shown in **Table 3.4-7**, ROG and NO_x emissions are not projected to exceed 25 pounds per day. In addition, the project would comply with Caltrans Standard Specifications 14-9 and the County's Rule 55 (Fugitive Dust) (**AQ-1** through **AQ-4**, **AQ-6**, **AQ-9** through **AQ-11**). With the implementation of measures **AQ-1** through **AQ-4**, **AQ-6**, **AQ-9** through **AQ-14**, the project would result in a less than significant impact on the emission of criteria pollutants during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Long-term operational emissions of criteria air pollutants would be associated with the operation of motor vehicles. Long-term operational emissions were quantified using CT-EMFAC2021 version 1.0.2 computer program based on traffic information provided by Kimley-Horn Associates (Kimley Horn, 2023) (see **Table 3.4-8**). Operational

emissions were quantified for baseline 2023, 2030, and 2050 conditions, as well as project conditions for 2030 and 2050. In comparison to baseline 2030 and 2050 conditions, the project is predicted to increase emissions by approximately three percent for PM_{2.5}, PM₁₀, NO_x, CO, and ROG. However, on a regional basis, implementation of the project is not anticipated to result in a significant increase in long-term VMT and associated mobile-source emissions (see **Table 3.4-8**). Therefore, the project would result in a less than significant impact on air quality standards during operation, and no mitigation is required.

The criteria pollutants of concern for the project area are O₃ and PM₁₀. Ventura County is designated as nonattainment for O₃ at both the federal and state level and PM₁₀ at only the state level. The County would construct the project in compliance with all VCAPCD rules and regulations. The air quality conformity analysis prepared for these plans found that the plans, which consider regionally significant projects and financial constraints, would conform to the SIP for attaining and maintaining the NAAQS as provided in Section 176(c) of the FCAA. In addition, the project would not cause or contribute to any new localized CO, PM_{2.5}, and/or PM₁₀ violations, or delay the timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis). Therefore, the project would result in a less than significant impact regarding the emissions of criteria pollutants during operation, and no mitigation is required.

(c) Would the project expose sensitive receptors to substantial pollutant concentrations?

No Impact. Construction activities would result in short-term pollutant emissions (airborne dust); however, there are no sensitive receptors located near the project area. With the implementation of measures **AQ-5**, **AQ-7**, and **AQ-8**, the project would result in no impact on sensitive receptors, and no mitigation is required.

(d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Pollutants of principal concern include emissions leading to odors, dust emissions, or emissions considered to constitute air pollutants. Air pollutants have been discussed in response (a) through (c) above. Therefore, the following discussion focuses on emissions of odors and dust.

Minor sources of pollutants that may result in odors would be present during construction. The predominant source of power for construction equipment is diesel engines. Exhaust from diesel engines, as well as emissions associated with asphalt paving may result in odors being present in and around the project area. Odors would be temporary and would disperse rapidly with distance from the source.

The project would be constructed in compliance with VCAPCD's Rule 55 (Fugitive Dust) and Caltrans Standards Specifications 14-9.02 (**AQ-1** through **AQ-4**, **AQ-6**, **AQ-9** through **AQ-11**). These measures would ensure that construction of the project would not result in substantial emissions of dust. Following construction, the roadway would be paved and would not include any exposed topsoil. Areas adjacent to the roadway would be treated with erosion control

measures to minimize dust. Therefore, project operation would generate a similar amount of dust as existing condition and therefore would not adversely affect a substantial number of people. Therefore, the project would result in a less than significant impact on other emissions adversely affecting a substantial number of people, and no mitigation is required.

3.4.5 Avoidance and Minimization Measures

- AQ-1** The construction contractor would comply with the California Department of Transportation's (Caltrans) non-standard special provision Section 14-9.05 (2023). Section 14-9.05 requires identification of the local air quality jurisdiction and for the contract to comply with all applicable rules and best management practices. The project would comply with all applicable Ventura County Air Pollution Control District (VCAPCD) rules and regulations including, but not limited to, Rule 55 for the control of fugitive dust, Rule 62.7 for the control of asbestos-containing material (ACM), and Rule 74.4, which prohibits the use of cutback asphalt.
- AQ-2** Water or a dust palliative would be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- AQ-3** Soil binder would be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.
- AQ-4** Trucks would be washed as they leave the right-of-way (ROW) as necessary to control fugitive dust emissions.
- AQ-5** Construction equipment and vehicles would be properly tuned and maintained. All construction equipment would use low sulfur fuel as required by the California Code of Regulations Title 17, Section 93114.
- AQ-6** A dust control plan would be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts on existing communities.
- AQ-7** Equipment and materials storage sites would be located as far away from residential and park uses as practicable. Construction areas would be kept clean and orderly.
- AQ-8** Environmentally sensitive areas would be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles would be prohibited, to the extent feasible.

- AQ-9** Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, would be used.
- AQ-10** All transported loads of soil and wet materials would be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) would be provided to minimize the emission of dust during transportation.
- AQ-11** Dust and mud that are deposited on paved, public roads due to construction activity and traffic would be promptly and regularly removed to reduce Particulate Matter (PM) emissions.
- AQ-12** To the extent feasible, construction traffic would be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- AQ-13** Mulch would be installed, or vegetation planted as soon as practicable after grading to reduce windblown Particulate Matter (PM) in the area.
- AQ-14** In addition, nonstandard special provision 14-9.05 would mandate contractors to be responsible for complying with all rules and regulations implemented by air districts.

3.5 Biological Resources

This section describes the regulatory and environmental setting for biological resources in the project area. In addition, this section describes the potential impacts related to biological resources that would result from implementation of the project.

Within this section, special-status species, nesting birds, raptor foraging activities, bats, and jurisdictional waters will be discussed. Special-status species include plants and wildlife species that are listed under the CDFW and the Federal Endangered Species Act (FESA), plant species designated by the California Native Plant Society (CNPS) with a California Rare Plant Rank or other plants of local concern, and wildlife that is designated as a California Species of Special Concern, as defined by CDFW.

3.5.1 Regulatory Setting

The following discussion provides a summary of federal, state, and local laws and regulations that pertain to sensitive and/or protected species, their habitats, and waterways within or near the project area.

Federal

Clean Water Act Section 404

The United States Army Corps of Engineers (USACE) Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the Clean Water Act (CWA). In recent years, the definition of waters of the U.S. has been in flux. The U.S. EPA and the USACE issued a revised definition of waters of the U.S. in January 2023. However, the U.S. Supreme Court ruled in *Sackett v. Environmental Protection Agency* on May 25, 2023, that only wetlands and permanent bodies of water with a “continuous surface connection” to “traditional interstate navigable waters” are covered by the CWA, thus revoking the “significant nexus” standard and invalidating portions of the January 2023 rule. To conform with the *Sackett* decision, the U.S. EPA and USACE issued a final revised rule on August 29, 2023, amending the January 2023 definition of waters of the U.S.

Under the August 2023 rule, waters of the U.S. include: 1) traditional navigable waters (i.e. waters that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use for interstate or foreign commerce), the territorial seas, and interstate waters (collectively “qualifying waters”); 2) impoundments (e.g. reservoirs, retention ponds) of qualifying waters; 3) tributaries to qualifying waters that are relatively permanent, standing, or continuously flowing bodies of water; 4) wetlands with a continuous surface connection to qualifying waters; and 5) intrastate lakes and ponds that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to qualifying waters (CFR 33 Section 328.3 and 40 CFR 120.2).

In streams and rivers where adjacent wetlands are absent, the USACE jurisdiction extends to the ordinary high water mark (OHWM). The OHWM is defined as “the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.” (33 CFR Section 328.3[c(3)]). If the OHWM is not readily distinguishable, the USACE jurisdiction within streams extends to the “bankfull discharge” elevation, which is the level at which water begins to leave the channel and move into the floodplain (Rosgen, 1996). This level is reached at a discharge which generally has a recurrence interval of approximately 1.5 to two years on the annual flood series (Leopold, 1994).

Federal wetlands are transitional areas between well-drained upland habitats and permanently flooded (deepwater) aquatic habitats and are defined differently by different resource agencies. The USACE and the U.S. EPA define wetlands as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” {33 CFR Section 328.3[c(1)]}.

Clean Water Act Section 402

Activities within inland streams, wetlands, and riparian areas in California are regulated by agencies at the federal, state, and regional levels. The CWA establishes the basic structure for regulating discharges of pollutants into waters of the U.S. At the federal level, the U.S. EPA regulates construction-related stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program, pursuant to Section 402 of the federal CWA. Section 402 of the CWA requires that all construction sites disturbing one acre or greater of land, as well as municipal, industrial and commercial facilities discharging wastewater or stormwater directly from a point source (a pipe, ditch or channel) into a surface water of the U.S. (a lake, river, and/or ocean) must obtain permission under the NPDES permit.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance and/or destruction. “Migratory birds” under the MBTA include all bird species listed in 50 CFR Part 10.13, as updated in December 2013 (United States Fish and Wildlife Service, 2013). In accordance with the Migratory Bird Treaty Reform Act of 2004 the United States Fish and Wildlife Service (USFWS) included all species native to the U.S. (or U.S. territories) that are known to be present as a result of natural biological or ecological processes. In addition, the USFWS provided clarification that the MBTA does not apply to any nonnative species whose presence in the U.S. are solely the result of intentional or unintentional human-assisted introduction (United States Fish and Wildlife Service, 2018). Nonnative bird species not protected by the MBTA include, but are not limited to, the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

State

Porter-Cologne Water Quality Control Act

The RWQCB asserts authority over waters of the state under the Porter-Cologne Act, which establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act empowers the RWQCB to formulate and adopt a Water Quality Control Plan that designates beneficial uses and establishes such water quality objectives that in its judgment will ensure reasonable protection of beneficial uses. Each RWQCB establishes water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of water quality degradation. Dredge or fill activities with the potential to affect water quality in these waters must comply with Waste Discharge Requirements (WDR) issued by the RWQCB.

The term “waters of the state,” under jurisdiction of the RWQCB, is defined by California Water Code as “any surface water or groundwater, including saline waters, within the boundaries of the state” (California Water Code Section 13050(e)).

California Fish and Game Code

Under the California Fish and Game Code Section 1602, the limits of CDFW jurisdiction within streams and other drainages extends from the top of the stream bank to the top of the opposite

bank, to the outer drip line in areas containing riparian vegetation, and/or within the 100-year floodplain of a stream or river system containing fish or wildlife resources. Under Section 1602, a Streambed Alteration Agreement must be issued by the CDFW prior to the initiation of construction activities that may substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel, or bank, of any river, stream, or lake; or deposit debris, waste, or other materials that could pass into any river, stream, or lake under CDFW's jurisdiction.

Section 2126 of the California Fish and Game Code states that it is unlawful for any person to take any mammal that are identified within Section 2118, including all species of bats.

Sections 3503, 3513, and 3800 of the California Fish and Game Code prohibit the take of birds protected under the MBTA and protects their occupied nests. In addition, Section 3503.5 of the California Fish and Game Code prohibits the take of any birds in the order *Falconiformes* or *Strigiformes* (birds-of-prey) and protects their occupied nests. Pursuant to Section 3801 and 3800, the only species authorized for take without prior authorization from the CDFW are the house sparrow and European starling.

State-listed species and those petitioned for listing by the CDFW are fully protected under CESA. Under Section 2080.1 of the California Fish and Game Code, if a project would result in take of a species that is both federally and state listed, a consistency determination may be completed in lieu of undergoing a separate CESA consultation. Under Section 2081, if a project would result in take of a species that is state-only listed as threatened or endangered, then an incidental take permit from the CDFW is required.

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code prohibit the take or possession of 37 fully protected bird, mammal, reptile, amphibian, and fish species. Each of the statutes states that no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” the species, and states that no previously issued permit or licenses for take of the species “shall have any force or effect” for authorizing take or possession. The CDFW will not authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following biological resources goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **COS-1**: To identify, preserve, protect, and restore sensitive biological resources, including federal and state-designated endangered, threatened, rare, or candidate species and their supporting habitats; wetland and riparian habitats; coastal habitats; habitat connectivity and wildlife corridors; and habitats and species identified as “locally important” by the County.

- **Policy**

- **COS-1.1**: The County shall ensure that discretionary development that could potentially impact sensitive biological resources be evaluated by a qualified biologist to assess impacts and, if necessary, develop mitigation measures that fully account for the impacted resource. When feasible, mitigation measures should adhere to the following priority: avoid impacts, minimize impacts, and compensate for impacts. If the impacts cannot be reduced to a less than significant level, findings of overriding considerations must be made by the decision-making body.
- **COS-1.4**: When considering proposed discretionary development, County decision-makers shall consider the development's potential project-specific and cumulative impacts on the movement of wildlife at a range of spatial scales including local scales (e.g., hundreds of feet) and regional scales (e.g., tens of miles).
- **COS-1.9**: The County shall consult with CDFW, the RWQCB, the USFWS, National Audubon Society, California Native Plant Society, National Park Service for development in the Santa Monica Mountains or Oak Park Area, and other resource management agencies, as applicable during the review of discretionary development applications to ensure that impacts on biological resources, including rare, threatened, or endangered species, are avoided or minimized.

3.5.2 Environmental Setting

This section describes the environmental setting, or conditions related to biological resources and jurisdictional areas in the project area. This information is intended to assist in the evaluation and conclusions of the impact analysis provided below and in the formation of BMPs. The information in this section is based on the *Biological Resources Assessment* (BRA) prepared for the project (see **Appendix D**) (GPA Consulting, 2023).

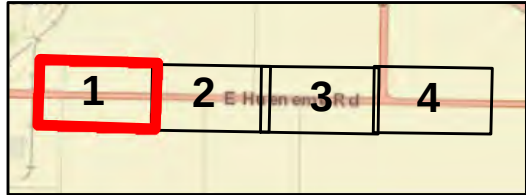
Biological Study Area

The biological study area (BSA) includes areas that could be directly or indirectly impacted by the project, either temporarily or permanently. The BSA comprises approximately 210.5 acres and an approximately 300-foot buffer around the project footprint. The BSA begins west of the Hueneme Road/Edison Drive intersection and extends east to just east of the Hueneme Road/Nauman Road intersection. (see **Figure 3.5.1**).

Literature Review

A literature, database, and aerial imagery review was conducted to determine if special-status biological resources were present or potentially present in or near the BSA. The following sources were used:

- CDFW's California Natural Diversity Database Search (CNDDDB) for the Oxnard, Point Mugu, Camarillo, Santa Paula, Saticoy, and Ventura 7.5-minute series topographic quadrangles (California Department of Fish and Wildlife, 2023a);



-  Biological Study Area
-  Area of Direct Impacts

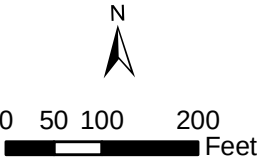
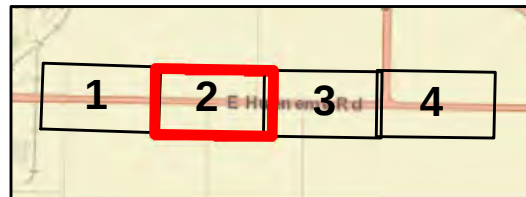


FIGURE 3.5-1. BIOLOGICAL STUDY AREA
Hueneme Road Widening Project
Ventura County
Sheet 1 of 4



-  Biological Study Area
-  Area of Direct Impacts

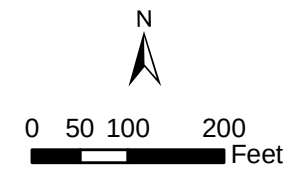
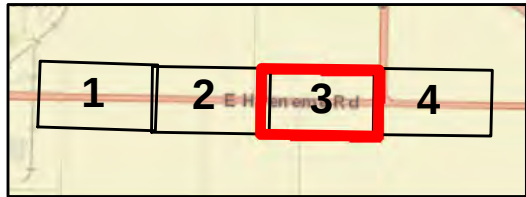


FIGURE 3.5-1. BIOLOGICAL STUDY AREA
Hueneme Road Widening Project
Ventura County
Sheet 2 of 4



-  Biological Study Area
-  Area of Direct Impacts

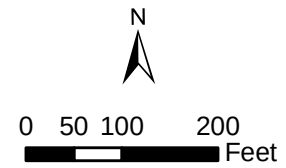
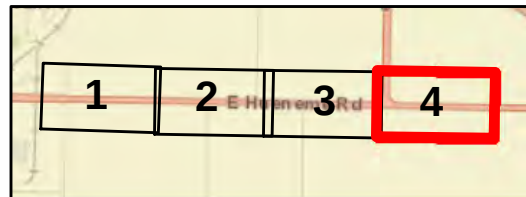


FIGURE 3.5-1. BIOLOGICAL STUDY AREA
Hueneme Road Widening Project
Ventura County
Sheet 3 of 4



-  Biological Study Area
-  Area of Direct Impacts

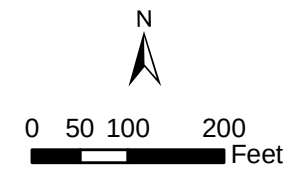


FIGURE 3.5-1. BIOLOGICAL STUDY AREA
Hueneme Road Widening Project
Ventura County
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- CNPS Online Inventory of Rare and Endangered Plants for the Oxnard, Point Mugu, Camarillo, Santa Paula, Saticoy, and Ventura 7.5-minute series topographic quadrangles (California Native Plant Society, 2023a);
- CDFW Biogeographic Information and Observation System (BIOS) Habitat Connectivity Viewer (California Department of Fish and Wildlife, 2023b);
- Natural Resources Conservation Service (NRCS) Web Soils Survey for Ventura Area, California (United States Department of Agriculture Natural Resources Conservation Service, 2023);
- USFWS Information for Planning and Conservation (IPaC) Database (United States Fish and Wildlife Service, 2023a);
- USFWS Critical Habitat online mapper (United States Fish and Wildlife, 2023a);
- USFWS National Wetlands Inventory Mapper (United States Fish and Wildlife Service, 2023c); and
- NMFS for the Oxnard and Camarillo 7.5-minute series topographic quadrangles (National Oceanic and Atmospheric Administration, 2023).

Field Survey

A field survey of the BSA was conducted on May 3, 4, and 5, 2023 by qualified biologists. The purpose of these surveys was to perform a general biological assessment of the BSA, map vegetation communities and land cover classes, investigate waterways and drainage features in the BSA, and inventory vegetation communities, plant, and wildlife species in the BSA. Vegetation communities observed in the BSA were classified according to the CNPS Manual of California Vegetation (California Native Plant Society, 2023). Vertebrate wildlife species were identified by direct observation, vocalization, or sign (e.g. tracks, scat, burrows). Existing drainages and other aquatic features were qualitatively assessed and delineated.

Hydrology

Eleven drainage features and one freshwater marsh (cattail marsh) were observed within the BSA. Based on survey results, there are 11 drainages and one Cattail Marsh that may be under the jurisdiction of the RWQCB, and/or the CDFW. The drainages within the BSA convey flow to one of four culverts, which later direct flow into Mugu Drain. The cattail marsh receives runoff from nearby agricultural fields and does not appear to convey flow.

Vegetation and Cover Classes

Vegetation within the BSA includes a mix of native and non-native species. Six vegetation communities and one cover class were identified within the BSA (see **Figure 3.5-2**). Vegetation communities observed within the BSA were classified according to the CNPS Manual of California Vegetation and the National Vegetation Classification System, and include Cattail Marshes, Woody Agricultural Vegetation, Herbaceous Horticultural Crop, Row and Close Grain Crop, Tropical and Temperate Fruit Orchard, and Herbaceous and Woody Developed Vegetation

(California Native Plant Society, 2023; Federal Geographic Data Committee, Vegetation Subcommittee, 2023). One cover class, Developed, was observed in the BSA.

Wildlife Populations

Trees within the BSA could provide nesting habitat for migratory birds and roosting habitat for bats. Additionally, the cattail marsh near 1531 East Hueneme Road could provide habitat for invertebrates and foraging habitat for birds and other wildlife. Wildlife species observed during the biological surveys include American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), Anna's hummingbird (*Calypte anna*), lark sparrow (*Chondestes grammacus*), Lincoln's sparrow (*Melospiza lincolnii*), mourning dove (*Zenaida macroura*), mallard (*Anas platyrhynchos*), northern rough-winged swallow (*Stelgidopteryx serripennis*), Brewer's blackbird (*Euphagus cyanocephalus*), and brown-headed cowbird (*Molothrus ater*).

Regional Connectivity/Wildlife Movement Corridors

According to CDFW's Areas of Conservation Emphasis - Terrestrial Connectivity dataset, the BSA is located entirely within an area with limited connectivity opportunity (California Department of Fish and Wildlife, 2019). The agricultural land on the south side of Hueneme Road appears as though it could be used by wildlife to access the waterfront, however, in actuality access is blocked by the fences surrounding Naval Air Station Point Mugu and the Ormond Beach Generating Station. The agricultural land on the north side of Hueneme Road ultimately leads to wildlife movement barriers in the form of Tierra Vista neighborhood and Pacific Coast Highway. Thus, the BSA and the land surrounding the BSA does not function as a wildlife movement corridor nor as a hub of regional connectivity.

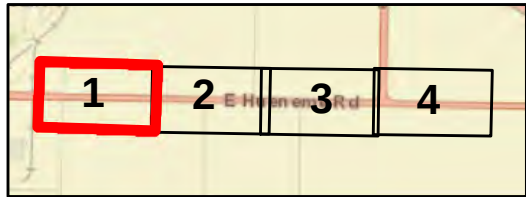
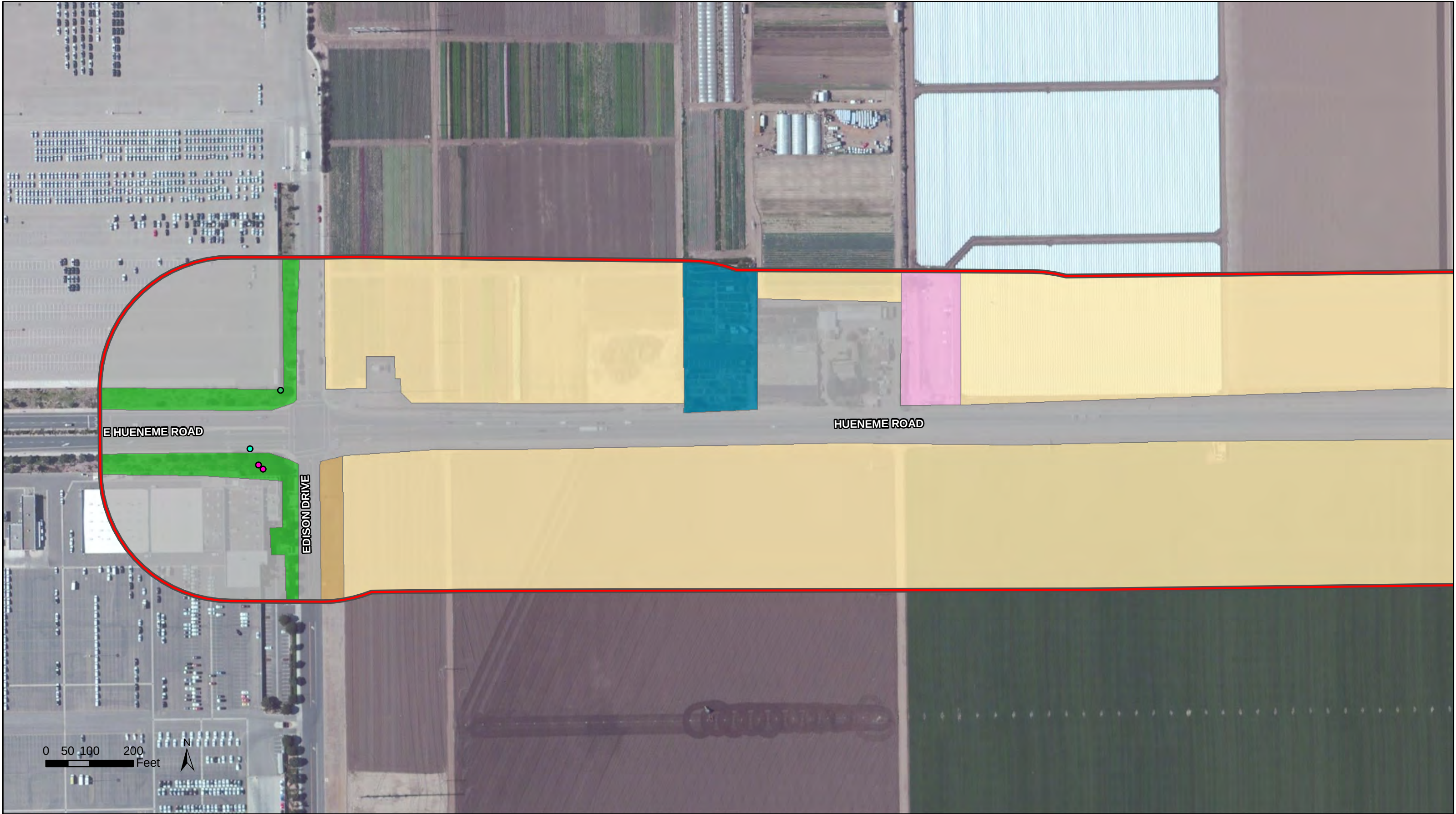
Existing Conditions

Vegetation/Land Use Types

The project area is surrounded by agriculture, industrial, commercial and services, transportation, communications and utilities, and single-family residential land uses (see **Figure 2.1-3**). The vegetation within the BSA is mostly comprised of agricultural and herbaceous and woody vegetation types (see **Figure 3.5-2**).

Plants

During the field survey(s), non-native species were observed in and around the project area in disturbed areas, including ice plant, celery, mulefat, cattail and other agricultural and herbaceous plants and grasses. There are no natural vegetation communities in the project area.

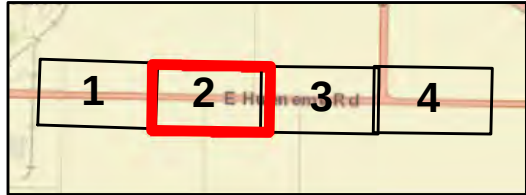


- Biological Study Area**
- Cover Classes**
- Bare Ground
 - Developed

- Vegetation Communities**
- Row and Close Grain Crop
 - Herbaceous Horticultural Crop
 - Herbaceous and Woody Developed Vegetation
 - Cattail Marsh

- Trees**
- Cottonwood
 - Coral tree
 - Mexican fan palm
 - New Zealand Christmas tree
 - Queen palm

FIGURE 3.5-2. VEGETATION COMMUNITIES AND COVER CLASSES
Hueneme Road Widening Project
Ventura County
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Biological Study Area

Cover Classes

Developed

Vegetation Communities

Row and Close Grain Crop

Tropical and Temperate Fruit Orchard

Woody Agricultural Vegetation

Trees

Cottonwood

Coral tree

Mexican fan palm

New Zealand Christmas tree

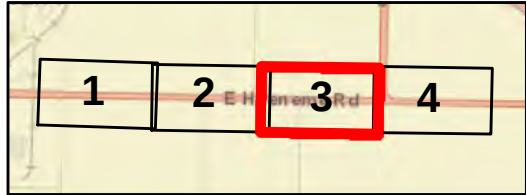
Queen palm

FIGURE 3.5-2. VEGETATION COMMUNITIES AND COVER CLASSES

Hueneme Road Widening Project

Ventura County

Sheet 2 of 4

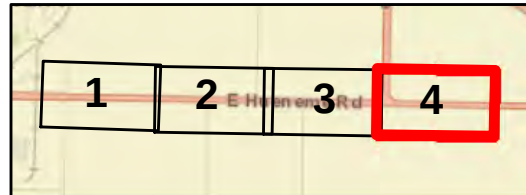


Biological Study Area
Cover Classes
 Developed

Vegetation Communities
 Row and Close Grain Crop
 Tropical and Temperate Fruit Orchard
 Woody Agricultural Vegetation

Trees
 Cottonwood
 Coral tree
 Mexican fan palm
 New Zealand Christmas tree
 Queen palm

FIGURE 3.5-2. VEGETATION COMMUNITIES AND COVER CLASSES
Hueneme Road Widening Project
Ventura County
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 Biological Study Area

Cover Classes

 Developed

Vegetation Communities

 Row and Close Grain Crop

 Herbaceous and Woody Developed Vegetation

Trees

 Cottonwood

 Coral tree

 Mexican fan palm

 New Zealand Christmas tree

 Queen palm

FIGURE 3.5-2. VEGETATION COMMUNITIES AND COVER CLASSES

Hueneme Road Widening Project

Ventura County

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State Jurisdictional Aquatic Resources

Based on survey results, the 11 drainages within the BSA are anticipated to fall under the jurisdiction of RWQCB and/or CDFW. There are no waters under federal jurisdiction within the project area. The jurisdiction of the RWQCB includes 0.46 acre of non-wetland waters in the BSA (see **Figure 3.5-3**). The cattail marsh is not anticipated to fall under the jurisdiction of RWQCB. Approximately 1.54 acres of waters within the BSA are anticipated to fall under the jurisdiction of the CDFW; including the cattail marsh and all 11 drainages (see **Figure 3.5-4**). There are no existing wetlands in the project area.

Special Status Plants and Sensitive Vegetation Communities

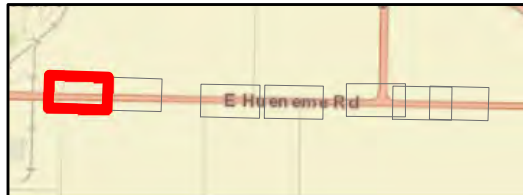
A total of 23 special-status plant species were evaluated for their potential to be in the BSA. Survey results, range, and habitat information were used to determine the likelihood for these species to be in the BSA. Special-status plant species were not observed, and based on habitat requirements, special-status plant species are not anticipated to be in the BSA. In addition, there are no USFWS-designated critical habitats found in the BSA. According to the CNDDDB search, five sensitive vegetation communities have the potential to be in the BSA. These sensitive vegetation communities include California Walnut Woodland, Coastal and Valley Freshwater Marsh, Southern Coastal Salt Marsh, Southern Riparian Scrub, and Valley Needlegrass Grassland. Of these five, one special-status community was observed in the BSA: Coastal and Valley Freshwater Marsh (Holland, 1986). Coastal and Valley Freshwater Marsh communities, as described in Holland, are equivalent to the Cattail Marsh community.

Special-Status Wildlife

A total of 49 special-status wildlife species were evaluated for their potential to be in the BSA. Based on habitat requirements, nine of those species have the potential to be in the BSA, including American bumble bee (*Bombus pensylvanicus*), California legless lizard (*Anniellus* spp.), burrowing owl (*Athene cunicularia*), tricolored blackbird (*Agelaius tricolor*), white-tailed kite (*Elanus leucurus*), California horned lark (*Eremophila alpestris actia*), American peregrine falcon (*Falco peregrinus anatum*), pallid bat (*Antrozous pallidus*), and western mastiff bat (*Eumops perotis californicus*). Survey results, range, and habitat information were used to determine the likelihood for these species to be in the BSA. Because the entire BSA lacks suitable habitat, is disturbed, and is surrounded by industrial, commercial, and residential land uses, most of these wildlife species are not anticipated to be in the BSA.

Bats

Two bat species, pallid bat and western mastiff bat, have the potential to be in the BSA based on habitat requirements. However, these species were not observed during the biological field surveys. Pallid bat are known to roost in hollow trees and buildings, and night roost in more open sites such as porches or open buildings. Western mastiff bats are known to roost in large trees. Large trees are located along the shoulder of Hueneme Road that may provide suitable roosting habitat.

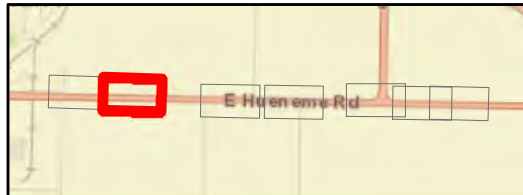


0 50 100 Feet



-  Biological Study Area
-  Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 1 of 7

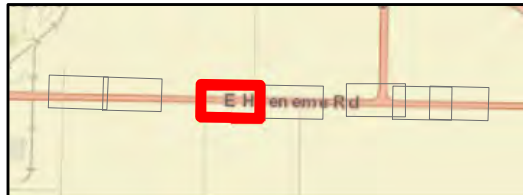


0 50 100 Feet



-  Biological Study Area
-  Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 2 of 7

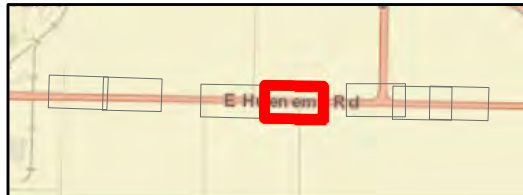
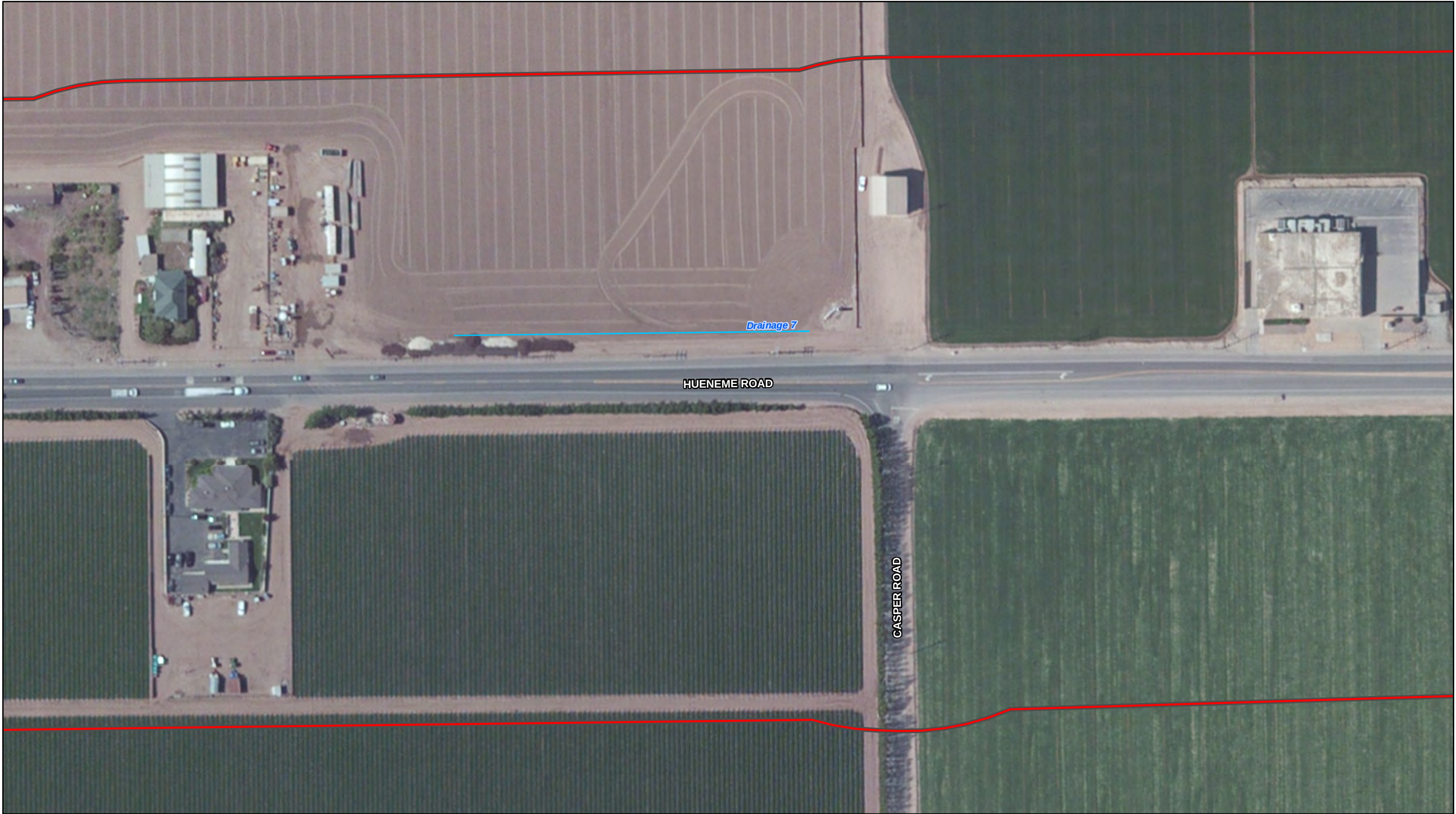


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 3 of 7



0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 4 of 7

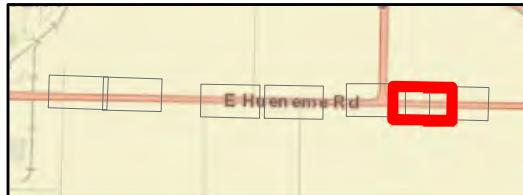


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 5 of 7

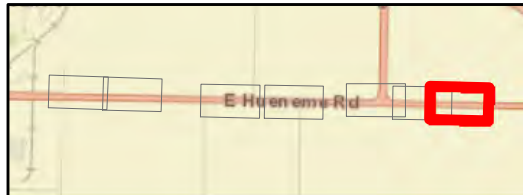
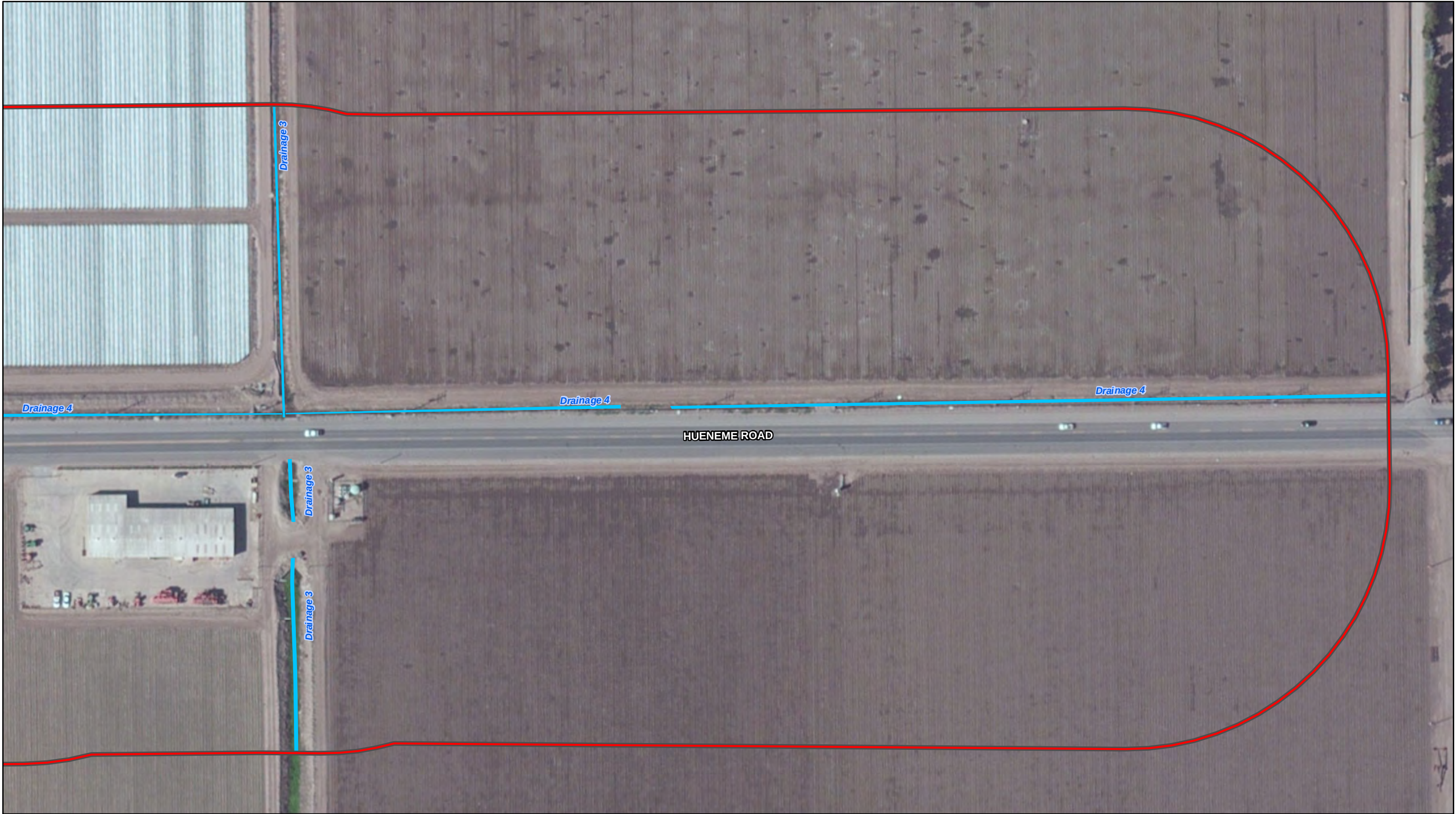


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 6 of 7

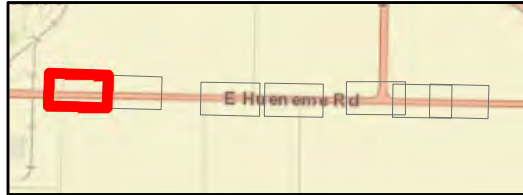


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)

FIGURE 3.5-3. REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 7 of 7

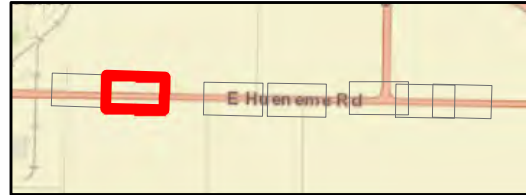


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 1 of 7

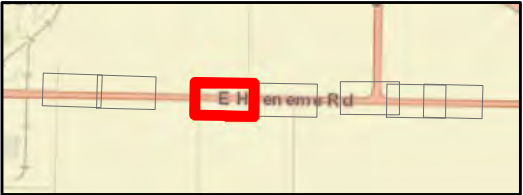


0 50 100 Feet



-  Biological Study Area
-  Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 2 of 7

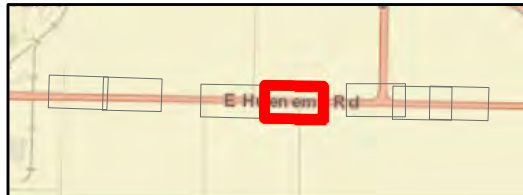
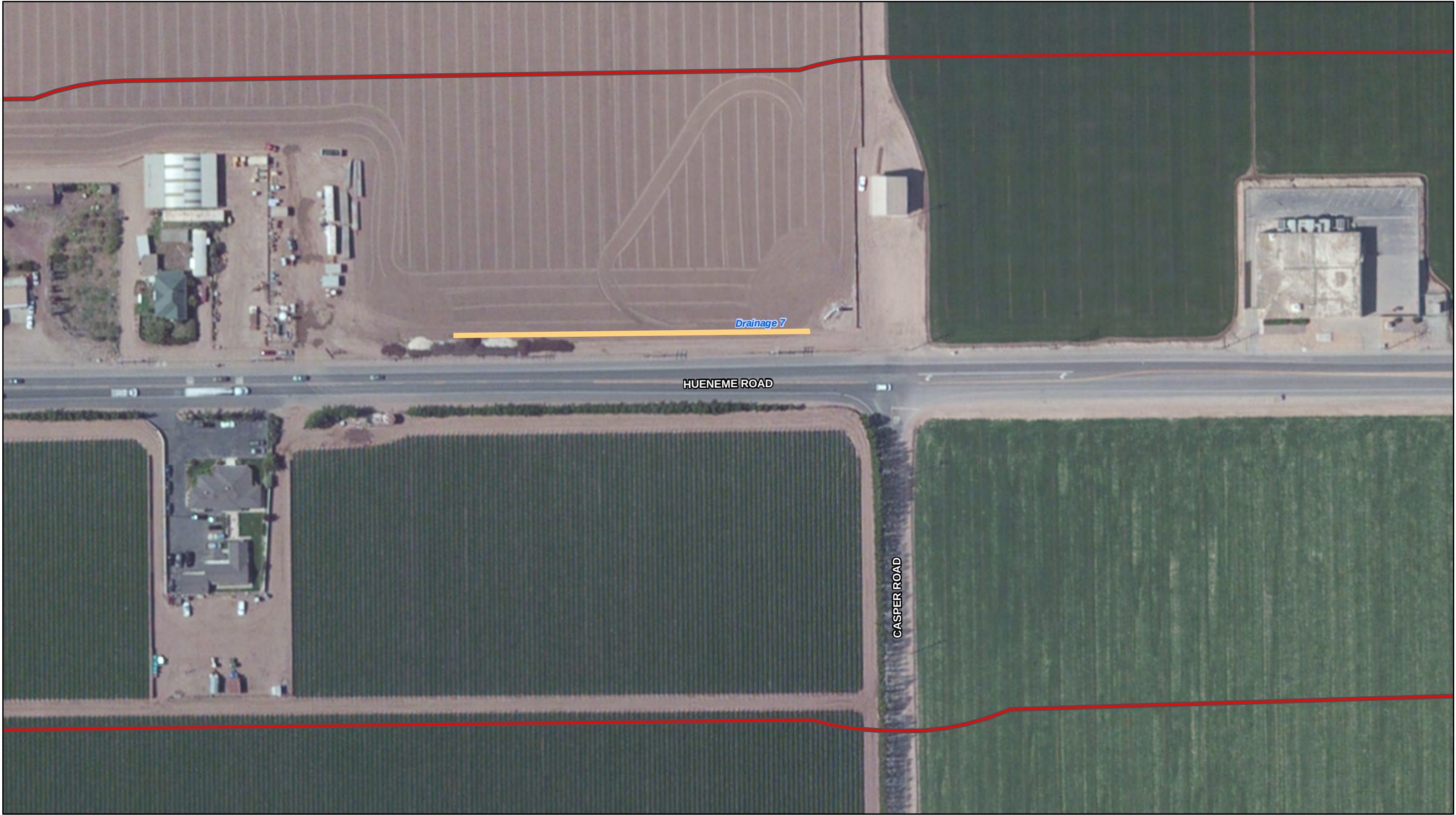


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 3 of 7

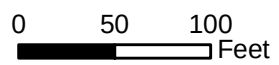
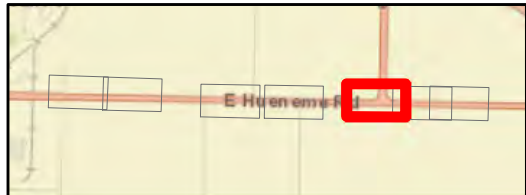


0 50 100 Feet



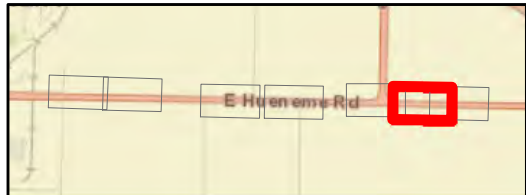
-  Biological Study Area
-  Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 4 of 7



- Biological Study Area
- Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 5 of 7

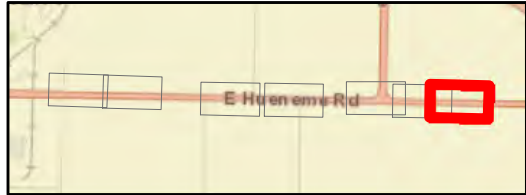


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
 Sheet 6 of 7



0 50 100 Feet



-  Biological Study Area
-  Potential CDFW Jurisdiction (1.54 acres)

FIGURE 3.5-4. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 7 of 7

Birds

Nesting Birds

The BSA contains suitable nesting habitat in the BSA for bird species that frequently nest in and on structures, trees, or other vegetation in developed areas, and are tolerant of disturbance. Several bird species, including American crow, European starling, barn swallow, cliff swallow, Anna's hummingbird, lark sparrow, Lincoln's sparrow, mourning dove, mallard, northern rough-winged swallow, Brewer's blackbird, and brown-headed cowbird were observed in the BSA.

Raptor Foraging Activities

The BSA was evaluated for its potential to support raptor foraging activities. Raptors could nest in the project area, however, foraging habitat within the BSA is low quality due to intensive agricultural practices. The BSA provides limited foraging opportunities for raptor species that are habituated to agricultural areas.

Wildlife Corridors

According to CDFW's Areas of Conservation Emphasis - Terrestrial Connectivity dataset, the BSA is located entirely in an area with limited connectivity opportunity (California Department of Fish and Wildlife, 2019). The agricultural land on the south side of Hueneme Road appears as though it could be used by wildlife to access the waterfront, however, access is blocked by the fences surrounding Naval Air Station Point Mugu and the Ormond Beach Generating Station. The agricultural land on the north side of Hueneme Road leads to wildlife movement barriers in the form of Tierra Vista neighborhood and Pacific Coast Highway. However, the BSA may be used for local foraging and movement by local wildlife species from the surrounding areas.

3.5.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A biological resources impact is considered significant if the project would:

- (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.
- (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or by the CDFW or USFWS.
- (c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marshes, vernal pools, and coastal areas) or any State-protected jurisdictional areas not subject to regulation under Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means.

- (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.5.4 Environmental Impacts

(a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

Less than Significant Impact. No special-status plants were observed in the BSA during field surveys. Ground-disturbing activities, vegetation/tree removal and trimming, staging, and pedestrian and vehicle movement, could result in disturbance, injury, or mortality, reduction of nesting and foraging habitat for American bumble bee, legless lizards, and bats. Noise and vibration could also result in disturbance to foraging patterns and habitat for these species. These impacts would be reduced through implementation of avoidance and minimization measures **BIO-17** through **BIO-19**. Indirect impacts on bats may include roost abandonment resulting from increased construction noise and vibration. Implementation of avoidance and minimization measures **BIO-20** through **BIO-27** would reduce potential impacts.

The project would include removal of approximately 329 non-native trees at the southern shoulder of Hueneme Road, east of Olds Road and west of Casper Road; the northern shoulder of Hueneme Road at 2599 Hueneme Road; and the northern shoulder of Hueneme Road near 3121 Hueneme Road. These trees are not protected under County or state regulations. Tree and vegetation removal and/or trimming could result in disturbance, injury, or mortality on nesting and/or foraging migratory birds and raptors and reduce the available nesting habitat. Noise and vibration could also result in disturbance and nest abandonment. These impacts would be reduced through implementation of avoidance and minimization measures **BIO-28** through **BIO-31**. Avoidance and minimization measures **BIO-9** through **BIO-15** would further reduce impacts related to construction. Therefore, the project would result in a less than significant impact on special-status vegetation communities, plants, or wildlife during construction, and no mitigation is required.

During operation, lighting, noise, human activity, and maintenance activities associated with the widened roadway would not be substantially different from existing conditions. Therefore, the project would result in no impact on special-status vegetation communities, plants, or wildlife during operation, and no mitigation is required.

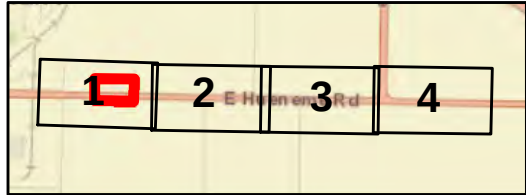
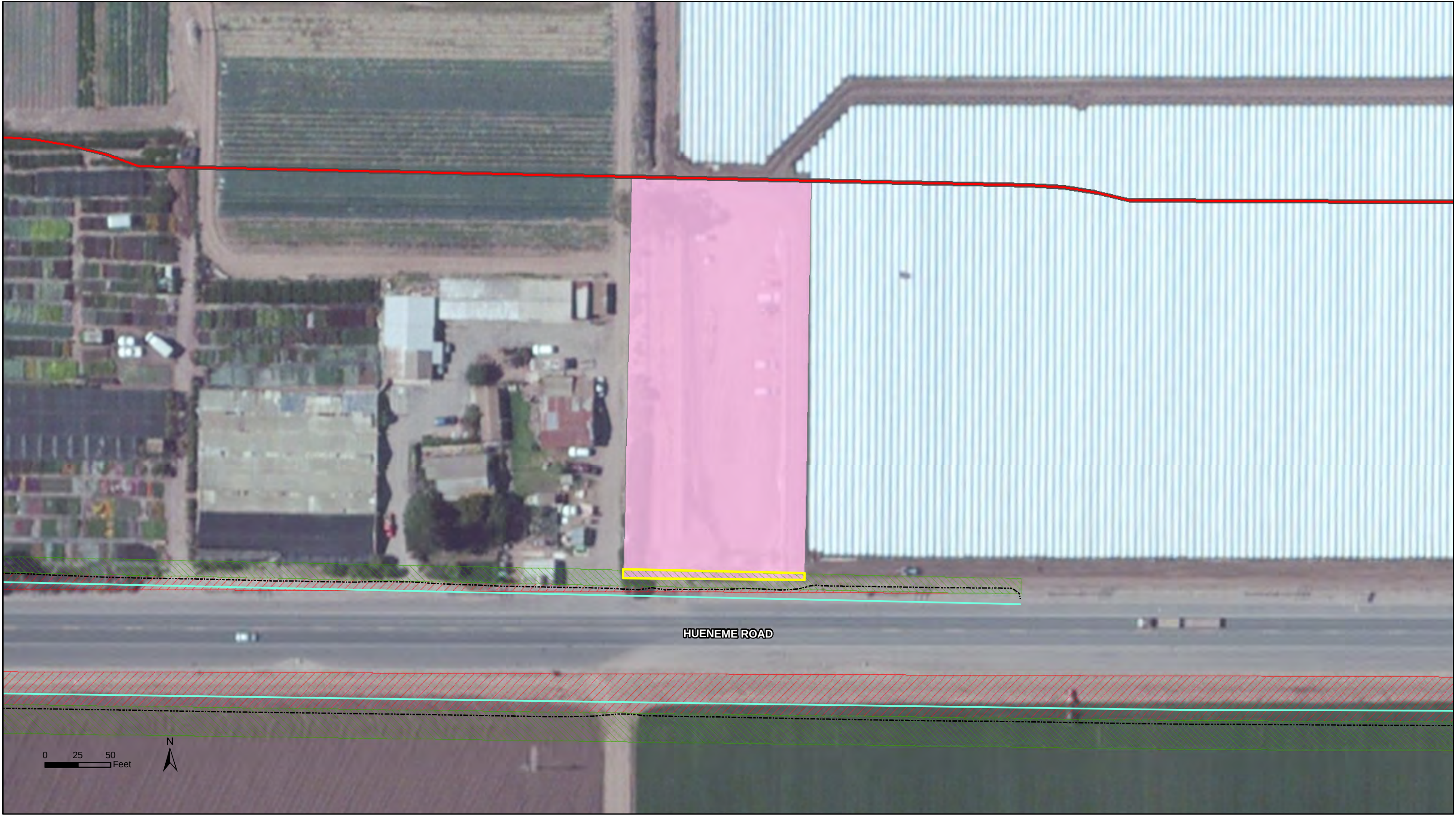
(b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or by the CDFW or USFWS?*

Less than Significant Impact. The Cattail Marsh community is within the BSA. Project activities, including culvert extension, culvert relocation, irrigation facility relocation, grading, paving, staging, and construction access would result in approximately 0.02 acre of temporary impacts on this community (see **Figure 3.5-5**), which overlaps with impacts on potential CDFW jurisdiction. Additionally, construction activities could result in the production of dust, which could travel onto adjacent areas and result in indirect impacts on special-status natural communities. However, with implementation of measures **BIO-7** and **BIO-8**, the project would result in a less than significant impact related to riparian habitat or other sensitive natural communities, and no mitigation is required. During operation of the project, Hueneme Road would not operate substantially differently than the existing condition. Multi-modal transportation would be restricted to the designated roadway corridor. Therefore, the project would result in a less than significant impact on riparian habitat or other sensitive communities, and no mitigation is required.

(c) *Would the project have a substantial adverse effect on state or federal protected wetlands including but not limited to marshes, vernal pools, and coastal areas) or any State-protected jurisdictional areas not subject to regulation under Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means?*

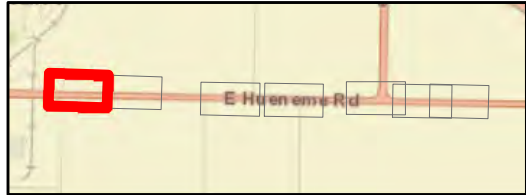
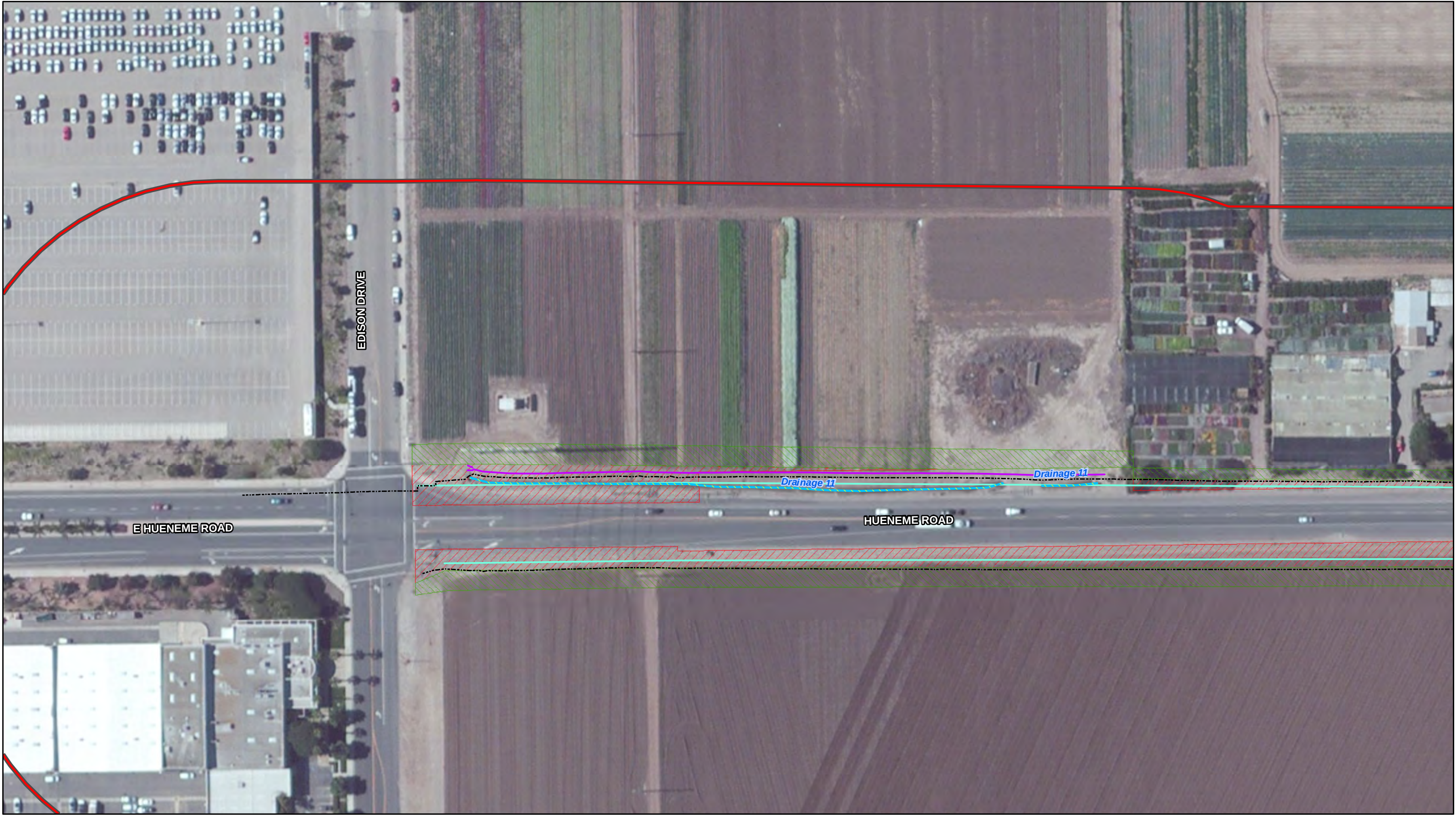
Construction Impacts

Less than Significant Impact. Based on survey results, there are 11 drainages that may be under jurisdiction of the RWQCB, and/or CDFW. In addition, there is one cattail marsh within the BSA that would fall under the jurisdiction of CDFW. The project would require relocation of two drainages, drainage pipe and drainage inlet relocation, and culvert extensions and relocation, which would result in direct impacts on these features. Construction materials, dust, and/or debris could also enter into flowing waters and temporarily impact water quality, resulting in indirect impacts. Based on conclusions in the BRA, the project would result in temporary impacts on approximately 0.16 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.64 acre potentially under CDFW jurisdiction (see **Figure 3.5-6** and **Figure 3.5-7**). However, with implementation of measures **BIO-1** through **BIO-6**, the project would result in a less than significant impact on state or federally jurisdictional areas, and no mitigation is required.



- | | | |
|--|---|--|
|  Biological Study Area |  Edge of Pavement |  Proposed ROW |
|  Cattail Marsh |  Grading Limits |  Proposed TCE |
|  Potential Impacts on Cattail Marsh (0.02 acre) |  Drainage Improvements | |

FIGURE 3.5-5. POTENTIAL IMPACTS ON SPECIAL-STATUS NATURAL COMMUNITIES
Hueneme Road Widening Project
Ventura County

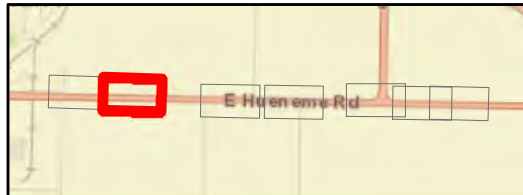
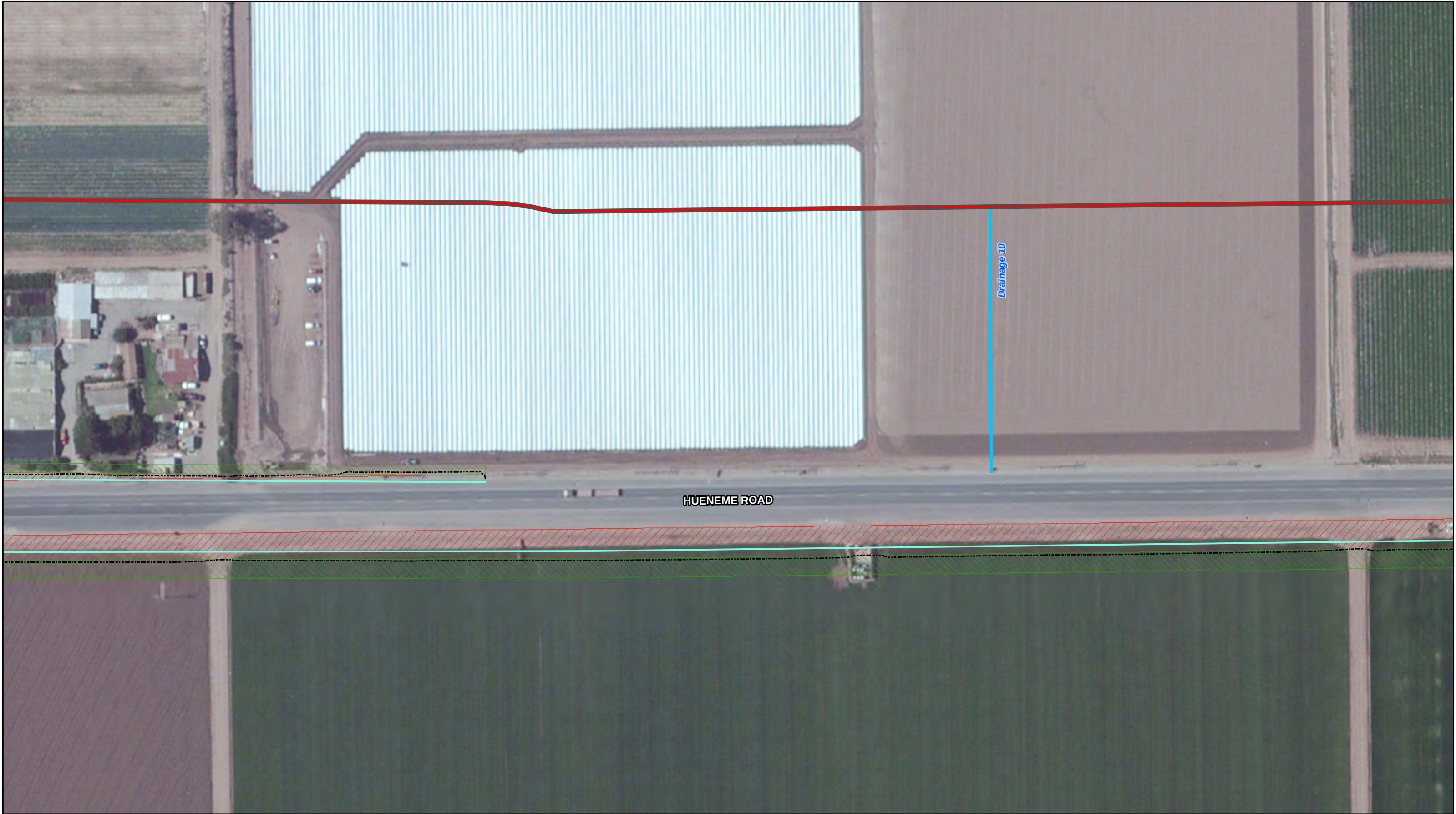


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 1 of 7



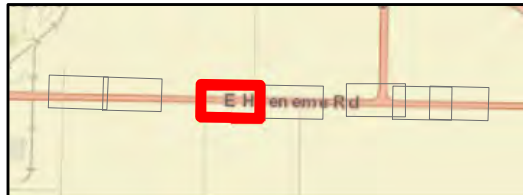
0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)

- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

**FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL
WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 2 of 7**

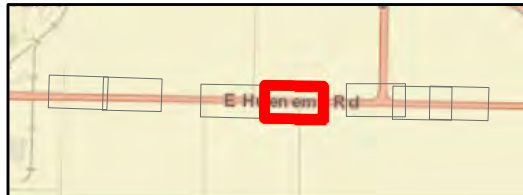
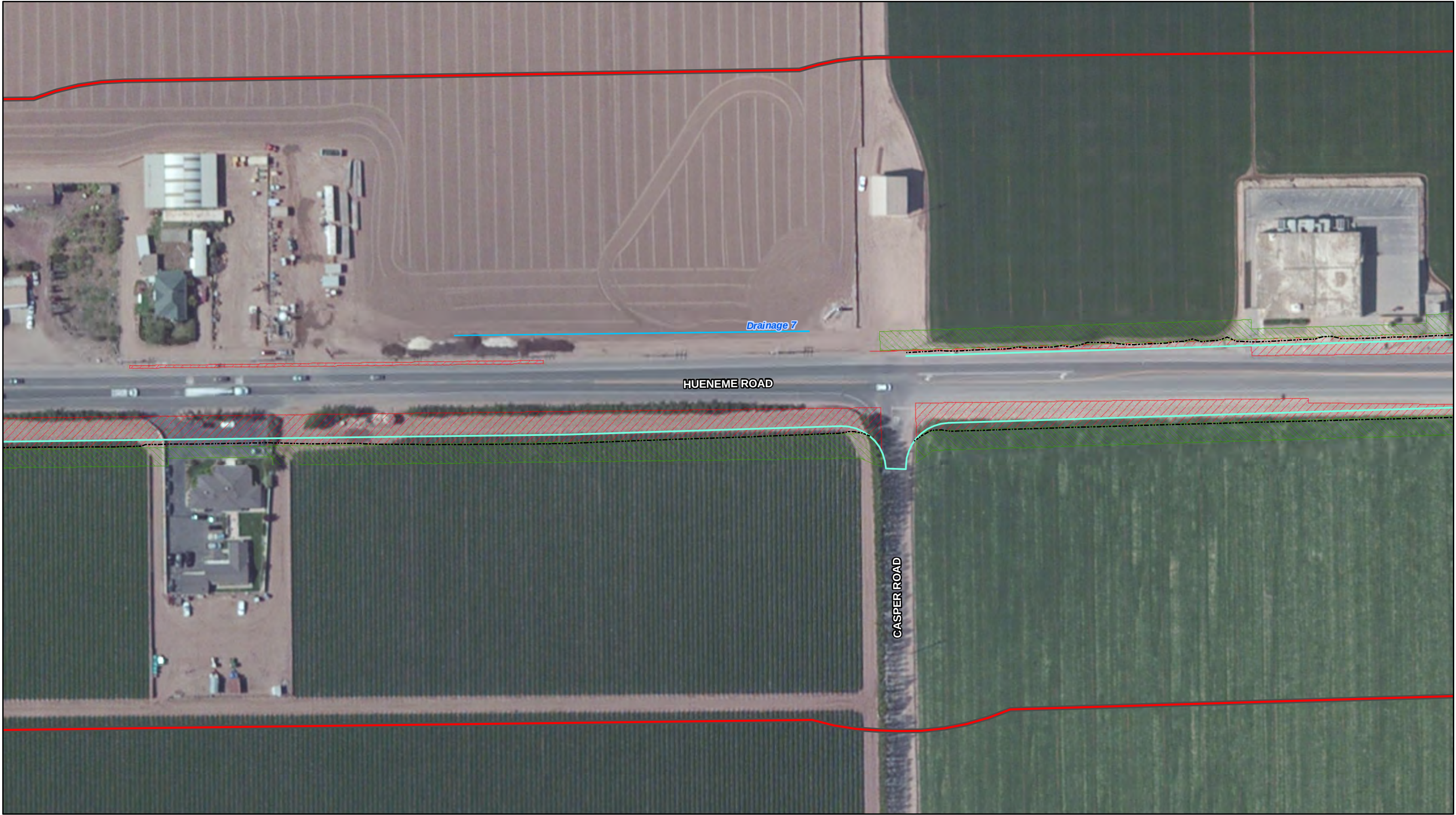


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County



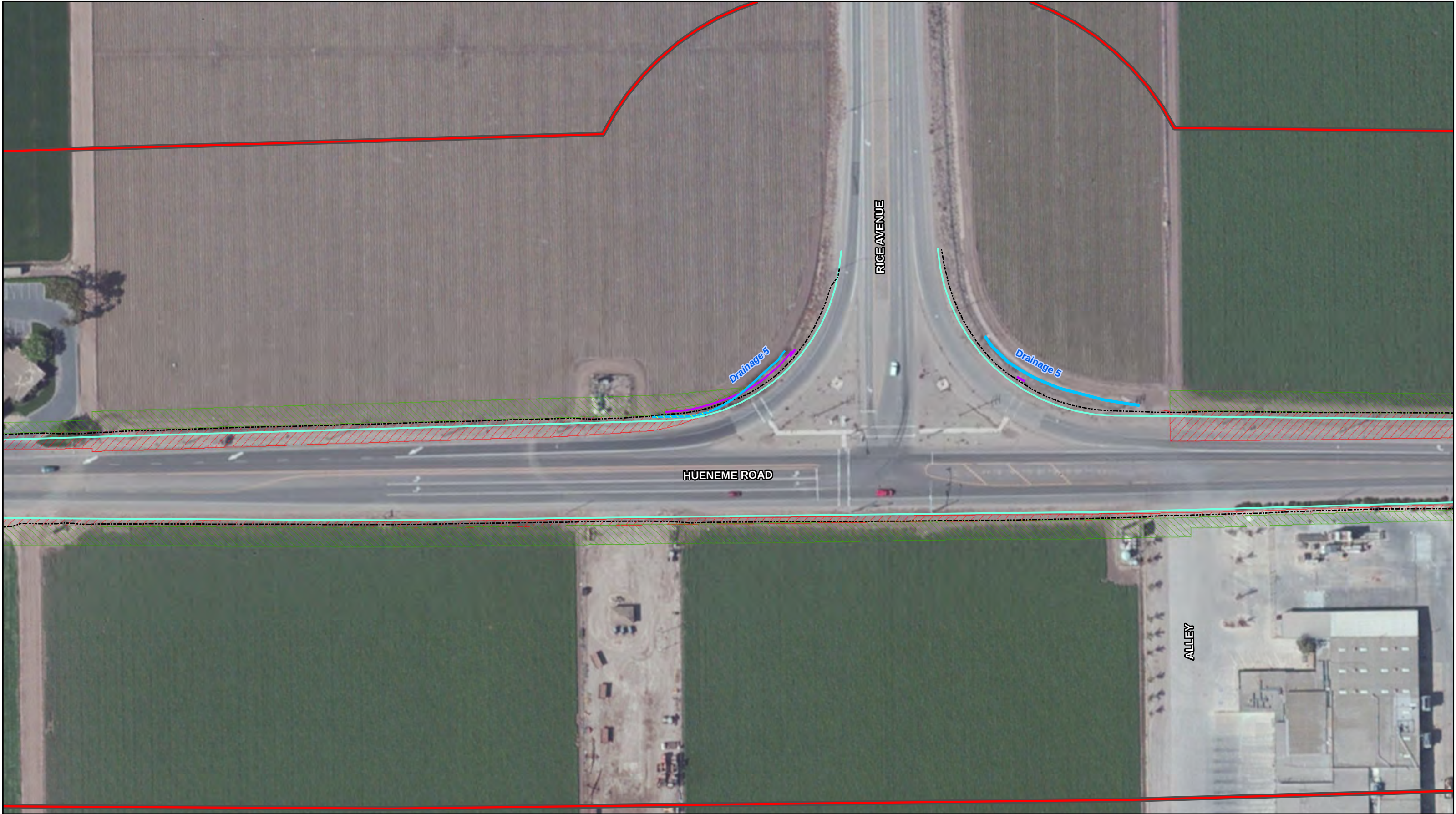
0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)

- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County

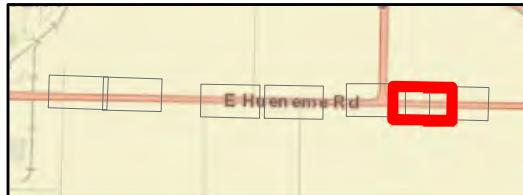
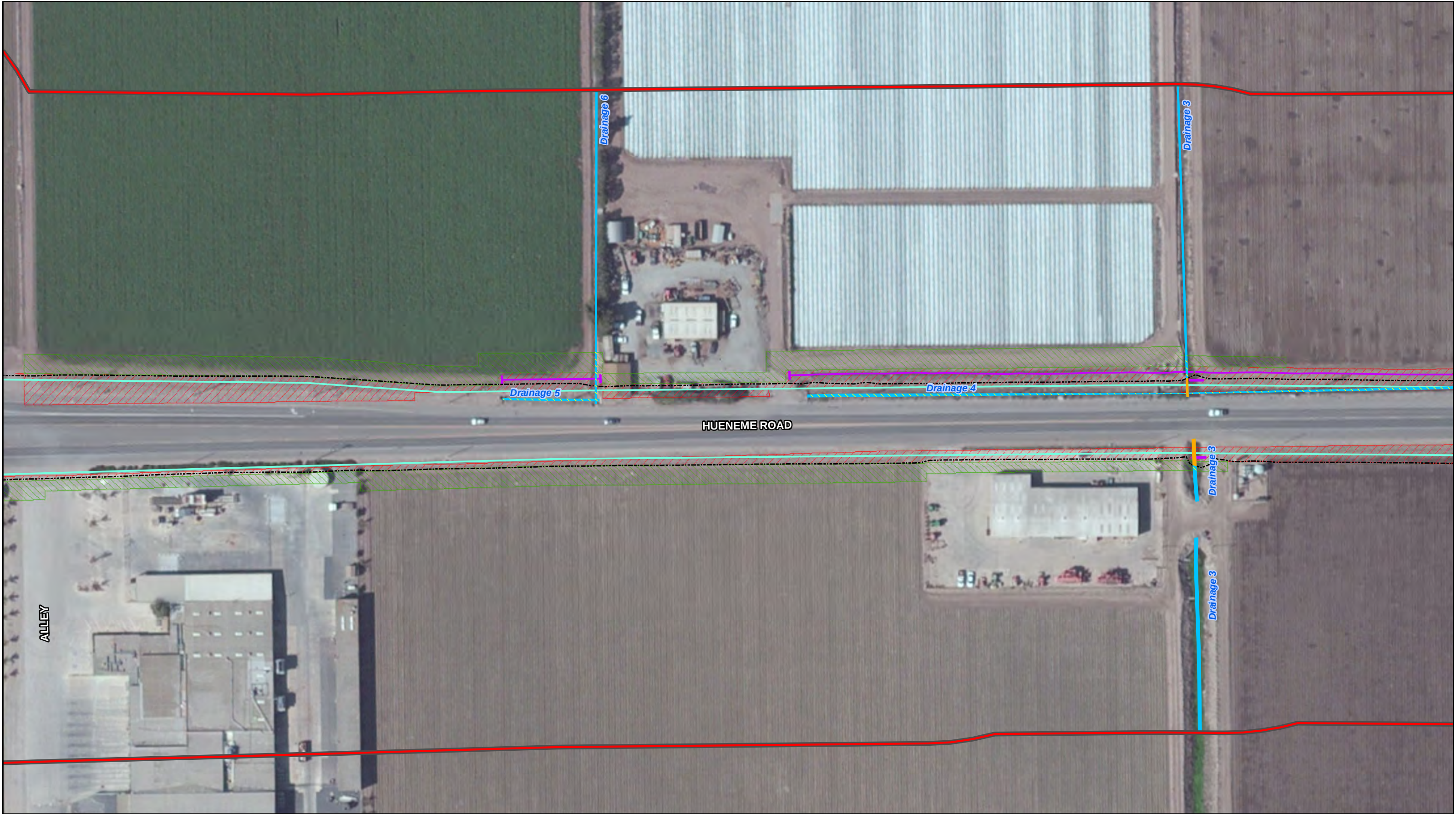


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 5 of 7

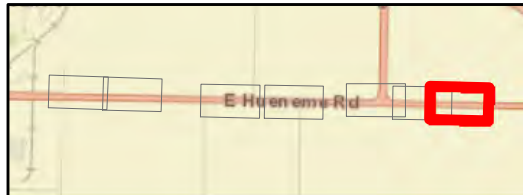


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County

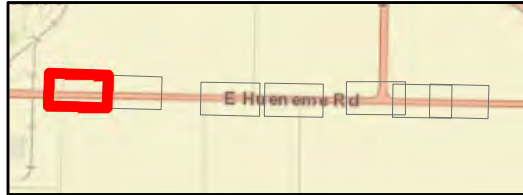
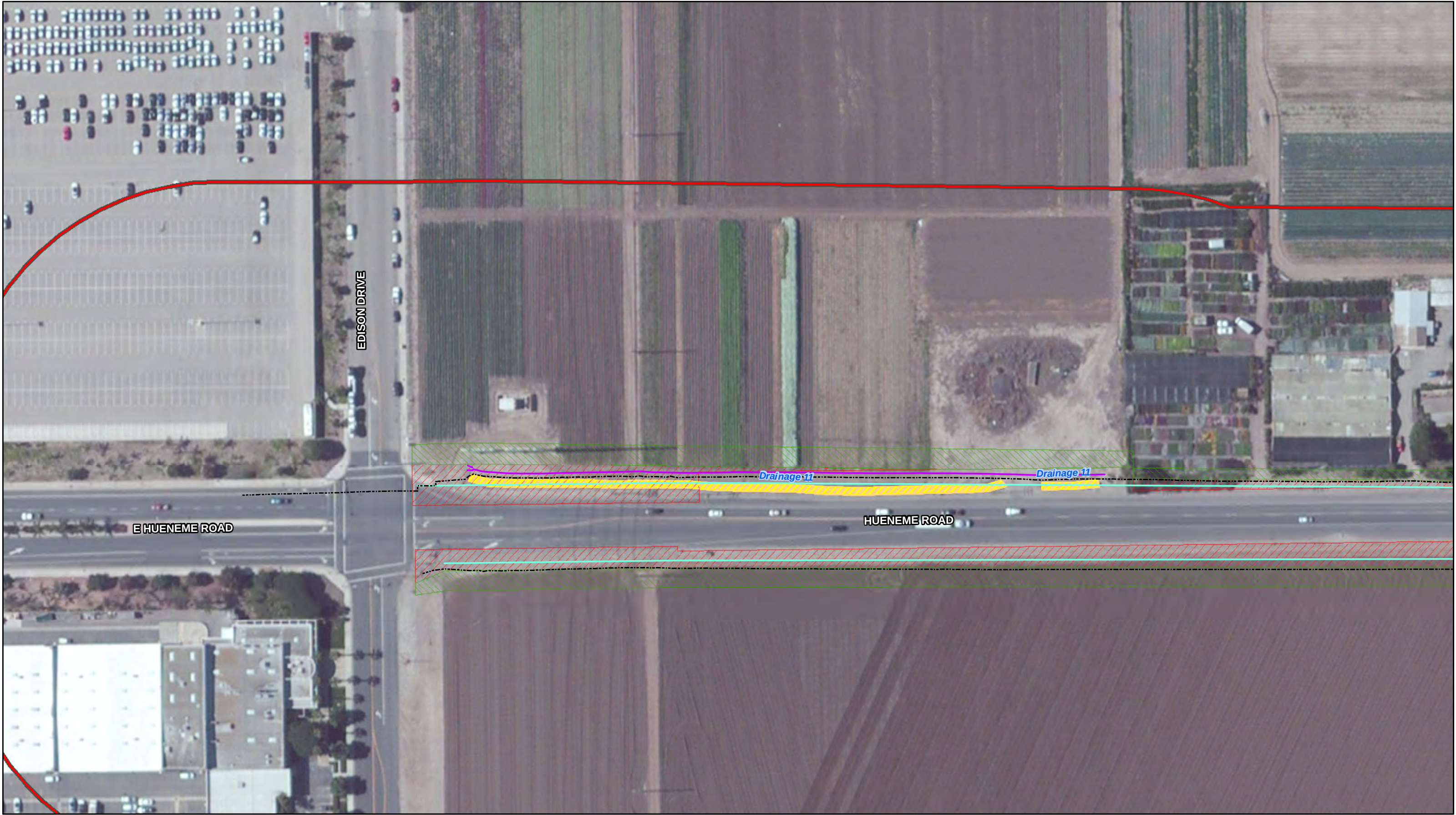


0 50 100 Feet



- Biological Study Area
- Potential Regional Water Quality Control Board Jurisdiction (0.46 acre non-wetland waters)
- Permanent Impacts on Potential Regional Water Quality Control Board Jurisdiction (<0.01 acre non-wetland waters)
- Temporary Impacts on Potential Regional Water Quality Control Board Jurisdiction (0.16 acre non-wetland waters)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-6. IMPACTS ON POTENTIAL REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 7 of 7

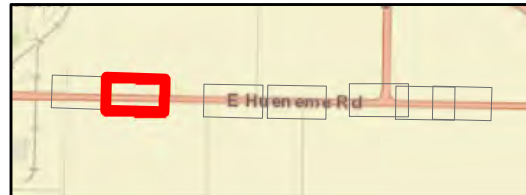


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (2.00 acres)
- Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre)
- Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 1 of 7

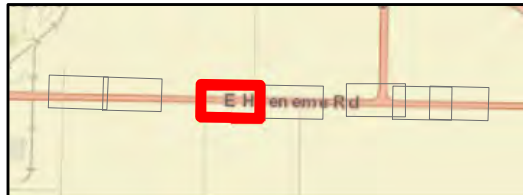


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (2.00 acres)
- Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre)
- Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

**FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA
DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 2 of 7**

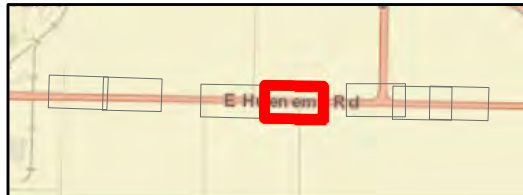
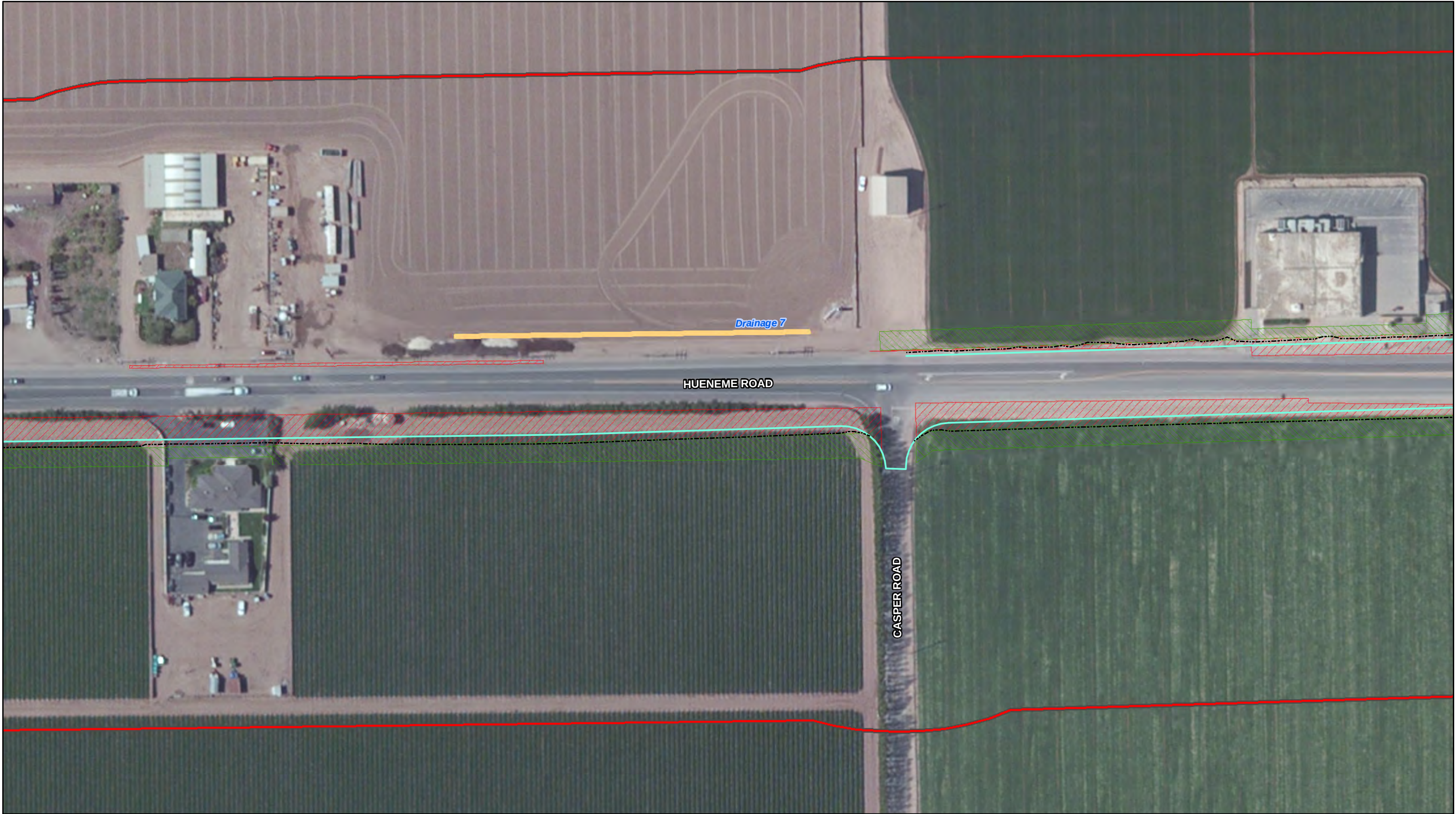


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (2.00 acres)
- Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre)
- Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

**FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA
DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 3 of 7**



0 50 100 Feet



- | | | | |
|--|--|--|-----------------------|
| | Biological Study Area | | Edge of Pavement |
| | Potential CDFW Jurisdiction (2.00 acres) | | Grading Limits |
| | Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre) | | Drainage Improvements |
| | Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre) | | Proposed ROW |
| | | | Proposed TCE |

FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 4 of 7

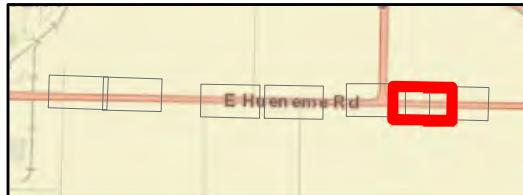


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (2.00 acres)
- Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre)
- Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County

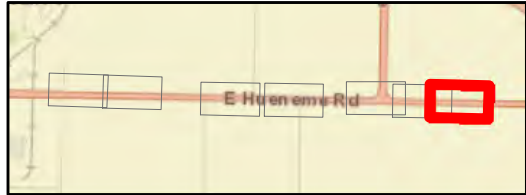


0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (2.00 acres)
- Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre)
- Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

**FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA
DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 6 of 7**



0 50 100 Feet



- Biological Study Area
- Potential CDFW Jurisdiction (2.00 acres)
- Permanent Impacts on Potential CDFW Jurisdiction (0.02 acre)
- Temporary Impacts on Potential CDFW Jurisdiction (0.64 acre)
- Edge of Pavement
- Grading Limits
- Drainage Improvements
- Proposed ROW
- Proposed TCE

FIGURE 3.5-7. IMPACTS ON POTENTIAL CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION
Hueneme Road Widening Project
Ventura County
Sheet 7 of 7

Operational Impacts

Less than Significant Impact. There are no wetlands in the project area; therefore, there would be no operational impacts on wetlands. The project would require relocation of two drainages, drainage pipe and drainage inlet relocation, and culvert extensions and relocation, which would result in direct impacts on these features. Relocation of irrigation and water facilities would result in permanent impacts on approximately less than 0.01 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction. With implementation of measure **BIO-6**, impacts on jurisdictional features would be minimized. Therefore, the project would result in a less than significant impact on jurisdictional resources, and no mitigation is required.

(d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Neither the project area nor the land surrounding the project area currently function as wildlife movement corridors or as regional connectivity hubs (GPA Consulting, 2023). Therefore, the project would result in no impact on wildlife movement corridors or regional connectivity hubs and mitigation is not required.

(e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. To accommodate the roadway widening, the project would include removal of approximately 329 non-native trees at the southern shoulder of Hueneme Road, east of Olds Road and west of Casper Road; the northern shoulder of Hueneme Road at 2599 Hueneme Road; and the northern shoulder of Hueneme Road near 3121 Hueneme Road. None of the trees that would be impacted are protected under County regulations, and significant impacts are not expected. In addition, the project area is not within the California Coastal Zone; therefore, the trees are under the County's Non-Coastal Zoning Ordinance. The trees removed as part of this project would not fall under the regulations of that ordinance. In addition, the operation of the project would be similar to the existing conditions. Therefore, the project would result in no impact on local policies or ordinances, and mitigation is not required.

(f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or state habitat conservation plan?

No Impact. No habitat conservation plans or natural community conservation plans apply to the project area. The nearest Natural Community Conservation Plan/Habitat Conservation Plan (HCP) is the City of Rancho Palos Verdes NCP/HCP, located approximately 51 miles southeast of the project area. Therefore, the project would result in no impact on any local, regional, or state habitat conservation plans, and mitigation is not required.

3.5.5 Avoidance and Minimization Measures

- BIO-1** Work areas would be reduced to the maximum extent feasible, and staging areas would be located a minimum of 25 feet from jurisdictional features.
- BIO-2** Prior to the initiation of any work, including installation of Environmentally Sensitive Area (ESA) fencing or clearing and grubbing activities, a qualified biologist would conduct environmental worker awareness training for all project personnel. The training would include a summary of sensitive habitats and special-status species with the potential to be within the construction area, required avoidance and minimization measures, and permitting conditions associated with biological resources.
- BIO-3** Best Management Practices (BMPs), such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from entering the drainages and/or leaving the construction area. Silt fencing would be placed along the boundary of the work area and between the temporary impact area and the drainages, and in other areas as appropriate to minimize impacts on the drainages.
- BIO-4** Appropriate hazardous material Best Management Practices (BMPs) would be implemented to reduce the potential for chemical spills or contaminant releases into the drainages including any non-stormwater discharge.
- BIO-5** All equipment refueling and maintenance would be conducted at least 100 feet away from jurisdictional features. In addition, construction vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. Any leaking vehicle or equipment would not be operated in the project area until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill happen.
- BIO-6** Any temporary erosion control implemented during construction would be completed using non-invasive species. At project completion, all temporarily disturbed areas would be recontoured to pre-construction conditions.
- BIO-7** Pesticides, herbicides, and/or rodenticides would not be used as part of the project.
- BIO-8** Prior to construction near the Coastal and Valley Freshwater Marsh (cattail marsh), high visibility Environmentally Sensitive Area (ESA) protective fencing or flagging would be installed at the limits of construction to protect adjacent resources.

- BIO-9** Vegetation removal and excavation would be reduced to the extent feasible.
- BIO-10** Pre-construction wildlife surveys would be conducted within 48 hours prior to start of construction by a qualified biologist.
- BIO-11** No pets would be allowed in the construction area, to avoid and minimize the potential for harassment, injury, and death of wildlife.
- BIO-12** Nighttime construction would only be authorized on a case-by-case basis in coordination with a qualified biologist.
- BIO-13** If special-status species are found in the construction areas, work would be suspended until appropriate measures are developed and implemented under the direction of a qualified biologist, and under consultation with regulatory agencies if warranted, to ensure the species are not harmed.
- BIO-14** All project-related vehicle traffic would be restricted to established roads and construction areas, which include equipment staging, storage, parking, and stockpile areas.
- BIO-15** To prevent attracting wildlife to the construction area, all food trash would be kept in wildlife-proof containers and any non-natural food sources would not be left unattended.
- BIO-16** Within 48 hours prior to construction, a qualified biologist would survey all areas where vegetation removal would be conducted to confirm the presence/absence of the special-status invertebrates.
- BIO-17** If a special-status invertebrate is identified within the project area, areas temporarily impacted during construction would be restored using native species using one or more of the food plant genera, if appropriate for the region.
- BIO-18** To prevent inadvertent entrapment of the special-status reptiles species or other animals during construction, all excavated, steep-walled holes or trenches more than six inches deep would be provided with one or more escape ramps constructed of earthen fill or wooden planks. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals by a qualified biologist.
- BIO-19** A qualified biologist would complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of special-status reptile species in the project area. Surveys would be repeated if construction activities are suspended for five days or more. If these species are identified onsite, appropriate measures would be developed and implemented to

avoid impacts on these wildlife species, in consultation with appropriate resource agencies as applicable. Measures may include relocating individuals to outside the project area, limiting construction within the project area to avoid impacting these species, or other measures as determined by a qualified biologist in coordination with California Department of Fish and Wildlife (CDFW).

- BIO-20** A qualified biologist would complete pre-construction surveys no more than 48 hours prior to construction to determine the presence or absence of special-status mammal species in the project area. Surveys would be repeated if construction activities are suspended for five days or more. If these species are identified onsite, appropriate measures would be developed and implemented to avoid impacts on these wildlife species, in consultation with appropriate resource agencies as applicable. Measures may include relocating individuals to outside the project area, limiting construction within the project area to avoid impacting these species, or other measures as determined by a qualified biologist in coordination with California Department of Fish and Wildlife (CDFW).
- BIO-21** Tree removal and trimming, if any, would be conducted outside of the recognized bat maternity season (approximately April 1 through September 15), and non-active season (November 1 through February 28) season for bats where feasible.
- BIO-22** Prior to construction, a qualified bat biologist would conduct a habitat assessment within the project area. Any trees that are determined to provide potentially suitable habitat would be marked "habitat trees" by the qualified biologist.
- BIO-23** During the summer months (June 1 through August 31) prior to construction, visual and acoustic surveys would be conducted for at least two nights at all identified roosting habitat to assess the presence of roosting bats. If presence of a roost is detected, a count and species analysis would be completed to help assess the type of colony and usage.
- BIO-24** If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during tree removal/trimming or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.
- BIO-25** No less than a month prior to construction, and outside of the recognized bat maternity and inactive seasons (September 15-October 31), bats would be safely evicted from roosts impacted by the project under the direction of a qualified biologist. Exclusionary devices would be installed if feasible on the bridge and in

trees to prevent bats from returning and roosting in these areas. Roosts that would not be impacted by the project would be left undisturbed.

- BIO-26** All removal of trees with potential bat habitat would be conducted using a 2-step process over two consecutive days under the supervision of a qualified biologist. On the first day, any trees that do not contain crevice or cavity roosting habitat, as determined by a qualified biologist, would be trimmed or removed (only if necessary for project construction). In addition, limited trimming of trees (branches and small limbs with no potential roosting features) would be completed. Construction crews would only use hand tools (i.e. chainsaws or similar). On the calendar day immediately following the trimming, all of trees that were previously trimmed would be removed (only if necessary for project construction).
- BIO-27** If a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats leave the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).
- BIO-28** Tree removal would be avoided during the bird and raptor breeding season (February 15 through August 1).
- BIO-29** If trimming or removal of vegetation and/or initial ground disturbance must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area (500 feet for raptors and 100 feet for other birds), as feasible, by a qualified biologist no more than 72 hours days prior to trimming or ground disturbance activities. Surveys would be repeated if construction activities are suspended for 14 days or more.
- BIO-30** If nesting birds are found within 500 feet of the construction area, appropriate buffers (typically 100 feet for birds and 500 feet for raptors) consisting of orange flagging/fencing or similar would be installed and maintained until nesting activity has ended, as determined in coordination with the surveying biologist and regulatory agencies, as appropriate.

- BIO-31** Pre-construction burrowing owl surveys would be conducted by a qualified biologist in accordance with the most current California Department of Fish and Wildlife (CDFW) survey requirements and methodologies.

3.6 Cultural Resources

This section evaluates the potential impacts of the project on cultural resources, including how the project would affect historical, archeological, and paleontological resources, as well as human remains.

Cultural resources include buildings, structures (e.g., bridges, canals, mines, highways, ships, or locomotives), districts (a group of buildings, properties, or sites), remains, and other objects that are associated with human activities. Cultural resources also include archaeological resources, which are any physical evidence of past human life or activity which are now on or below the surface of ground or water due to the passage of time.

According to the California Native American Heritage Commission, cultural resources encompass the following:

- Prehistoric and ethnohistoric Native American archaeological sites;
- Historic archaeological sites;
- Historic buildings, structures, or districts; and
- Elements or areas of the natural landscape that have traditional cultural significance and often continue to be of significance to peoples today (i.e., areas with economic and/or religious significance, such as Native American sacred areas where religious ceremonies are practiced, or where Native Americans gather plants for food, medicinal, or economic purposes).

Prehistoric cultural resources are from the period of time before written history. In California, these resources include evidence of human habitation beginning 12,000 years ago when the first of several groups of people arrived and settled in the area.

Historic cultural resources are from the period of time during which written records have been kept. In California, this period generally began with the arrival of Spanish settlers in 1542 and continued through Mexico's governance of California (1821-1848), the period after the Mexican-American War when California was ceded to the U.S. and when gold was discovered (1848-1849), and all the way to the present day. Ethnohistoric archaeological sites are Native American settlements occupied after the arrival of Spanish settlers in California.

Paleontological resources consist of sites or geologic deposits that contain fossils. Fossils are the preserved remains or impressions of prehistoric animals, plants, and other organisms in petrified form (converted from organic matter to a stony substance), or as a mold or cast in rock. Unlike cultural resources, paleontological resources are not associated with human activities, but instead are concerned with ancient plants, animals, and other organisms, excluding humans. Paleontological resources are often found in rocks or buried beneath the ground.

3.6.1 Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that protect cultural and paleontological resources and are also applicable to the project.

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) was enacted in 1966 to establish the National Register of Historic Places (NRHP), approve funding for state programs with participation by local governments, create the Advisory Council on Historic Preservation, and develop a review process for protecting cultural resources. The NRHP is the Nation's official list of cultural resources that qualify for preservation.

The NHPA was amended in 1980 to create the Certified Local Government (CLG) program, administered through the Office of Historic Preservation (OHP). The OHP is responsible for administering federally and state mandated historic preservation programs in California, under the direction of the State Historic Preservation Office (SHPO) and the State Historical Resources Commission (SHRC).

The CLG program allows for direct local government participation in a comprehensive statewide historic preservation planning process. The County became a CLG in 1991 and must comply with the following five requirements:

1. Enforce appropriate state and local laws and regulations for the designation and protection of historic properties, including adoption of a historic preservation plan or inclusion of a historic preservation component in the General Plan;
2. Establish a historic preservation review commission by local ordinance;
3. Maintain a system for the survey and inventory of historic properties;
4. Provide for public participation in the local preservation program; and
5. Satisfactorily perform responsibilities delegated to it by the state.

State

California Register of Historical Resources

In 1992, the California Register of Historical Resources (CRHR) was established as a program for state and local agencies, private groups, and citizens to identify the state's historical resources and indicate which properties are to be protected from substantial adverse change.

The CRHR is an authoritative guide to California's significant historical and archaeological resources, and includes the following:

- Resources that are formally determined eligible for, or listed in, the NRHP;
- California Historical Landmarks numbered 770 or higher;
- California Points of Historical Interest recommended for listing by the SHRC;

- Resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC; and
- Resources and districts designated as city or county landmarks when the designation criteria are consistent with CRHR criteria.

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance. California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance, but do not meet the restrictive criteria of the California Historical Landmarks program.

CEQA Guidelines (Section 15064.5)

Under Section 15064.5(a)(3)) of the CEQA Guidelines, a resource is considered historically significant if it meets one of the four criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Section 15064.5(c) states that CEQA applies to effects on archaeological sites; Section 15064.5(d) includes guidelines when an initial study identifies the existence or probable likelihood of Native American human remains within a project site; and Section 15064.5(e) provides direction to follow in the event of the accidental discovery or recognition of human remains in any other location other than a dedicated cemetery.

California Environmental Quality Act

Section 21083.2 of CEQA pertains to archaeological resources. Where a project may adversely affect a unique archaeological resource, Section 21083.2 requires that the Lead Agency treat that effect as a significant environmental effect and prepare an EIR.

Section 21084.1 states that if a resource is not listed in, or determined to be eligible for, the CRHR, is not included in a local register of historical places or is not deemed significant according to the criteria in the California Public Resources Code (PRC) Section 5024.1(g), that does not prevent a Lead Agency from determining that resource to be a historical resource. When an archaeological resource is listed in or eligible to be listed in the CRHR, Section 21084.1 requires that any substantial adverse effect to that resource be considered a significant environmental effect.

CA PRC Sections 5097.5 and 30244

PRC Section 5097.5 prohibits the excavation and/or the removal of a "vertebrate paleontological site...or any other archaeological, paleontological or historical feature, situated on public lands,

except with the express permission of the public agency having jurisdiction over such lands.” PRC Section 30244 requires reasonable mitigation of adverse impacts on paleontological resources resulting from development on public land.

Native American Heritage Act (PRC Section 5097.9)

The Native American Heritage Act (NAHA), passed by California in 1976, established the Native American Heritage Commission (NAHC) to protect Native American religious values on state property. The NAHC not only protects the heritage of California Native Americans, but also ensures their participation in matters concerning heritage sites. The commission’s duty is to assist both federal and state agencies in protecting Native American sacred places and provide recommendations concerning Native American heritage in accordance with environmental law and policy.

The NAHA protects burials from disturbance, vandalism, and accidental destruction. It also stipulates what specific procedures, laid out in the California Health and Safety Code (HSC), must be implemented if a Native American burial is uncovered during project construction or archaeological data recovery.

California Health and Safety Code Section 7050.5

HSC Section 7050.5 requires that if human remains are discovered during ground disturbing activities, the County Coroner must be notified and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition of the remains. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, who will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the project area and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

California Penal Code Section 622.5

California Penal Code Section 622.5 makes it a misdemeanor for anyone (except the owner) to willfully injure or destroy anything of archaeological interest or value whether on private lands or within any public park or place.

Local

County of Ventura General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following cultural resources goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **COS-4:** To identify, inventory, preserve and protect cultural, historical, paleontological, and archaeological resources in Ventura County, including Native American resources, for their scientific, educational, and cultural value.

- **Policies**

- **COS-4.2:** The County shall maintain an inventory of tribal, cultural, historical, paleontological, and archaeological resources in Ventura County based on project studies and secondary resources, including record studies and reports filed with natural history programs, the California Historical Resources Information System (CHRIS) and the NAHC.
- **COS-4.2:** The County shall cooperate with cities, special districts, appropriate organizations and private landowners to identify known cultural, archaeological, historical, and paleontological resources to preserve identified resources within the county.
- **COS-4.3:** The County shall require all structures and sites that are designated, or eligible for designation, as County Historical Landmarks to be preserved as a condition of discretionary development, in accordance with the Secretary of the Interior Standards, unless a structure is unsafe or deteriorated beyond repair. The property owner shall place an appropriate marker on the site to describe the historical significance of the structure, site or event.
- **COS-4.7:** Prior to environmental review of discretionary development projects, the County shall initiate a records search request with the South Central Coastal Information Center (SCCIC) and coordinate with the Cultural Heritage Board to identify sites of potential archaeological, historical, tribal cultural and paleontological significance, to ensure that all known resources have been properly identified. Should a site of archaeological, tribal, architectural, or historical significance be identified, the County shall provide an opportunity for the Cultural Heritage Board to include recommendations specific to the discretionary project and identified resource(s). If it is determined during the review that a site has potential archaeological, tribal, architectural, or historical significance, information shall be provided to the County Cultural Heritage Board for evaluation. Recommendations identified by the Cultural Heritage Board shall be provided to the appropriate decision-making body.
- **COS-4.8:** The Building and Safety Division shall utilize the State Historic Building Code for preserving historic sites in the County.

County of Ventura Cultural Heritage Ordinance Update

The County's Historic Preservation Ordinance, adopted in 1968 as Ordinance No. 2026, was originally adopted to create regulations and procedures for designation and protection of "items of special historical or aesthetic character or interest" within Ventura County. The most recent Cultural Heritage Ordinance (No. 4604) was adopted in 2022 to accomplish the following: (1) alignment of definitions and terminology with those used in the professional field of historic preservation, including adding new definitions for widely used terms; (2) clarification of the County's review procedures, standards, and process for reviewing projects at designated and eligible historic properties; (3) alignment of the eligibility criteria for County Landmarks with the NRHP and CRHR criteria; and, (4) identification of the County's existing preservation incentives

for property owners of designated historic properties (County of Ventura, 2022). The Cultural Heritage Board has the following functions that are relevant to the project:

- **Forward Recommendations.** The Cultural Heritage Board shall make recommendations to policy makers and related staff members on issues related to the preservation and enhancement of cultural, historic, and natural features in unincorporated Ventura County as well as its cities, pursuant to any adopted contract for cultural heritage services with the County.
- **Establish Markers.** The Cultural Heritage Board shall determine which designated Cultural Heritage Sites shall be marked with uniform and distinctive markers, the text and design of which shall be approved by the Cultural Heritage Board.
- **Preservation of Cultural Heritage Sites.** The Cultural Heritage Board may take steps necessary to preserve Cultural Heritage Sites when not in conflict with the public health, safety, and general welfare. Such steps may include the designation of Cultural Heritage Sites; the creation of civic and citizens' committees; the establishment of a private fund for the acquisition or restoration of such sites; recommendations that such sites be acquired by a governmental agency where private acquisition is not feasible; and recommendations regarding applications for, and administration of, historical property contracts (Mills Act contracts) pursuant to Government Code section 50280 et seq.
- **Conduct Surveys.** The Cultural Heritage Board or its designee may establish criteria for and conduct or cause to be conducted comprehensive surveys in conformance with Federal and State survey standards and guidelines for cultural heritage resources within the boundaries of the County which the Cultural Heritage Board, on the basis of information available or presented to it, has reason to believe may be eligible for designation. Said surveys shall include notification to all affected property owners prior to acceptance of the surveys by the Cultural Heritage Board. The Cultural Heritage Board may publicize and periodically update the surveys' results. Said surveys will include all Federal and State designated cultural heritage sites.
- **Conduct Reviews.** The Cultural Heritage Board or its designee shall, by Certificate of Review, review applications for permits to construct, change, alter, modify, remodel, remove, or significantly affect any potential or designated Cultural Heritage Site. This section applies only to sites not requiring a Certificate of Appropriateness and shall not apply in the case of demolition.
- **Conduct Environmental Reviews.** The Cultural Heritage Board or its designee shall review all applications for discretionary permits pursuant to the County's adopted Initial Study Assessment Guidelines.

3.6.2 Environmental Setting

This section describes the affected environment and regulatory setting for cultural resources related to the project area and surrounding area. In addition, this section describes the potential impacts on cultural resources that would result from implementation of the project. The

information in this section is based on the *Archaeological Survey Report* (Duke Cultural Resources Management, 2024) and *Historic Resources Evaluation Report* (GPA Consulting, 2024) prepared for the project.

Methodology

Area of Potential Effects

An Area of Potential Effects (APE) is defined as the geographic area or areas within which an undertaking may directly or indirectly result in changes in the character or use of historic properties, if such properties exist. The horizontal extent of the APE totals 49.6 acres, of which 38.1 acres is within the ADI. The vertical extent of the APE ranges from the height of the tallest proposed feature (relocated power poles, similar to existing height) to the maximum depth of ground disturbance (approximately 16 feet at the location of approximately three signal pole relocations). The APE was delineated to include the boundaries which can be reasonably expected that the project has the potential to affect historic properties. (see **Figure 3.6-1**).

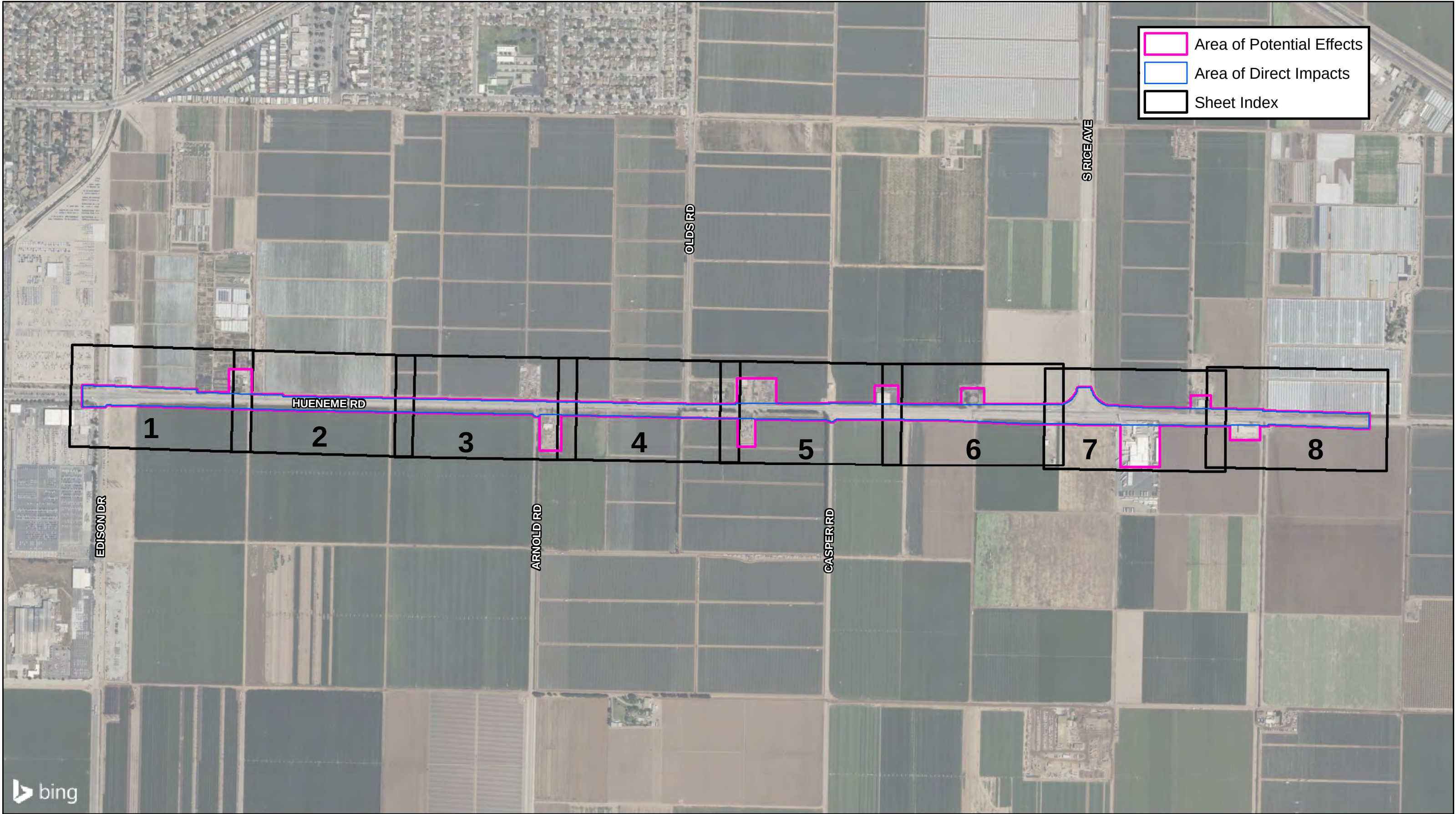
Records Searches and Research

A records search was requested from the SCCIC of the CHRIS, located at California State University, Fullerton, on February 2, 2023. The purpose of the search was to determine the proximity of previously documented cultural resources in the project area. The records search included a review of all recorded historic and prehistoric archeological sites situated within a 1-mile radius of the APE, as well as a review of known cultural resource surveys and excavation reports. The Build Environment Resource Directory with inventories of the NRHP, the CRHR, the California State Historic Resources Inventory, and California Historical Landmarks were also reviewed to identify cultural resources within the project area.

The records search indicated that there have been 25 cultural research studies previously conducted, with one study mis-mapped, making the true total 24. Of these, 11 are within the 1-mile radius of the APE and 13 are within or directly adjacent to the APE. Based on the records search results, there are 11 cultural resources within a 1-mile radius of the APE, and three within the APE (see **Table 3.6-1**). No archaeological resources were identified in the APE as a result of this study.

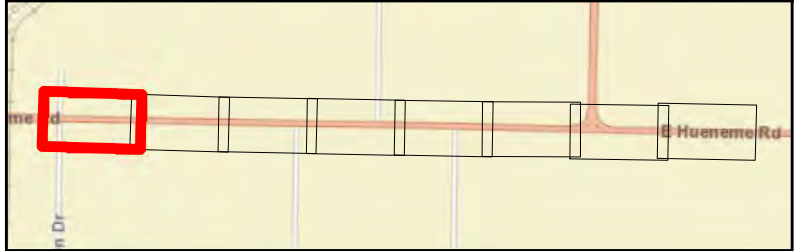
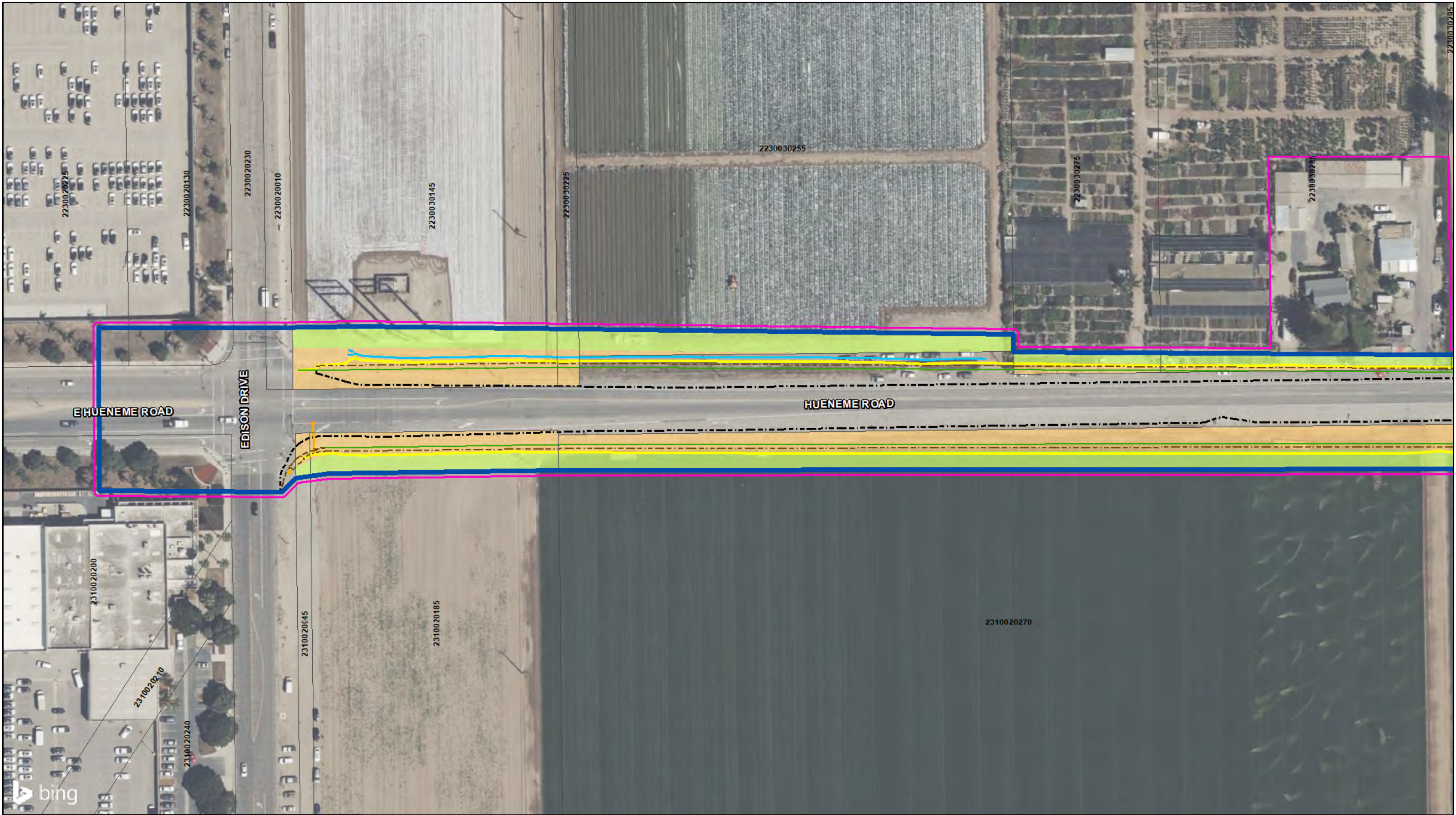
Table 3.6-1. Previously Identified Built Environment Resources in the APE

MR #	Primary #	Historic Name	Description	Location
-	56-150027	Old Ocean View School (no longer extant)	Site of Old Ocean View School (no longer extant)	2275 East Hueneme Road (no longer extant)
1	56-150028	Eastwood House	Single-family residence constructed circa 1900	2281 East Hueneme Road
2	56-150029	Stanley Pidduck House	Single-family residence constructed in 1916	2292 East Hueneme Road



Approvals:			
Caprice "Kip" Harper, PQS		Steve Novotny, District Local Assistance Engineer	
Caltrans, District 7		Caltrans, District 7	
Date		Date	

Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County
Sheet Index



- | | | | |
|---------------------------|--------------|---------------------|-----------------------|
| Area of Direct Impacts | Proposed ROW | Edge of Pavement | Drainage Improvements |
| Area of Potential Effects | Proposed TCE | Grading Limits | Sawcut |
| Parcels | | Curbs and sidewalks | Traffic Signals |

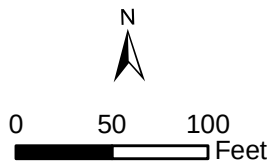
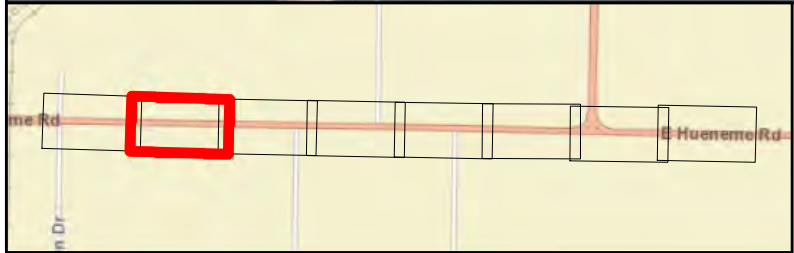


Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County



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|  Area of Direct Impacts |  Proposed ROW |  Edge of Pavement |  Drainage Improvements |
|  Area of Potential Effects |  Proposed TCE |  Grading Limits |  Sawcut |
|  Parcels | |  Curbs and sidewalks |  Traffic Signals |

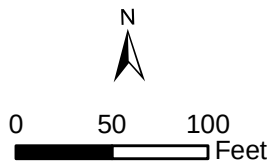
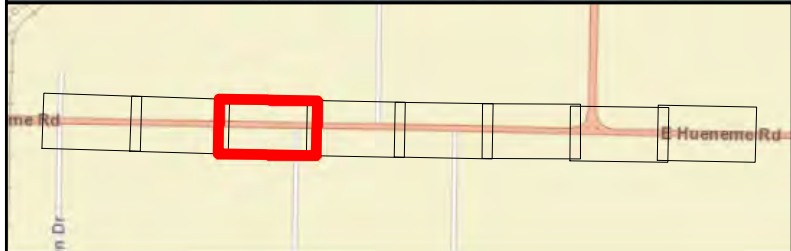
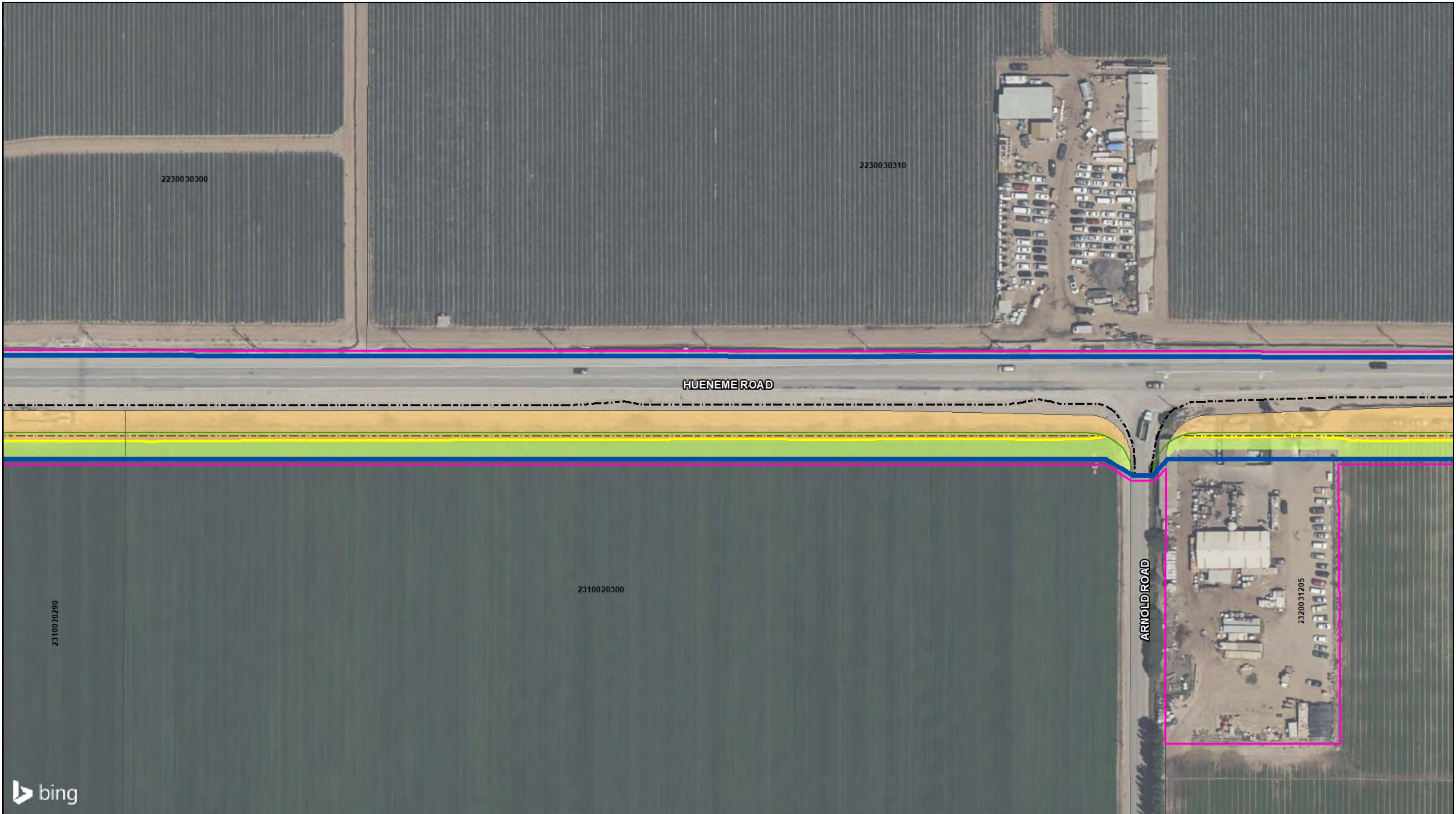


Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County



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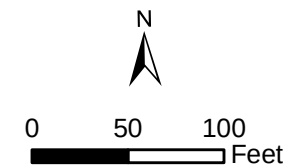
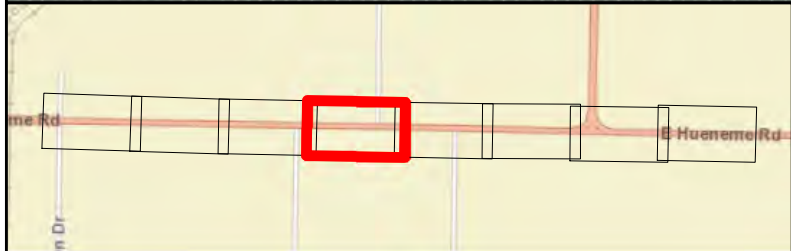
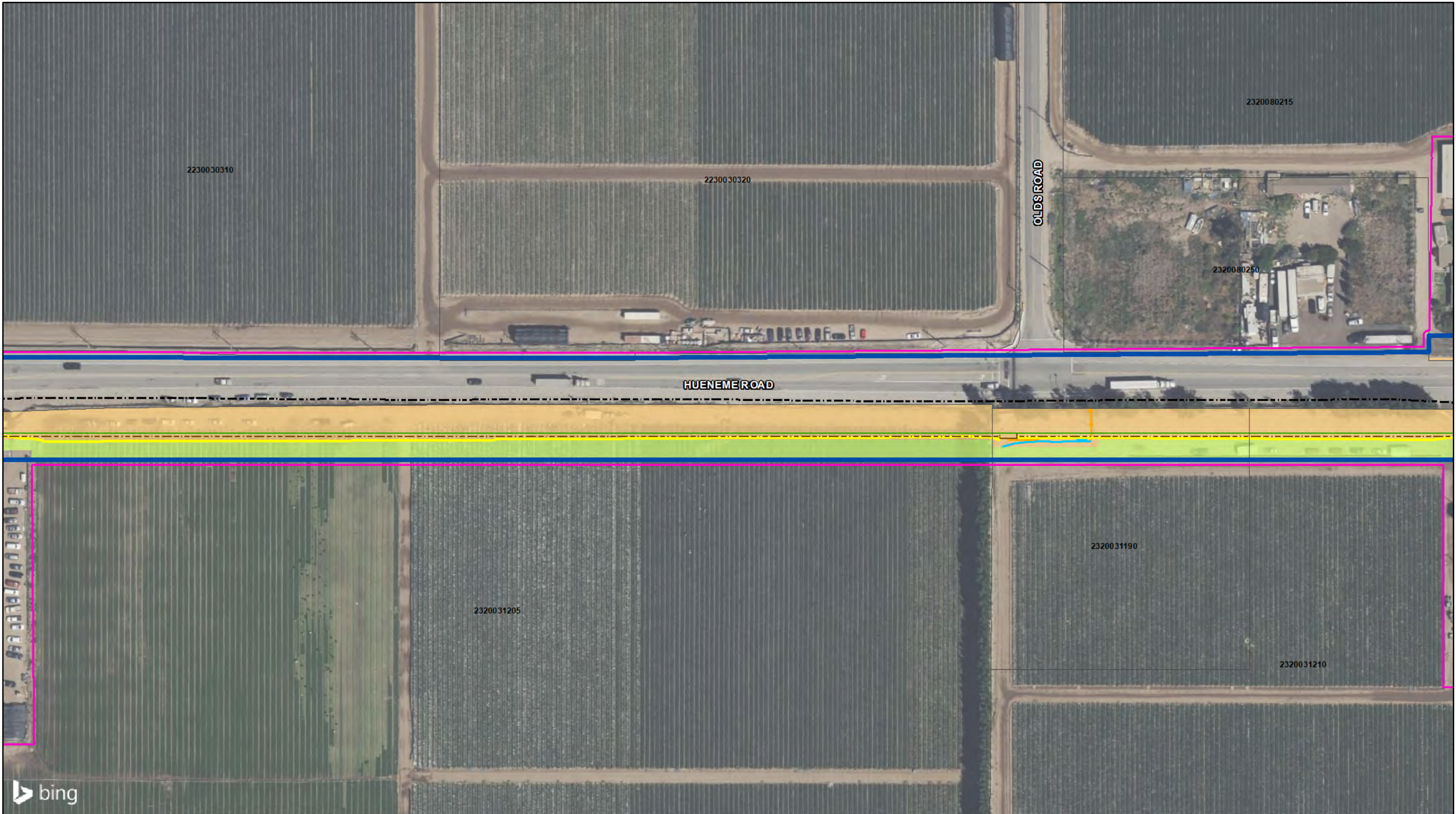


Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County



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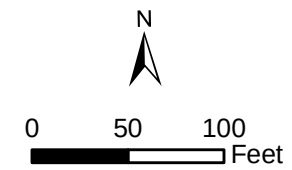
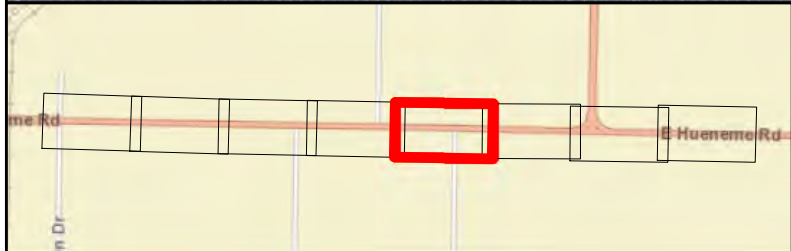
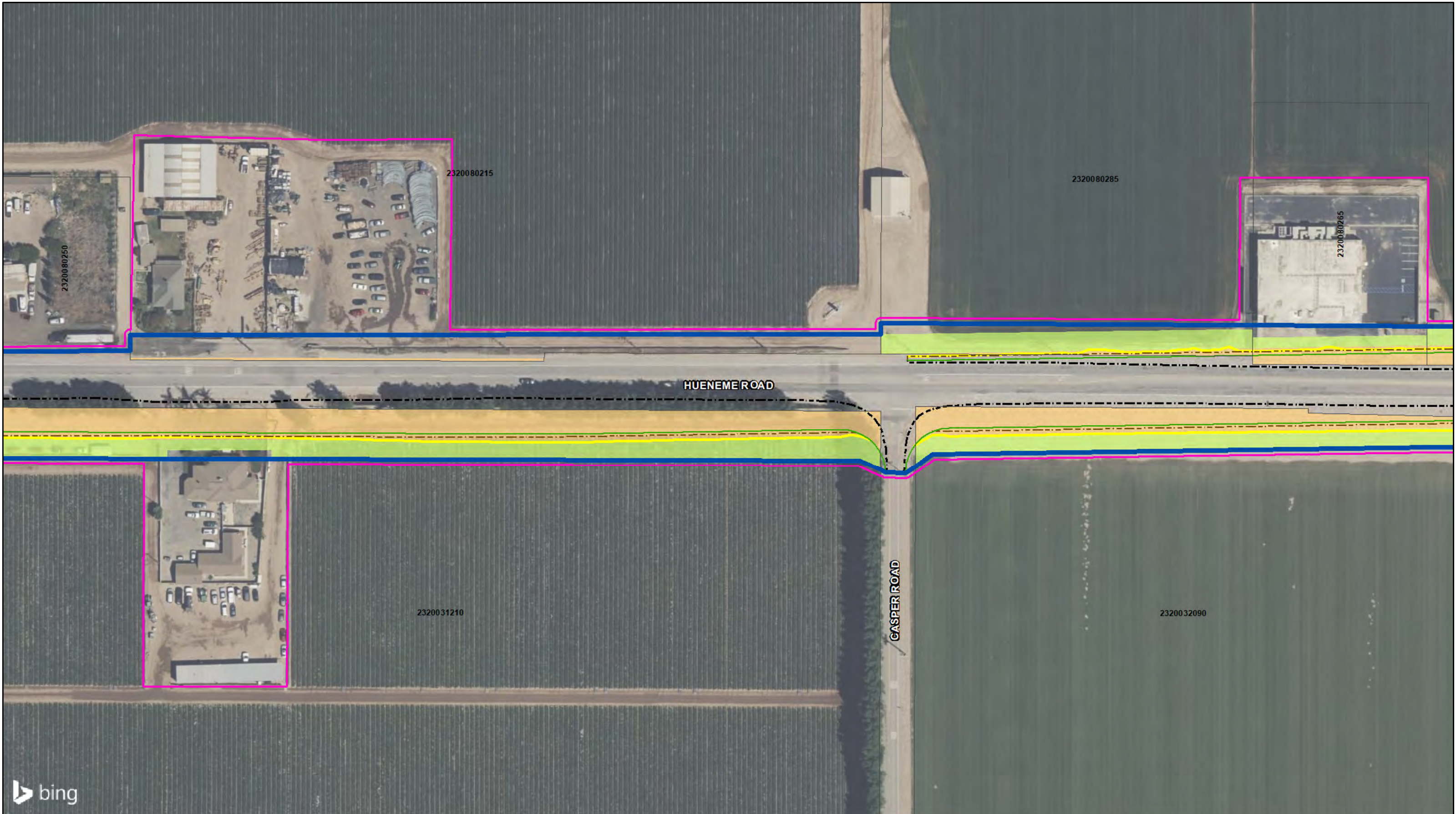


Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County



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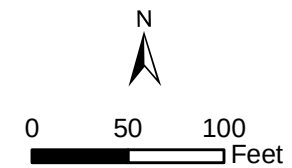
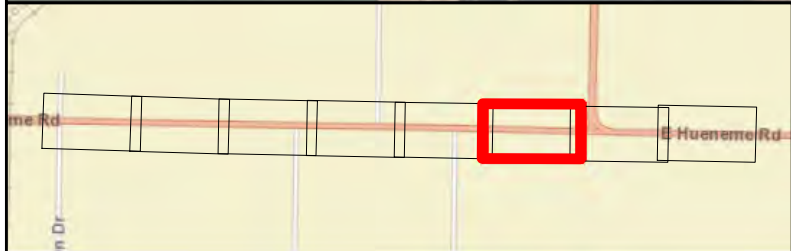
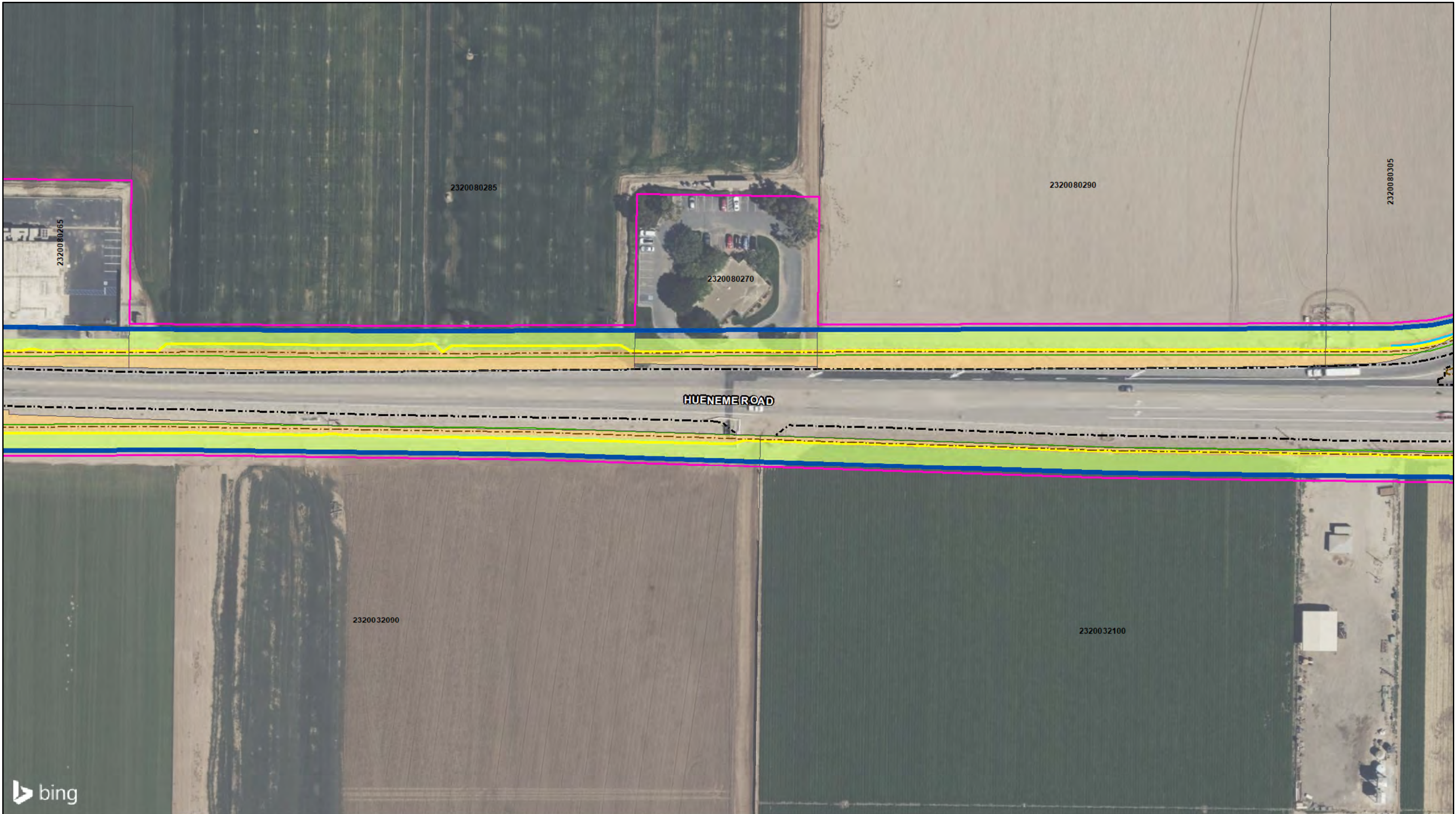


Figure 3.6-1. Area of Potential Effects
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Hueneme Road Widening Project
Ventura County



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| Area of Potential Effects | Proposed TCE | Grading Limits | Sawcut |
| Parcels | | Curbs and sidewalks | Traffic Signals |

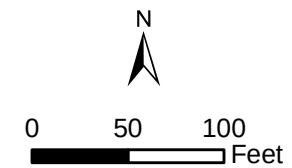
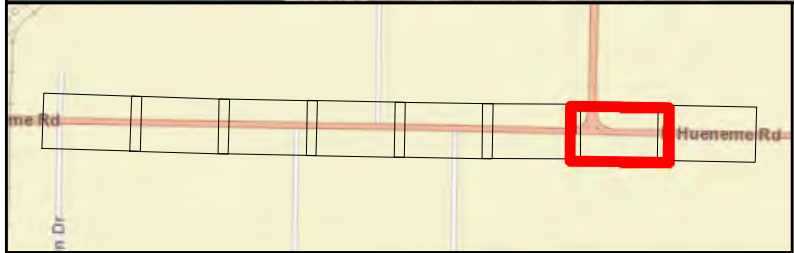
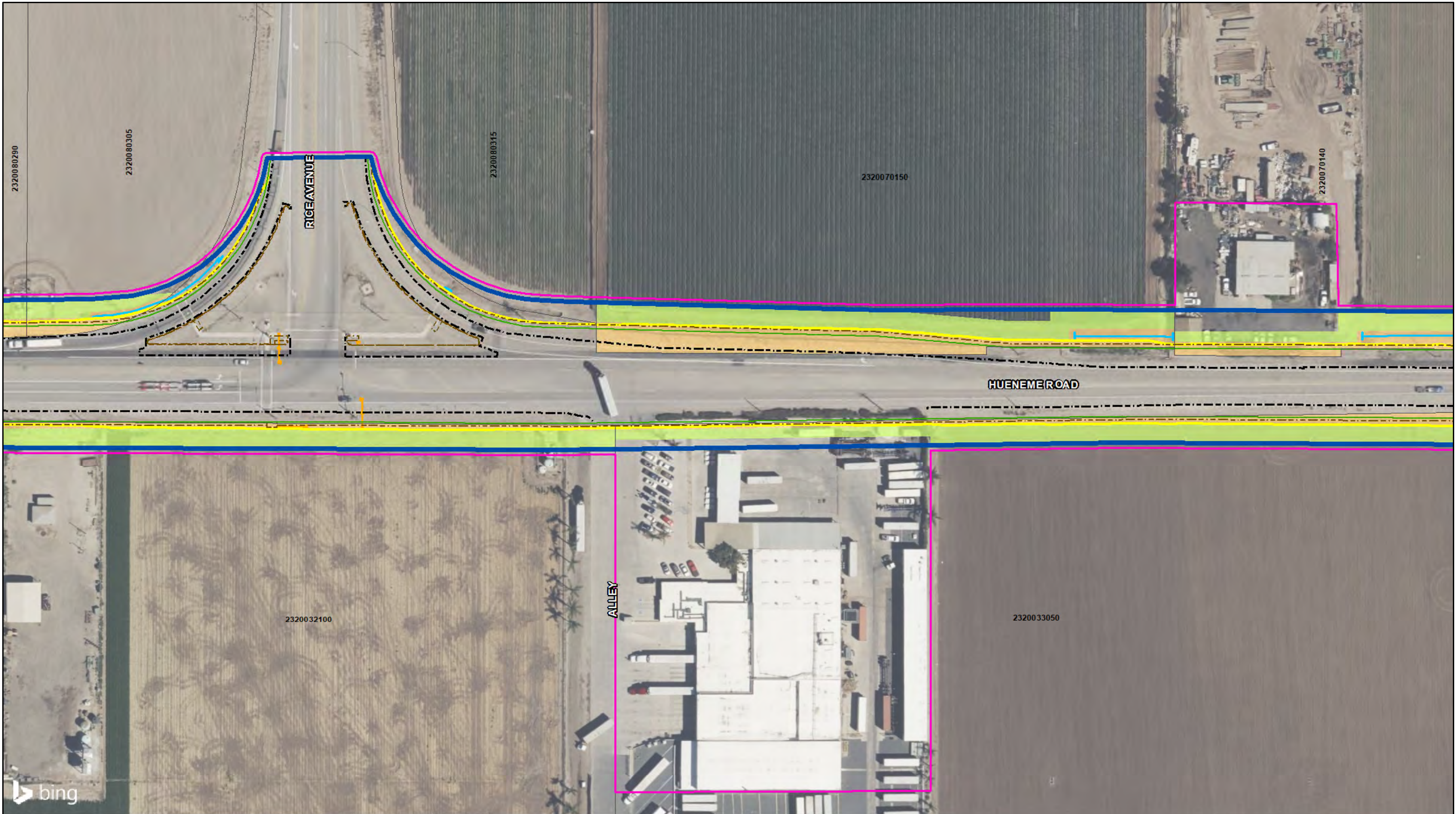


Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County



- | | | | |
|---------------------------|--------------|---------------------|-----------------------|
| Area of Direct Impacts | Proposed ROW | Edge of Pavement | Drainage Improvements |
| Area of Potential Effects | Proposed TCE | Grading Limits | Sawcut |
| Parcels | | Curbs and sidewalks | Traffic Signals |

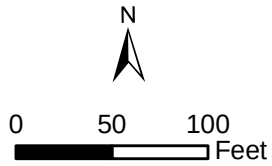


Figure 3.6-1. Area of Potential Effects
Federal Project # HIPL-5952(215)
Hueneme Road Widening Project
Ventura County

Of the three previously recorded built environment resources within the APE, two are extant: the Eastwood House (P-56-150028) and the Stanley Pidduck House (P-56-150029). Both extant properties were previously evaluated by Caltrans in 1996 with updated information and analysis from San Buenaventura Research Associates (for Ventura County) in 2014. In 1996, both the Eastwood House (P-56-150028) and the Stanley Pidduck House (P-56-150029) were found ineligible for the NRHP and the CRHR. SHPO concurred in this determination on June 3, 1996. In 2014, the properties were again determined ineligible for the NRHP and CRHR but were identified as potentially eligible for listing as local a Ventura County Landmark. However, according to the Historical Resource Evaluation Report (HRER), these properties are not eligible for local designation (GPA Consulting, 2024).

Archaeological Resources

According to the records search conducted by Duke Cultural Resources Management at the SCCIC of the CHRIS, there is one known archaeological resource located within a one-mile radius of the APE. This resource, P-56-100061, is located approximately 0.9 mile north of the project area.

Field Surveys

Built-Environment Surveys

A field survey was conducted by GPA in January 2024 to identify buildings and/or structures located within the project area that were more than 45 years of age and would require evaluation for historic significance. The field study, as well as review of historic aerial photographs of the project area, revealed that two buildings within the project area are more than 45 years of age. These two properties within the APE (1531 E. Hueneme Road, a Folk Victorian residence and farm, and 2463 East Hueneme Road, a post-war telephone company building) were identified as requiring evaluation for historic significance and eligibility for listing in the NRHP and CRHR. Both of these resources were determined not eligible for the NRHP or CRHR.

3.6.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A cultural resources impact is considered significant if the project would:

- (a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5;
- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5;
- (c) Disturb any human remains, including those interred outside of dedicated cemeteries.

3.6.4 Environmental Impacts

(a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

No Impact. There are no historic properties, or historical resources present in the project area. Therefore, the project would result in no impact on historical resources pursuant to in §15064.5, and no mitigation is required.

(b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. Since the project area is in a largely disturbed area, it is not expected that archaeological resources would be encountered during construction; however, the project would require ground-disturbing activities that could potentially unearth resources. If any cultural and/or archaeological resources are discovered, measure **CUL-1** would be implemented. With implementation of this measure, the project would result in a less than significant impact on archaeological resources pursuant to §15064.5, and no mitigation is required.

(c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The project area is in a rural portion of the County that is not in or near a formal cemetery. In addition, the project area has been heavily disturbed by construction of the roadway and utility infrastructure, and by agriculture production. Because of previous ground disturbance, and based on the records search and field survey results, the likelihood that any remains would be found in the project area is low. If any remains are found, measure **CUL-2** would be implemented. With implementation of this measure, the project would result in a less than significant impact on the disturbance of human remains, and no mitigation is required.

3.6.5 Avoidance and Minimization Measures

CUL-1 If cultural materials are discovered during construction, work would be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.

CUL-2 Health and Safety Code Section 7050.5, Section 15064.5(e) of the California Environmental Quality Act (CEQA) Guidelines, and Public Resource Code (PRC) Section 5097.98 mandate the process to be followed in the unlikely event of an unanticipated discovery of human remains in a location other than a dedicated cemetery. The Ventura County Coroner would be notified within 24 hours of the discovery of potentially human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority.

If the Coroner recognizes the human remains (including bone fragments and funerary objects) to be Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours. The NAHC then designates a most likely descendent (MLD) with respect to the human

remains within 48 hours of notification. The MLD would then have the opportunity to recommend to the project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification.

3.7 Greenhouse Gas Emissions

This section describes the regulatory and environmental setting for GHG emissions related to the project area. In addition, this section describes the potential project impacts related to GHG emissions. GHG emissions refer to a group of emissions that are believed to affect global climate change conditions. The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (NO₂), sulfur hexafluoride (SF₄), perfluorocarbons (PFC), hydrofluorocarbons (HFC), and water vapor. CO₂ is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential to different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

3.7.1 Regulatory Setting

The following regulatory setting is a summary of the plans and policies that regulate the emissions of GHG, and that are also applicable to the project.

State

Assembly Bill 1493

AB 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires CARB to develop and adopt the nation's first GHG emission standards for automobiles. These standards are also known as Pavley I. The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the state's water supply, an increase in air pollution caused by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the state submitted a request for a waiver from federal clean air regulations, as the state is authorized to do under the FCAA, to allow the state to require reduced tailpipe emissions of CO₂. In late 2007, the U.S. EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the state brought suit against the U.S. EPA related to this denial.

In January 2009, President Obama instructed the U.S. EPA to reconsider the Bush Administration's denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the U.S. EPA granted California's waiver request, enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

In 2009, President Obama also announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the Nation. The new

standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon by 2016. California has committed to allowing automakers who show compliance with the national program to also be deemed in compliance with state requirements. California is committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from the 2020 model year vehicles in comparison to the 2009 model year.

Executive Order No. S-3-05

EO S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, to the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The EO directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the EO, the secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006 and continues to release periodic reports on progress. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32 – California Global Warming Act of 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2045. The gases that are regulated by AB 32 include CO₂, CH₄, nitrous oxide (N₂O), HFCs, PFCs, nitrogen trifluoride, and sulfur hexafluoride (SF₆). The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that were phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce Statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the State achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

California Global Warming Solutions Act

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. The Scoping Plan was approved by the ARB on December 11, 2008. According to the 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and TACs and supporting economic growth (California Air Resources Board, 2022). The ARB published a update to the Scoping Plan to reflect the 2045 target set by AB 1279 and codified by AB 32 (California Air Resources Board, 2022).

Climate Change Scoping Plan

In October 2008, CARB published its Climate Change Proposed Scoping Plan, which is the state's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, incorporating energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

The Scoping Plan states that land use planning and urban growth decisions will play important roles in the State's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors. With regard to land use planning, the Scoping Plan expects approximately 5.0 million metric tons of carbon dioxide equivalents (MTCO_{2e}) will be achieved associated with implementation of Senate Bill (SB) 375, which is discussed further below.

The initial Scoping Plan was first approved by CARB on December 11, 2008, and is updated every five years. The first update of the Scoping Plan was approved by the CARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050

goals. The most recent update released by CARB is the 2017 Climate Change Scoping Plan, which was released in November 2017. The 2017 Climate Change Scoping Plan incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO B-30-15.

According to the 2022 Climate Change Scoping Plan Update, the major source of GHGs in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 24 percent of the state's GHG emissions. Residential and commercial sources contribute only about six and five percent of the state's GHG emissions, respectively. These are less than the eight percent generated by agriculture (California Air Resources Board, 2022).

CO₂, as part of the carbon cycle, is an important compound for plant and animal life, but also accounted for 84 percent of California's total GHG emissions in 2015. Transportation, primarily on-road travel, is the single largest source of CO₂ emissions in the state.

California Renewables Portfolio Standards (Senate Bill 1078 and Governor's Order S-14-08)

SB 1078 (Public Utilities Code Sections 387, 390.1, 399.25 and Article 16) addresses electricity supply and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide a minimum 20 percent of their supply from renewable sources by 2017. This SB will affect statewide GHG emissions associated with electricity generation. In 2008, Governor Schwarzenegger signed EO S-14-08, which set the Renewables Portfolio Standard target to 33 percent by 2020. It directed state government agencies and retail sellers of electricity to take all appropriate actions to implement this target. EO S-14-08 was later superseded by EO S-21-09 on September 15, 2009. EO S-21-09 directed the CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. Statute SB X1-2 superseded this EO in 2011, which obligates all California electricity providers, including investor-owned utilities and publicly owned utilities, to obtain at least 33 percent of their energy from renewable electrical generation facilities by 2020.

CARB is required by current law, AB 32 of 2006, to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020 and an 80 percent reduction of 1990 levels by 2050. The California Energy Commission (CEC) and California Public Utilities Commission serve in advisory roles to help CARB develop the regulations to administer the 33 percent by 2020 requirement. CARB is also authorized to increase the target and accelerate and expand the time frame.

SB 350 (Chapter 547, Statutes of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 was signed into law on October 7, 2015.

Mandatory Reporting of GHG Emissions

The California Global Warming Solutions Act (AB 32, 2006) requires reporting of GHGs by major sources to the CARB. Major sources required to report GHG emissions include industrial facilities, suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and

carbon dioxide, operators of petroleum and natural gas systems, and electricity retail providers and marketers.

Cap-and-Trade Regulation

The cap-and-trade regulation is a key element in California's climate plan. It sets a statewide limit on sources responsible for 85 percent of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The cap-and-trade rules came into effect on January 1, 2013, and apply to large electric power plants and large industrial plants. In 2015, fuel distributors, including distributors of heating and transportation fuels, also became subject to cap-and-trade. At that stage, the program was predicted to encompass around 360 businesses throughout California and nearly 85 percent of the state's total GHG emissions.

Under the cap-and-trade regulation, companies must hold enough emission allowances to cover their emissions and are free to buy and sell allowances on the open market. California held its first auction of GHG allowances on November 14, 2012, which was followed by seven jurisdiction-specific quarterly GHG allowance auctions until August 18, 2014. The first joint auction with Québec's Ministry of Sustainable Development, Environment and the Fight against Climate Change was held on November 25, 2014. California's GHG cap-and-trade system is projected to reduce GHG emissions to 1990 levels by the year 2045 and would achieve an approximate 80 percent reduction from 1990 levels by 2050.

Senate Bill 32

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from year 2020 to year 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG-reductions in support of the state's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

Senate Bill 375

SB 375 requires MPO to adopt a SCS or alternative planning strategy that will address land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, establishes regional reduction targets for GHGs emitted by passenger cars and light trucks for the year 2035. These reduction targets are scheduled to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or Alternative Planning Strategy for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, funding for transportation projects may be withheld.

Senate Bill 97

SB 97 was enacted in 2007. SB 97 required the Office of Planning and Research to develop, and the California Natural Resources Agency (CNRA) to adopt amendments to the CEQA Guidelines

addressing the analysis and mitigation of GHG emissions. Those CEQA Guidelines amendments clarified several points, including the following:

- Lead agencies must analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions.
- When a project's GHG emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions.
- Lead agencies must analyze potentially significant impacts associated with placing projects in hazardous locations, including locations potentially affected by climate change.
- Lead agencies may significantly streamline the analysis of GHGs on a project level by using a programmatic GHG emissions reduction plan meeting certain criteria.
- CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives.

As part of the administrative rulemaking process, the CNRA developed a Final Statement of Reasons explaining the legal and factual bases, intent, and purpose of the CEQA Guidelines amendments. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

Short-Lived Climate Pollutant Reduction Strategy

In March 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy (SLCP Strategy), establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes; and recovering methane from wastewater treatment facilities, and manure methane at dairies, and using the methane as a renewable source of natural gas to fuel vehicles or generate electricity. The SLCP Strategy also identifies steps to reduce natural gas leaks from oil and gas wells, pipelines, valves, and pumps to improve safety, avoid energy losses, and reduce methane emissions associated with natural gas use. The SLCP Strategy identifies measures that can reduce HFC emissions at national and international levels. Lastly, the SLCP identifies state-level actions, including an incentive program to encourage the use of low-global warming potential (GWP) refrigerants and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment (California Air Resources Board, 2017).

Regional

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as an MPO and under state law as a Regional Transportation Planning Agency and a Council of Governments.

On April 4, 2024, SCAG adopted Connect SoCal: The 2024-2050 RTP/SCS (Southern California Association of Governments, 2024). The RTP is a long-range transportation plan that provides a vision for regional transportation investments over a period of 20 years or more. The SCS is an element of the RTP that demonstrates the integration of land use, transportation strategies, and transportation investments within the RTP. This requirement was put in place by the passage of SB 375, with the goal of ensuring that the SCAG region can meet its regional GHG reduction targets set by the CARB. In comparison to year 2005 levels, the SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040. This meets or exceeds the state's mandated reductions, which are eight percent by 2020 and 13 percent by 2035. SCAG is also responsible under the FCAA for determining federal air quality conformity of projects, plans, and programs within the SCAQMD.

The 2024-2050 RTP/SCS would also help to reduce vehicle delay and vehicle miles traveled (VMT) within the region. On a per capita basis, vehicle delay would be reduced by roughly 26 percent, and heavy-duty truck delay on highways by 24 percent. VMT per capita would be reduced by five percent and vehicle hours traveled would be reduced by approximately nine percent per capita (Southern California Association of Governments, 2024).

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following GHG goals and policies would apply to the project (Ventura County, 2020):

- **Goals:**
 - **HAZ-10:** To promote a high level of air quality in order to protect public health, safety, and welfare, and mitigate any adverse air quality impacts on the maximum extent feasible.
 - **HAZ-11:** To improve resilience to increasing temperatures resulting from climate change.
 - **COS-10:** To improve the long-term sustainability of the community through local efforts to reduce GHG emissions.
- **Policies**
 - **HAZ-10.5:** The County shall work with applicants for discretionary development projects to incorporate bike facilities, solar water heating, solar space heating, incorporation of electric appliances and equipment, and the use of zero and/or near zero emission vehicles and other measures to reduce air pollution impacts and reduce GHG emissions.
 - **HAZ-11.9:** The County shall promote the use of urban greening techniques, such as cool pavement technology, parking lot shading, landscaping, and other methods to offset climate change impacts and reduce GHG emissions for discretionary development and County initiated projects.

- **COS-10.1:** The County shall maintain and refer to the General Plan and its integrated GHG Reduction Strategy as the County's comprehensive plan for reducing community-wide GHG emissions in the unincorporated County.
- **COS-10.2:** The County shall work toward achieving a community-wide GHG emissions reduction target of 41 percent below 2015 levels by 2030.
- **COS-10.3:** The County shall work toward achieving longer-term, post-2030 community-wide GHG emissions reduction goals, as follows:
 - 61 percent below 2015 levels by 2040, and
 - 80 percent below 2015 levels by 2050.
- **COS-10.4:** The County shall reduce GHG emissions in both existing and new development through a combination of measures included in the GHG Strategy, which includes new and modified regulations, financing and incentive-based programs, community outreach and education programs, partnerships with local or regional agencies, and other related actions.

3.7.2 Environmental Setting

This section describes the affected environment and regulatory setting for greenhouse gas emissions related to the project area and surrounding area. In addition, this section describes the potential impacts on greenhouse gas emissions that would result from implementation of the project. The information in this section is based on the *Air Quality Report* (AMBIENT Air Quality & Noise Consulting, 2025) prepared for the project (see **Appendix C**). Air quality and GHG emissions models were generated for an opening year of 2030.

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHG traps heat in the atmosphere. The greenhouse effect is the trapping and build-up of heat in the atmosphere near the earth's surface. The greenhouse effect traps heat in the atmosphere through a threefold process: short-wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature. Without it, the average temperature of the earth would be about zero degrees F instead of its present 57 degrees F. If the atmospheric concentrations of GHGs rise, the average temperature of the lower atmosphere will gradually increase. Global climate change concerns are focused on what human activities are increasing the greenhouse effect.

The principal GHGs of primary concern are CO₂, CH₄, N₂O, and fluorinated compounds, including SF₆, HFCs, and PFCs. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic sources.

3.7.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A GHG emissions impact is considered significant if the project would:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

3.7.4 Environmental Impacts

(a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;*

Construction Impacts

Less than Significant Impact. The project would result in short-term GHG emissions (see **Table 3.7-1**). Grading/excavation would create the greatest GHG emissions, totaling 515.8 MTCO₂e over the course of the project. The total amount of GHG emitted is calculated at 1723.3 MTCO₂e during construction. However, GHG emissions are not anticipated to substantially influence the regional GHG goals during construction, as GHG emissions are measured over the long-term. Therefore, the project would result in a less than significant impact on GHG emissions during construction, and no mitigation is required.

Table 3.7-1. Construction-Generated Greenhouse Gas Emissions

Construction Phase	MTCO ₂ e
Land Clearing/ Grubbing (Year 2030)	14.9
Grading/Excavation (Year 2030)	490.6
Grading/Excavation (Year 2031)	25.2
Drainage/Utilities/Sub-Grade (Year 2031)	147.2
Paving (Year 2031)	45.4
Maximum/Phase:	490.6
Project Total – Year 2030:	505.5
Project Total – Year 2031:	217.8
Project Total – Years 2030 and 2031:	723.3

Construction GHG emissions were estimated using CalEEMod, Version 2022.1.1.30.

Source: (AMBIENT Air Quality & Noise Consulting, 2025)

Operational Impacts

Less than Significant Impact. Long-term operational GHG emissions were estimated using EMFAC2021 emission factors and traffic data (see **Table 3.7-2**). The Air Quality Report concluded

that the existing operational emissions within the project area would total approximately 4,077.94 MTCO₂e/year. The baseline would result in an approximately 16 percent decrease in mobile-source GHG emissions under 2030 conditions and an approximate 27 percent decrease under 2050 conditions. The project would result in a 14 percent decrease and 25 percent decrease under 2030 conditions and 2050 conditions, respectively. When compared to the baseline, the project is anticipated to increase mobile-source GHGs of approximately four percent and three percent under 2030 and 2050 conditions, respectively. On a regional basis, the project is not anticipated to result in an increase in long-term VMT and associated mobile-source emissions. While there is an increase in GHG emissions when comparing the project to the baseline under 2030 and 2050 conditions, the project is still decreasing emissions when compared to existing conditions. Therefore, the project would result in a less than significant impact on GHG emissions during operation, and no mitigation is required.

Table 3.7-2. Summary of Comparative Greenhouse Gas Emissions and Traffic Conditions

Scenario/Analysis Year	Annual VMT ²	Change in VMT (%)	MTCO ₂ e/Year ¹ (% Change)
Existing Year 2023	11,370,149	N/A	4,077.94
No-Build Alternative – Opening Year 2030	11,830,965	N/A	3,416.91
No-Build Alt. 2030 Compared to Existing:		460,816 (4 %)	-661.03 (-16 %)
Build Alternative – Opening Year 2030	12,127,650	N/A	3,502.97
Build Alt. Compared to Existing:		757,501 (7 %)	-574.98 (-14 %)
Build Alt. Compared to No-Build Alt. 2030:		296,685 (3 %)	86.06 (3 %)
No-Build Alternative – Design Year 2050	12,535,722	N/A	2,964.77
No-Build Alt. 2050 Compared to Existing:		1,165,573 (10 %)	-1,113.18 (-27 %)
Build Alternative – Design Year 2050	12,860,514	N/A	3,039.72
Build Alt. 2050 Compared to Existing:		1,490,365 (13 %)	-1,308.22 (-25 %)
Build Alt. 2050 Compared to No-Build Alt. 2050:		324,792 (3 %)	74.95 (3 %)

N/A = not applicable

1. Emissions were quantified using EMFAC2021 emission factors and traffic data provided for this project and vehicle travel distances within the project area.

2. Annual VMT is derived from Daily VMT multiplied by 347. ARB methodology (ARB 2008)

Note: Design Year 2050 traffic is considered representative of Year 2050 traffic data (Kimley Horn 2023a).

Source: (AMBIENT Air Quality & Noise Consulting, 2025)

(b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Less than Significant Impact. The project is consistent with the goals and objectives of AB 32 and includes relevant transportation strategies from California's 2022 Climate Change Scoping Plan. When compared to the existing condition, the project is anticipated to result in an 14 and 25 percent decrease when compared to the existing condition in MTCO₂e/year for 2030 and 2050

conditions, respectively. When compared to the baseline, the project is anticipated to result in a four and three percent increase in MTCO₂e/Year for 2030 and 2050 conditions, respectively. However, this four and three percent increase is not anticipated to substantially contribute to regional goals regarding GHG emissions and is less than project emissions in the no build scenario. Therefore, the project would result in a less than significant impact on conflicts with an applicable plan, policy, or regulation, and no mitigation is required.

3.7.5 Avoidance and Minimization Measures

No avoidance or minimization measures would be required for GHG emissions.

3.8 Hazards and Hazardous Materials

This section describes the regulatory and environmental setting for hazards and hazardous materials related to the project area and surrounding area. In addition, this section describes the potential impacts related to hazards and hazardous materials that would result from implementation of the project.

3.8.1 Regulatory Setting

The following regulatory setting is a summary of the plans, and policies that regulate hazards and hazardous materials, and that are also applicable to the project.

Federal

Comprehensive Environmental Response, Compensation, and Liability Act /Community Environmental Response Facilitation Act

U.S. Code Title 42, Chapter 103, also known as the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), grants extensive federal authority for the direct response to actual or potential hazardous substance releases that could pose risks to public health and the environment. CERCLA includes regulations regarding the management of closed and abandoned hazardous waste sites. It also assigns responsibility and liability to individuals or entities responsible for hazardous waste releases at such sites. To ensure cleanup in cases where the responsible party cannot be identified, CERCLA establishes a trust fund. Moreover, CERCLA allows for updates to the National Contingency Plan (NCP), which is detailed in Title 40, CFR, Part 300. The NCP offers the necessary guidelines and procedures for addressing hazardous substance, pollutant, and contaminant releases or potential releases. The NCP also introduces the concept of the National Priorities List. CERCLA underwent amendments through the Superfund Amendments and Reauthorization Act on October 17, 1986. The Community Environmental Response Facilitation Act (CERFA) provides the ability for the EPA to amend CERCLA to require the government, before termination of federal activities on any real property owned by the government, to identify real property where no hazardous substance was stored, released, or disposed of.

Resource Conservation and Recovery Act /Hazardous and Solid Waste Amendments

The Resource Conservation and Recovery Act (RCRA) grants the U.S. EPA the authority to regulate the entire life cycle of hazardous waste, from its generation to its disposal. This

comprehensive scope encompasses the processes of waste generation, transportation, treatment, storage, and final disposal of hazardous waste materials. Additionally, RCRA establishes a framework for the management of non-hazardous solid waste. The 1986 amendments to RCRA expanded the U.S. EPA's jurisdiction to address environmental concerns arising from Undergrounds Storage Tanks (UST) used for storing petroleum and other hazardous substances.

The Hazardous and Solid Waste Amendments (HSWA), which were enacted in 1984 as amendments to RCRA, were focused on several key objectives. These include minimizing the generation of waste, phasing out the practice of disposing of hazardous waste in landfills, and implementing corrective actions for waste releases. HSWA introduced several important provisions, such as granting the U.S. EPA enhanced enforcement powers, imposing stricter standards for the management of hazardous waste, and establishing a comprehensive program for the regulation of USTs.

Clean Air Act

FCAA of 1955 was established with the primary objective of protecting human health and the environment from emissions that pollute outdoor air. Under the FCAA, The U.S. EPA assumes responsibility for overseeing and enforcing the established minimum national standards for air quality and assigns primary responsibility to the states to assure compliance with the standards. Nonattainment areas, or areas not meeting the standards, are required to implement specified air pollution control measures. The FCAA establishes federal standards for mobile sources of air pollution, their fuels, and sources of 187 hazardous air pollutants. It also addresses the prevention of pollution in areas with clean air and protection of the stratospheric ozone layer.

Clean Water Act/Spill, Prevention, Control, and Countermeasure Rule

The CWA, formally known as the Federal Water Pollution Control Act of 1972, was established with the primary objective of restoring and preserving the overall quality and health of the United States' water bodies, encompassing their chemical, physical, and biological aspects. Under the CWA, the U.S. EPA assumes responsibility for overseeing and enforcing the Oil Pollution Prevention regulation outlined in Title 40 of the CFR, Part 112, often referred to as the "Spill Prevention, Control, and Countermeasure (SPCC) rule." This set of regulations outlines the specific requirements for facilities to develop, revise, and implement SPCC plans. Facilities are subject to SPCC regulations if they meet certain criteria, such as having an individual oil storage tank with a capacity exceeding 660 gallons, a total above-ground oil storage capacity of more than 1,320 gallons, or an underground oil storage capacity exceeding 42,000 gallons. Facilities are also subject to SPCC regulations if their location makes it reasonably likely for them to discharge oil into or onto the "navigable waters" of the U.S.

In addition to the CWA and SPCC regulations, the U.S. EPA administers other federal regulations pertinent to hazardous materials and environmental contamination. These include Title 40 CFR Chapter 1, Subchapter D, which pertains to Water Programs, and Subchapter I, which concerns Solid Wastes. More specifically, Title 40 CFR Chapter 1, Subchapter D, Parts 116 and 117 are relevant to the CWA. Part 116 establishes the reportable quantity for substances designated as

hazardous under the CWA, while Part 117 addresses the discharge of designated substances into U.S. waters when their quantities equal or exceed the reportable quantities.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is a federal law aimed at safeguarding the quality of drinking water throughout the Nation. This legislation pertains to all water sources that are currently used or potentially designated for drinking purposes, regardless of whether they are above ground or underground sources.

Under the SDWA, the U.S. EPA is granted the authority to set forth the essential minimum standards for the protection of tap water. Public water system owners and operators are mandated to adhere to these primary standards, which are primarily focused on ensuring the health-related safety of drinking water. The 1996 amendments to the SDWA require that the U.S. EPA thoroughly assess risks and costs and rely on the best available peer-reviewed scientific knowledge when formulating these standards.

Additionally, state governments may be authorized by the U.S. EPA to enforce these regulations, and they are often encouraged to adopt secondary standards that address issues related to water quality, even if they aren't directly tied to health concerns. Furthermore, the SDWA empowers the U.S. EPA to institute minimum standards for state programs designed to shield underground sources of drinking water from potential contamination resulting from the injection of fluids underground. This is essential for maintaining the integrity and safety of drinking water sources in the Nation.

Occupational Health and Safety Act

The Occupational Safety and Health Administration (OSHA) is dedicated to its mission of safeguarding the well-being and safety of the Nation's workforce. It accomplishes this mission by formulating and enforcing safety and health standards, delivering training and educational resources, forging partnerships, and promoting a culture of ongoing enhancement in workplace safety and health. The staff at OSHA is responsible for creating and upholding protective regulations while also engaging with employers and employees through technical guidance and consultation programs. OSHA's safety and health standards are codified in Title 29 of the CFR, specifically in Part 1910.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 grants the U.S. EPA the authority to enforce various measures related to chemical substances and mixtures. These measures encompass reporting, record-keeping, testing requirements, and restrictions. TSCA generally excludes certain substances, such as food, drugs, cosmetics, and pesticides.

TSCA deals with the oversight of specific chemicals, including but not limited to polychlorinated biphenyls (PCB), asbestos, radon, and lead-based paint. It provides the U.S. EPA with several powers, including the ability to:

- Mandate pre-manufacture notification for "new chemical substances" prior to their production, as per Section 5.
- Require testing of chemicals by manufacturers, importers, and processors if risks or exposure concerns are identified, under Section 4.
- Issue Significant New Use Rules when it identifies a "significant new use" that could lead to exposures or releases of a concerning substance, in accordance with Section 5.
- Maintain the TSCA Inventory, which contains a comprehensive list of over 83,000 chemicals. New chemicals are added to this inventory as they are commercially manufactured or imported.
- Impose certification reporting and other requirements on those importing or exporting chemicals under Sections 12(b) and 13.
- Demand reporting and record-keeping from individuals or entities engaged in the manufacturing, importing, processing, and distribution of chemical substances in commerce, as outlined in Section 8.
- Require immediate reporting to the U.S. EPA, under Section 8(e), when a person discovers information indicating that a substance or mixture poses a substantial risk to health or the environment. The U.S. EPA reviews all Section 8(e) submissions and voluntary "For Your Information" submissions, which are not legally required but are often submitted by industry and public interest groups for various reasons.

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) is a federal law that establishes the regulation of pesticide distribution, sale, and use in the Nation. Under FIFRA, any pesticide intended for distribution or sale must first be registered (licensed) by the U.S. EPA. To gain U.S. EPA registration, pesticide applicants must demonstrate, among other requirements, that using the pesticide in accordance with specified guidelines "will not generally result in unreasonable adverse effects on the environment."

FIFRA defines "unreasonable adverse effects on the environment" as either:

- Any unreasonable risk to human health or the environment, taking into consideration the economic, social, and environmental costs and benefits associated with the use of the pesticide.
- A risk to human dietary safety resulting from residues of the pesticide found in or on food that is inconsistent with the standards established under Section 408 of the Federal Food, Drug, and Cosmetic Act.

In essence, FIFRA ensures that pesticides used in the U.S. are thoroughly evaluated and regulated to protect both the environment and human health, while also considering the broader societal and economic implications of their use.

In conjunction with the acts listed above, EO 12088, *Federal Compliance with Pollution Control Standards*, requires the implementation of essential measures to prevent and manage environmental pollution in cases where federal activities or federal facilities are engaged.

State

California Environmental Quality Act

CEQA Section 21092.6 requires land agencies to consult with lists compiled pursuant to Section 65962 of the Government Code to determine whether the project or alternatives are located on a site which is included on any list.

California Hazardous Waste Control Act

The California Hazardous Waste Control Act (CHWCA) is a critical piece of legislation governing hazardous waste management in California. Below is a description of the CHWCA's key components and relevance to this project:

1. Regulatory Framework: The CHWCA provides the regulatory framework for hazardous waste management in California. It outlines the responsibilities of the California Department of Toxic Substances Control in overseeing hazardous waste generators, transporters, treatment, storage, and disposal facilities.
2. Hazardous Waste Definitions: The act defines what constitutes hazardous waste, specifying various categories and characteristics of hazardous waste. It categorizes waste materials based on their potential harm to human health and the environment.
3. Waste Handling Requirements: CHWCA establishes specific requirements for the generation, transportation, treatment, storage, and disposal of hazardous waste. These requirements aim to ensure safe and environmentally sound management of hazardous materials.
4. Permitting and Compliance: Facilities involved in the handling of hazardous waste must obtain permits and comply with stringent regulations. The act outlines the permitting process, including requirements for facility design, monitoring, and reporting.
5. Waste Minimization and Recycling: CHWCA promotes waste minimization and recycling, aiming to reduce the generation of hazardous waste. It encourages the use of cleaner production techniques and resource conservation.
6. Liability and Enforcement: The act establishes liability for parties responsible for the generation, transportation, and disposal of hazardous waste. It also outlines enforcement mechanisms and penalties for violations, including corrective actions to address environmental damage.
7. Public Disclosure and Community Right to Know: CHWCA ensures that the public has access to information about hazardous waste facilities and the materials they handle. It mandates that facilities provide data about their operations, emissions, and risks to the surrounding community.

For a project involving hazardous materials or waste, it is crucial to assess and address potential impacts on compliance with the CHWCA. This may involve evaluating the project's potential to generate hazardous waste, addressing storage and disposal methods, and ensuring that project activities comply with the regulations. The project should also consider potential risks to public health and the environment associated with hazardous materials and detail mitigation measures if needed.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

SB 1082, ratified in 1993, established the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) in California. This program consolidates six separate hazardous materials and waste programs, known as Program Elements, under a single agency known as a Certified Unified Program Agency (CUPA). The six Program Elements merged under the Unified Program are as follows:

- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (often referred to as Tiered Permitting).
- Aboveground Petroleum Storage Tank SPCC.
- Hazardous Materials Release Response Plans and Inventory Program (commonly known as Hazardous Materials Disclosure or "Community-Right-To-Know").
- California Accidental Release Prevention Program.
- UST Program.
- Uniform Fire Code Plans and Inventory Requirements.

The primary goal of the Unified Program is to alleviate the compliance burden on businesses by unifying the previously disjointed and occasionally conflicting requirements of independently managed programs. The implementation of the Unified Program is carried out at the local government level by CUPAs. Most CUPAs are established within local environmental health or fire departments. Some CUPAs enter contractual arrangements with other local agencies, referred to as participating agencies, to jointly manage one or more Program Elements in coordination with the CUPA. The intention is to streamline and simplify the regulatory landscape for businesses while enhancing hazardous materials and waste management within the state.

California maintains a comprehensive regulatory framework for managing hazardous materials, waste, and substances. These regulations derive their authority from the HSC, and California is further authorized by the federal government to implement RCRA within the state. California law addresses various aspects of hazardous materials and waste management, including handling, storage, transportation, disposal, treatment, waste reduction, cleanup, and emergency planning for hazardous waste.

Porter-Cologne Water Quality Control Act

Please refer to Section 3.5.1 for a discussion on the Porter-Cologne Water Quality Control Act.

Code of Federal Regulations

California's regulatory framework for waste management, waste prevention, and the cleanup of contamination is further articulated in various regulations, including:

- Title 22 Division 4.5 - Environmental Health Standards for the Management of Hazardous Waste: This regulation outlines specific standards and procedures for the management of hazardous waste in California.
- Title 23 - Waters: Title 23 addresses various water-related issues and includes regulations pertaining to water quality and water resource management.
- Title 27 - Environmental Protection: Title 27 encompasses a wide range of environmental protection regulations, including those related to hazardous waste management and disposal.

Local

Ventura County Emergency Operations Plan

The County's Emergency Operations Plan provides the structure and processes that all key partner agencies within the County use to respond to, and initially recover from, a major emergency or disaster event (County of Ventura, 2021). The current plan was adopted by the Board of Supervisors at their March 1, 2022 meeting and is updated every 3 years. The plan consists of a collection of dynamic components that:

- Assign responsibility for carrying out specific actions in an emergency
- Set forth lines of authority and organizational relationships
- Specify procedures and systems to alert and notify staff, the public, protect residents and property, and request support when needed
- Identify personnel, equipment, facilities, supplies, and other resources available for use during response and recovery operations

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following hazards and hazardous materials goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **HAZ-5:** To minimize the risk of loss of life, injury, serious illness, damage to property, and economic and social dislocations resulting from the use, transport, treatment and disposal of hazardous materials and wastes
- **Policies**
 - **HAZ-5.1:** The County shall manage hazardous materials and waste produced by County facilities and operations in such a way that waste reduction through alternative technology

is the County's priority. If that is not possible, the County's priorities will progress from recycling and reuse, then on-site treatment, and finally disposal as the last resort.

- **HAZ-5.2:** The County shall require discretionary development involving facilities and operations which may potentially utilize, store, and/or generate hazardous materials and/or wastes be in areas that would not expose the public to a significant risk of injury, loss of life, or property damage and would not disproportionately impact Designated Disadvantaged Communities.
- **HAZ-5.3:** The County shall strive to locate and control sources of hazardous materials to prevent contamination of air, water, soil, and other natural resources.
- **HAZ-5.5:** The County shall, as part of the discretionary review process, require that hazardous wastes and hazardous materials be managed in such a way that waste reduction through alternative technology is the priority, followed by recycling and on-site treatment, with disposal as the last resort.
- **HAZ-5.7:** Applicants shall provide a statement indicating the presence of any hazardous waste on a site, prior to discretionary development. The applicant must demonstrate that the waste site is properly closed, or will be closed, pursuant to all applicable state and federal laws, before the project is inaugurated.

3.8.2 Environmental Setting

This section describes the affected environment and regulatory setting for hazards and hazardous materials related to the project area and surrounding area. In addition, this section describes the potential impacts on hazards and hazardous materials that would result from implementation of the project. The information in this section is based on the *Initial Site Assessment* (ISA) (Geocon West, 2024) prepared for the project (see **Appendix E**).

The project study area is situated in the southwestern part of the Oxnard Plain, a region characterized by its geographical boundaries. The project area is bound by the Sulphur-Santa Paula Mountains to the north, the Conejo Mountains to the east, the Santa Monica Mountains to the south, and the Pacific Ocean to the west. Point Mugu, a substantial military installation, is located south of the project area. According to the General Plan, adjacent land uses consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential (see **Figure 2.1-3**).

Elevations within the project area vary from 15 to 20 feet above the mean sea level (Geocon West, 2024). This elevation gradient generally slopes from west to east. The overall topography of the project area exhibits a southwestward slope, ultimately leading toward the Pacific Ocean. Widening of the roadway would require ROW and TCE from adjacent property owners, and include various improvements and features on the properties. Some features on the adjacent properties include fencing of various construction; a diesel UST; groundwater wells and pumps; paved surfaces; landscaping; agricultural chemical mixing stations; above-ground storage tanks; and various agricultural equipment.

Hazardous Waste Sites

A hazardous material is defined as a "substance or a combination of substances that, due to its concentration, physical, chemical, or infectious properties, can either (1) lead to an increase in mortality or a significant rise in severe, irreversible, or potentially reversible, incapacitating illnesses; or (2) present a substantial and immediate or potential risk to human health or the environment when improperly handled, stored, transported, disposed of, or managed in any way" (CCR Title 22, Division 4.5).

Title 22 of the CCR extends the term "hazardous substance" to encompass both hazardous materials and hazardous wastes. Hazardous materials carry the potential for causing fatalities, serious injuries, long-lasting health issues, and damage to structures, residences, and other valuable assets. These risks to both human well-being and the environment can occur during manufacturing, storage, transportation, use, or disposal.

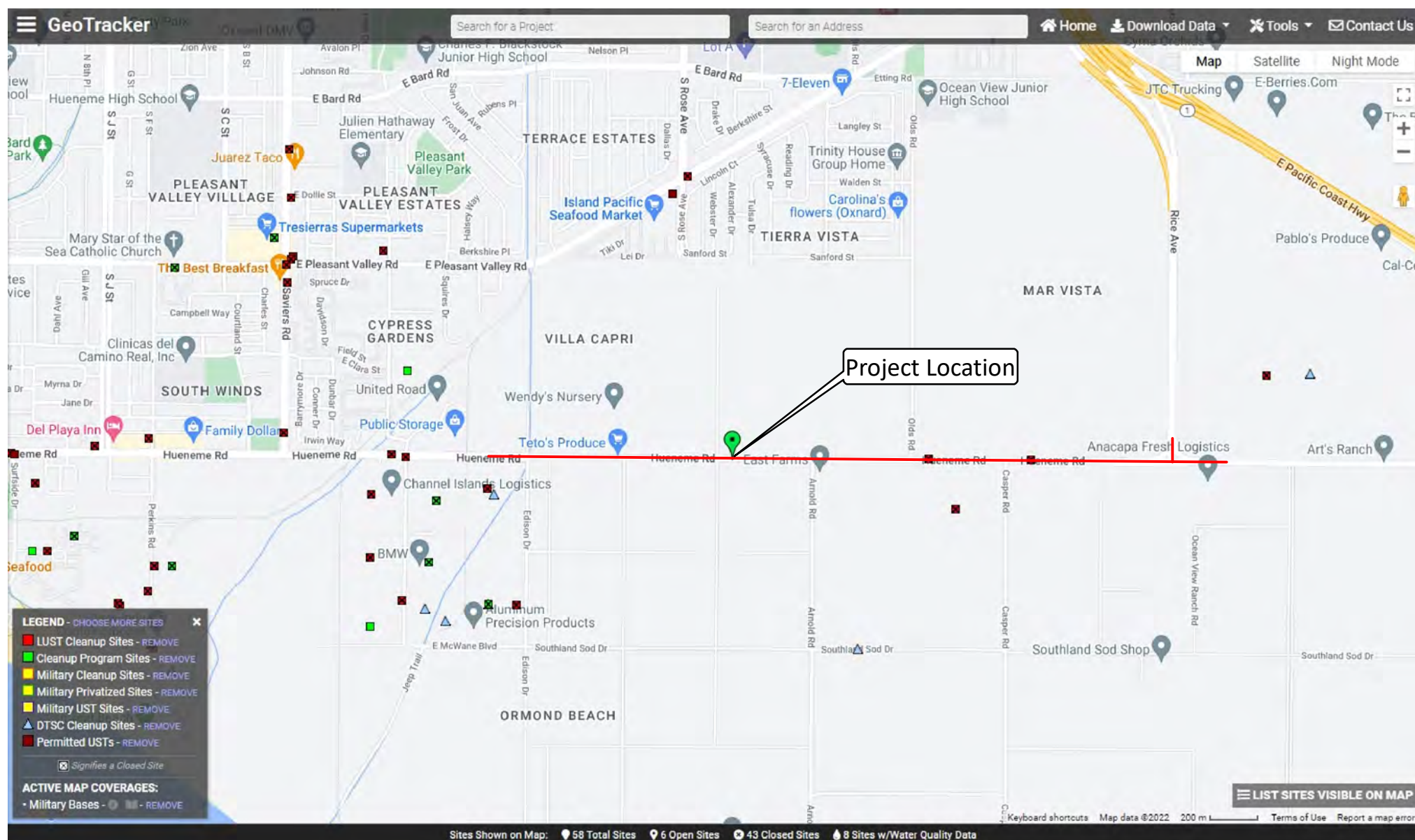
There are 58 hazardous waste sites situated within a 0.5-mile radius of the project area (see **Figure 3.8-1**). There are two Leaking Underground Storage Tank (LUST) sites within the project area. However, the status of these two LUST sites is marked as "closed" (State Water Resources Control Board, 2021). This suggests that there have been remediation efforts to address the issues associated with these LUSTs.

A record search of environmental databases was conducted in July 2023 for the project area, consistent with American Society of Test Materials (ASTM) Standard E1527-13. The purpose of this search was to identify the potential for RECs for the project area. These include 1) presence or likely presence of hazardous substances or petroleum products on the site; 2) conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the project area; and 3) issues that may have an environmental impact on the site (American Society of Test Materials, 2021). The Phase I ISA identified 10 potential RECs within and adjacent to the project area (see **Figure 3.8-2**). Of the 10 potential RECs identified in the Phase I ISA, one was identified as a potential concern, located at 2463 E Hueneme Road. A release in diesel impacted soil at this property, and the County closed the case in 2003. 36 tons of soil was excavated and removed from the property and contaminant concentration did not exceed reporting limits. The LUST would not need to be removed or relocated as part of the project.

Polychlorinated Biphenyls

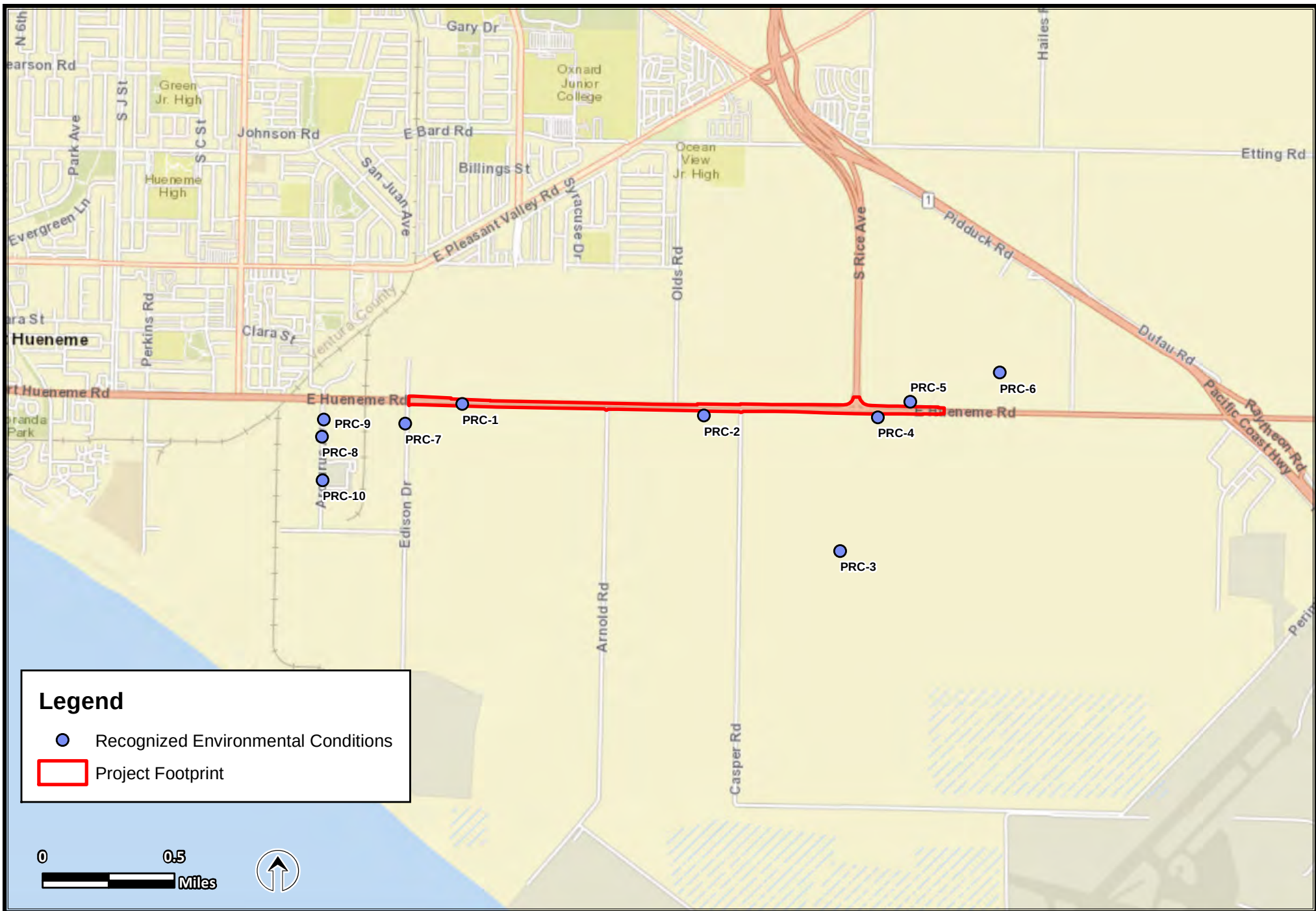
PCBs are a type of toxic chemical regulated by the TSCA. PCBs are most commonly found in electrical transformers and capacitors, air conditioning equipment, and lighting ballasts.

Soil in the vicinity of these transformers may also be contaminated with PCBs or dioxins/furans, which could result from combustion residue in the event of transformer fires. Overhead power lines, utility poles, and transformers were identified within the project area.



Sources: CA State Water Resources Control Board 2022.

**Figure 3.8-1. HAZARDOUS WASTE SITES
Hueneme Road Widening Project**



Source: ESRI 2025.

**FIGURE 3.8-2. POTENTIAL RECOGNIZED ENVIRONMENTAL CONDITIONS
Hueneme Road Widening Project**

Asbestos-Containing Materials

Structures built before 1978 have the potential to contain asbestos-containing materials (ACM). One structure within the project area was constructed prior to 1980 and may contain ACM. ACMs may also be located on power poles in wire conduits within the project area. The Phase I ISA indicates that any future testing, removal, or disturbance of ACMs should be handled in compliance with federal, state, and local regulations. In addition, licensed, qualified asbestos survey and abatement personnel should be retained prior to any demolition or renovation of subject facilities.

Aerially Deposited Lead

Aerially deposited lead (ADL) resulting from the historical use of leaded gasoline can be found along California's roadways. ADL is a byproduct of combustion engines using lead-containing fuels. Although unleaded gasoline became mandatory by the U.S. EPA in 1973, and leaded gasoline was phased out entirely for automobiles by 1996, ADL continues to be present in soil near historically busy highways and roads. This presence of lead contamination likely affects the undisturbed soil within the project area.

The distribution and concentration of ADL in soil vary due to factors such as traffic volume and the road's age. Elevated lead levels are typically within six feet of the road's edge and in the top six inches of soil but can extend deeper to two or three feet below the surface.

Lead Based Paint

Structures built before 1978 have the potential to contain lead-based paint (LBP). One structure within the project area was constructed prior to 1980 and may contain LBP. In addition, traffic striping and pavement marking residue may also contain LBP. Therefore, the Phase I ISA prepared for the project indicates that there could be LBP in the project area.

Agricultural Activities

Modern agricultural chemicals are typically used in diluted forms and, when applied correctly, tend to break down relatively quickly. However, older pesticides have the potential to linger in the soil for extended periods. Historical records suggest that properties within the project area, which have been used for agricultural purposes, such as orchards and row crops, have been in operation since the early 1900s. During various periods, persistent pesticides were applied to these farmlands. The project area contains active agricultural uses which include farmland designations including, but not limited to, Prime Farmland and Farmland of Statewide Importance within one mile of the project area, meaning there is a possibility that agricultural chemicals are present within the vicinity of the project area. Currently, there is a potential for overspray from the surrounding agricultural lands to affect the project area. This means that pesticides, herbicides, and associated metals like arsenic and lead may be present in the near-surface soils at residual concentrations within and adjacent to the project area.

Wildfires

The on-site vegetation is primarily characterized by row and closely spaced crops, with a lesser presence of herbaceous horticultural crops, herbaceous and woody developed crops, and cattail marsh. Vegetation within the project area is not as prone to ignition as other sources of fuel for wildfire.

Fire Hazard Severity Zones (FHSZ) are designated areas characterized by significant fire hazards, and these designations are established by CAL FIRE. These zones consider a variety of factors, including the type of vegetation, terrain, weather conditions, and other relevant considerations. The mapping and categorization of FHSZs are governed by specific regulations outlined in the PRC 4201-4204 and Government Code 51175-89.

FHSZs are classified with different rankings, ranging from moderate to very high, based on the assessed level of fire risk. The project area is not located within an FHSZ designation of moderate or above. This indicates that, according to CAL FIRE's assessment, the project area is in an area with a relatively low risk of significant fire hazards.

Thermoplastic Striping

Traffic striping and pavement markings applied prior to 2005 may include lead chromate pigment. Lead chromate gradually phased out in waterborne traffic paint between 1997 and 2000 and in thermoplastic striping by 2004. There is no guarantee that the striping and pavement markings applied before 2005 have entirely disappeared or worn away. As a result, traffic striping and pavement markings within the project area could possibly contain lead chromate.

Natural Gas Transmission Lines

Natural gas transmissions lines are used to transport natural gas via a network of mostly underground lines. There is an existing natural gas transmission located line beneath the west portion of the project area, approximately 300 feet east of Hueneme Road and Edison Drive.

Groundwater Wells

Groundwater wells can be conduits from the surface for contamination to enter the groundwater. Within the project area, there are six wells that would be properly abandoned in place.

3.8.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A hazards and hazardous materials impact is considered significant if the project would:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, within one-quarter mile of an existing or proposed school.
- (d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment.
- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing in or working in the project area.
- (f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- (g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

3.8.4 Environmental Impacts

(a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction Impacts

Less than Significant Impact. During the anticipated 12-month construction period, temporary activities would include the transport, storage, and utilization of various chemical agents, solvents, paints, and other hazardous materials. These materials would be handled in compliance with a range of regulatory frameworks, including the RCRA, CERCLA, OSHA, CHWCA, VCAPCD, and Ventura County Fire Department Hazardous Materials Program requirements.

Construction would include the movement, utilization, and disposal of construction materials, including some that may be hazardous. The transportation of hazardous materials and waste is subject to regulation under CCR Title 26. Enforcement of federal and state regulations, as well as responses to hazardous materials transportation emergencies, are carried out by the California Highway Patrol and Caltrans. The project would be constructed in compliance with applicable laws and regulations to reduce the risks of hazardous material transportation.

Common hazardous materials used in construction, such as diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and petroleum-based products, would be utilized. Any hazardous waste or debris produced during construction would be collected and safely transported to approved off-site landfills or suitable facilities. During construction, temporary on-site storage tanks may be needed to store diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and petroleum-based products before off-site disposal. Measures **HAZ-1** through **HAZ-3**, would be implemented to reduce the risk of exposure to hazardous materials. With implementation of these measures, the project would result in a less than significant impact on the routine transport, use, or disposal of hazardous materials during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. During operation, no new sources of hazardous waste or materials would be introduced. Hueneme Road would operate similarly to the existing condition, and all routine maintenance activities would be conducted in compliance with applicable regulations governing the use, storage, handling, transportation, and disposal of potentially hazardous materials.

There is potential for vehicles traveling along Hueneme Road to carry hazardous materials, which could lead to spills affecting the roadway, adjacent properties, or environmental resources. However, the improvements to Hueneme Road are expected to alleviate traffic congestion and improve safety. Therefore, the project would result in a less than significant impact on the routine transport, use, or disposal of hazardous materials during operation, and no mitigation is required.

(b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. A record search of environmental databases was conducted in July 2023 for the project area, consistent with ASTM Standard E1527-13. The purpose of this search was to identify the potential for RECs for the project area. These include: 1) presence or likely presence of hazardous substances or petroleum products on the site; 2) conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures, the ground, groundwater, or surface water of the project area; and 3) issues that may have an environmental impact on the site (American Society of Test Materials, 2021). A review of federal, state, and local environmental databases and field visits identified 10 potential RECs relative to the project area, with one being a potential concern, at 2463 East Hueneme Road (see **Figure 3.8-2**).

There is risk of contamination in the project area from the potential for undetected or unreported spills or leaks, and the risk of illegal dumping. During construction, there is a potential for, previously unknown or unanticipated hazardous materials to be encountered, particularly during grading and excavation activities. Measures **HAZ-1** through **HAZ-4** have been developed to minimize potential impacts associated with discovery of suspected contamination during construction. In addition, the County would coordinate with regulatory agencies overseeing ongoing cleanup actions in the project area and the project would be constructed in compliance with all relevant rules and regulations.

Agricultural Activities

A Phase II Site Investigation (SI) would be implemented to identify soils impacted by pesticides and associated metals. If soils test positive for levels of pesticides and associated metals, the project would be constructed in compliance with Caltrans Standard Specifications Section 14-11.03 to safely handle and dispose of hazardous waste (**HAZ-1**).

Asbestos-Containing Materials

The Phase I ISA indicates that any future testing, removal, or disturbance of ACMs should be handled in compliance with federal, state, and local regulations. In addition, licensed, qualified asbestos survey and abatement personnel should be retained prior to any demolition or renovation of subject facilities. A Phase II SI would be implemented to identify ACM in the structure proposed to be removed. If the structure tests positive for levels of ACM, the project would be constructed in compliance with Caltrans Standard Specifications Section 14-11.03 to safely handle and dispose of hazardous waste (**HAZ-1**).

Aerially Deposited Lead

A Phase II SI would be implemented to identify ADL impacted soils. If soils test positive for levels of ADL, the project would comply with Caltrans Standard Specifications Section 14-11.03 to safely handle and dispose of hazardous waste (**HAZ-1**).

Lead-Based Paint

Traffic striping and pavement markings applied prior to 2005 may include lead chromate pigment. All roadway striping would be treated as lead-containing for purposes of determining the applicability of the California OSHA lead standard during removal activities (**HAZ-3**). Used sandblasting materials or ground asphalt waste streams would be properly contained to develop a waste profile prior to disposal.

Utilities

While there was no release apparent during the site survey done for the ISA, if any leaking transformers are identified during construction, SCE would be contacted to check for PCBs (**HAZ-4**).

Furthermore, wooden utility pole relocation would be required during construction and may generate wood waste if the existing posts are unable to be reused. SCE would be overseeing the relocation or replacement of utility poles within the project area and would be expected to follow all state and local regulations regarding the handling of wood waste.

Natural Gas Transmission Lines

Although there is a natural gas transmission line located within the project area, it is not considered an REC but may cause conflicts during construction. The County would coordinate with the owner of the gas line prior to construction to avoid any potential conflicts.

Conclusion

Measures **HAZ-1** through **HAZ-5** would greatly reduce the risk of a release during construction. Therefore, the project would result in a less than significant impact on hazards to the public or the environment, and no mitigation is required.

(c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The nearest school to the project area is Tierra Vista School, situated approximately 0.5 mile to the north of the project location. Project-related infrastructure and activities are not expected to emit hazardous materials or involve the handling of hazardous or acutely hazardous substances or waste within 0.25 mile of an existing school. Therefore, the project would result in a less than significant impact on hazardous materials, substances, or waste related to schools, and no mitigation is required.

(d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment?

Less than Significant Impact. The REC at 2463 East Hueneme Road is regarded as an environmental concern if the UST requires removal or relocation, or if construction excavations in the vicinity of the UST encounter contaminated soil. In addition, there is potential for contamination in the project area due to unknown or unreported spills or leaks, or from illegal dumping. However, with the implementation of measure **HAZ-2**, these impacts would be minimized. Therefore, the project would result in a less than significant impact on hazardous materials sites, and no mitigation is required.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest public airport, Oxnard Airport, is located approximately four miles to the northwest of the project area. The project does not fall within the Airport Influence Area for Oxnard Airport (Ventura County Airport Land Use Commission, 2000). Consequently, the project is not expected to disrupt airport operations or create safety hazards for individuals residing or working within the project area. Therefore, the project would result in no impact on people residing or working in the project area.

(f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The County's Emergency Operations Plan outlines specific response procedures in the event of an emergency situation (County of Ventura, 2021). The County's Emergency Operations Plan identifies various routes for potential evacuations, as well as routes designated for use by emergency responders. Hueneme Road is not designated as a route for emergency responders, as the County does not have pre-designated evacuation routes.

Construction-related traffic could interfere with emergency response to the project area or emergency evacuation procedures during unforeseen events. This traffic could also affect the emergency response to properties in the vicinity of the project. While the construction-related

traffic may lead to temporary delays in emergency response times, these delays are not expected to result in inadequate emergency access. The County would coordinate with emergency services before construction, and any lane closures required during construction would be temporary. The project would maintain continuous access on Hueneme Road; any traffic control implemented would, at maximum, reduce traffic to one lane temporarily, but no full closures would be required.

The project does not necessitate any permanent road closures or detours that would significantly disrupt emergency access. Although the roadway may temporarily be reduced to one open lane during construction, this is expected to be a short-term condition, and once construction is complete, emergency access is anticipated to improve following project completion. Therefore, the project would result in a less than a significant impact on emergency response and evacuation plans, and no mitigation is required.

(g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. Based on the information provided in the Background Report of the General Plan and the FHSZ map published by CAL FIRE, the project area does not have a history of wildfires and is not located within a SRA classified as having a high potential for wildfires. Therefore, the project would result in no impact on wildland fires, and no mitigation is required.

3.8.5 Avoidance, Minimization and/or Mitigation Measures

- HAZ-1** A Phase II Site Investigation (SI) would be conducted to determine the presence of aerially deposited lead (ADL), pesticides and associated metals (e.g. arsenic), asbestos-containing material (ACM), or lead based paint (LBP) in the project area and further investigate hazardous waste sites. If ADL, pesticides and associated metals (e.g. arsenic), ACM, or LBP are discovered, the project would comply with Caltrans Standard Specifications Section 14-11.03 to safely handle and dispose of hazardous waste.
- HAZ-2** Should the underground storage tank (UST) located at 2463 East Hueneme Road require removal/relocation and/or if excavation is planned within the near vicinity of the UST, any potentially contaminated soil encountered would be properly stockpiled and characterized to develop a waste profile prior to disposal and/or reuse.
- HAZ-3** All traffic striping paints would be treated as lead-containing for purposes of determining the applicability of the California Occupational Safety and Health Administration (OSHA) lead standard during removal activities. Used sandblasting materials or ground asphalt waste streams containing striping paint should be properly containerized to develop a waste profile prior to disposal.

- HAZ-1** A Phase II Site Investigation (SI) would be conducted to determine the presence of aerially deposited lead (ADL), pesticides and associated metals (e.g. arsenic), asbestos-containing material (ACM), or lead based paint (LBP) in the project area and further investigate hazardous waste sites. If ADL, pesticides and associated metals (e.g. arsenic), ACM, or LBP are discovered, the project would comply with Caltrans Standard Specifications Section 14-11.03 to safely handle and dispose of hazardous waste.
- HAZ-4** If leaking transformers are identified during construction, Southern California Edison (SCE) would be contacted to test for polychlorinated biphenyls (PCB) or other hazardous substance, service, replace, and/or relocate the equipment.
- HAZ-5** Existing groundwater wells within the project area would be properly abandoned in accordance with regulatory permitting requirements if not planned for use.

3.9 Hydrology and Water Quality

This section describes the regulatory and environmental setting for hydrology and water quality related to the project area. In addition, this section describes the potential impacts related to hydrology and water quality that would result from project implementation.

3.9.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to hydrology and water quality that are applicable to the project.

Federal

Clean Water Act

Please refer to Section 3.5.1 for a discussion on the Clean Water Act.

Clean Water Act Section 404

Please refer to Section 3.5.1 for a discussion on the Clean Water Act Section 404.

Clean Water Act Section 402

Please refer to Section 3.5.1 for a discussion on the Clean Water Act Section 402.

Clean Water Act Section 401

Please refer to Section 3.5.1 for a discussion on the Clean Water Act Section 401.

State

Porter-Cologne Water Quality Control Act

Please refer to Section 3.5.1 for a discussion on the Porter-Cologne Water Quality Control Act.

National Pollutant Discharge Elimination System Permit

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of stormwater dischargers, including the Municipal Separate Storm Sewer System (MS4). The U.S. EPA defines an MS4 as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that are designed or used for collecting or conveying stormwater.”

Construction General Permit

The Construction General Permit (CGP) (NPDES No. CAS000002, SWRCB Order No. 2022-0057-DWQ, was adopted on September 8, 2022) and effective on September 1, 2023. The permit regulates stormwater discharges from construction sites which result in a Disturbed Soil Area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development.

- For all projects subject to the CGP, the applicant is required to hire a Stormwater Pollution Prevention Plan (SWPPP) Qualified Stormwater Developer to develop and implement an effective SWPPP. A Qualified Stormwater Practitioner may be hired as well to assist in field work. All Project Registration Documents, including the SWPPP, Risk Level Determinations, site map and post-construction treatment documents are required to be uploaded into the SWRCB's on-line Stormwater Multiple Application and Report Tracking System (SMARTS). A Waste Discharge Identification Number is issued within 10 business days after the State Waterboard receives a complete Notice of Intent (NOI) package.
- The 2022 CGP requires post-construction treatment permit registration documents to be submitted in SMARTS with the NOI to include: (1) An attachment or web-source containing the NPDES MS4 post-construction requirements; and (2) the post-construction plans and calculations (Preliminary post-construction plans and calculations may be submitted as a Permit Registration Document, as long as the approved plans and calculations are submitted within 14 days of approval by the municipal stormwater permittee, through a Change of Information in SMARTS). Additionally, a Change of Information in SMARTS must be submitted for any revisions to post-construction plans and calculations prior to submitting the Notice of Termination (NOT).

Risk Level Inspection and Sampling Requirements

The CGP contains a risk-based permitting approach by establishing three levels of risk possible for a construction site. Risk levels (RL) are determined during the planning, design, and construction phases, and are based on project risk of generating sediments and receiving water risk of becoming impaired. Requirements apply according to the RL determined, with additional monitoring and reporting requirements for higher risk projects with detailed requirements listed in Attachment D of the CGP. Requirements include:

- Visual inspections weekly, prior to Qualifying Precipitation Events (QPE), during QPEs (every 24 hours) and post QPEs. A QPE is defined as a forecasted 50 percent probability of

precipitation of 0.5 inch or more within a 24-hour period and continues on subsequent 24-hour periods when 0.25 inch or more is forecast.

- RL 2 and 3 projects have sampling requirement for pH and Turbidity.
- Additionally, sampling for Numeric Action Levels and Numeric Effluent Limits is required for all risk level projects for Total Maximum Daily Load-related non-visible pollutants listed in Attachment H of the CGP, if there is a discharge due to failure to implement a BMP, a container spill or leak, or a BMP breach or malfunction.

Regional

Los Angeles Regional Water Quality Control Board Basin Plan

Section 13240 of the Porter-Cologne Water Quality Control Act requires each RWQCB to formulate and adopt water quality control plans, or basin plans, for all areas within the region. Water quality in the project area is regulated by the Los Angeles RWQCB through the *Water Quality Control Plan* (Basin Plan) (California Regional Water Quality Control Board, Los Angeles Region, 2020).

The Basin Plan lists the beneficial uses of surface waters and groundwaters in the region. Beneficial uses are uses that may be protected against quality degradation. These uses include and are not limited to municipal and domestic (MUN), agricultural (AGR), and industrial process (PROC), and industrial service (IND) supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves. The beneficial uses of surface waters and groundwaters in the basin are designated in the water quality control plans.

The Basin Plan also includes water quality objectives, which are the limits or levels of water quality constituents or characteristics. These objectives are for the reasonable protection of beneficial uses of water or the prevention of nuisance, such as injurious to health, offensive to the senses, or interfere with the enjoyment of life or property, within a specific area.

Local

Ventura County Watershed Protection District Encroachment Permit

The Ventura County Watershed Protection District (VCWPD) provides for the control and conservation of flood and stormwaters, and for the protection and maintenance of watercourses, watersheds, and life and property within VCWPD jurisdiction from damage or destruction from storm flows or flooding (Ventura County Public Works, 2019). An encroachment permit is required from the VCWPD for any grading work that would be conducted within a channel under VCWPD jurisdiction.

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following Water Resources goals and policies would apply to the project (Ventura County, 2020):

- **Goals:**

- **WR-1:** To effectively manage the water resources of the County by adequately planning for the development, conservation, and protection of water resources for present and future generations.
- **WR-3:** To promote efficient use of water resources through water conservation, protection, and restoration.
- **WR-4:** To maintain and restore the chemical, physical, and biological integrity and quantity of groundwater resources.
- **WR-5:** To protect and, where feasible, enhance watersheds and aquifer recharge areas through integration of multiple facets of watershed-based approaches.

- **Policies:**

- **WR-1.1:** The County should encourage water suppliers, groundwater management agencies, and groundwater sustainability agencies to inventory and monitor the quantity and quality of the county's water resources, and to identify and implement measures to ensure a sustainable water supply to serve all existing and future residents, businesses, agriculture, government, and the environment.
- **WR-3.1:** The County shall encourage the use of non-potable water, such as tertiary treated wastewater and household graywater, for industrial, agricultural, environmental, and landscaping needs consistent with appropriate regulations.
- **WR-3.3:** The County shall require discretionary development to incorporate low impact development design features and best management practices, including integration of stormwater capture facilities, consistent with County's Stormwater Permit.
- **WR-4.2:** In areas identified as important recharge areas by the County or the applicable Groundwater Sustainability Agency, the County shall condition discretionary development to limit impervious surfaces where feasible and shall require mitigation in cases where there is the potential for discharge of harmful pollutants within important groundwater recharge areas.
- **WR-4.5:** The County shall require that discretionary development shall not significantly impact the quantity or quality of water resources within watersheds, groundwater recharge areas or groundwater basins.

3.9.2 Environmental Setting

This section describes the affected environment and regulatory setting for hydrology and water quality related to the project area and surrounding area. In addition, this section describes the potential impacts on hydrology and water quality that would result from implementation of the project. The analysis in this section is based on the *Hydrology Study Report* (Kasraie Consulting, 2024), and the *Water Quality Assessment Report* (GPA Consulting, 2023) prepared for the project (see **Appendix F** and **Appendix G**).

Watershed

The project area is within the Mugu Lagoon sub watershed (HUC 180701030201), itself part of the greater Calleguas Creek watershed (HUC 18070103). Major tributaries to Calleguas Creek include Revolon Slough, Arroyo Las Posas, Arroyo Conejo, Conejo Creek, Arroyo Santa Rosa, and Arroyo Simi (see **Figure 3.9-1**) (Ventura County Public Works Agency Watershed Protection Distric, 2023). The Santa Susana Mountains, South Mountain, and Oak Ridge Mountains form the northern boundary of the watershed, and the Simi Hills and Santa Monica Mountains mark the southern boundary. The watershed, which drains 343 square miles in the southern portion of the County and a small portion of western Los Angeles County, outlets into the Pacific Ocean through Mugu Lagoon, one of the few remaining significant saltwater wetland habitats in southern California (California Regional Water Quality Control Board, Los Angeles Region, 2002).

Water Quality and Beneficial Uses

Beneficial uses establish and maintain or enhance water quality standards for different water channels. The designated inland surface water beneficial uses for the Mugu Lagoon sub watershed and the associated side channels (Coastal Watersheds of Los Angeles and Ventura Counties) are Navigation (NAV), Commercial and Sport Fishing (COMM), Estuarine Habitat (EST), Marine Habitat (MAR), Wildlife Habitat (WILD), Preservation of Biological Habitats (BIOL), Rare, Threatened, or Endangered Species (RARE), Migration of Aquatic Organisms (MIGR), Spawning, Reproduction, and/or Early Development (SPWN), Shellfish Harvesting (SHELL), and Wetland Habitat (WET).

Regional Groundwater Hydrology

The project area is within the Santa Clara River Valley Groundwater Basin (Basin) – Oxnard (California Regional Water Quality Control Board, 2019). The Basin is approximately 57,888 acres in size with approximately 1,141 wells of which approximately 68 are water supply wells. The Oxnard subbasin adjoins the Mound and Santa Paula Subbasins and is defined by the Oak Ridge fault. Existing beneficial uses for the basin from the Los Angeles RWQCB are industrial supply, industrial process supply, agricultural supply, groundwater recharge, freshwater replenishment, warm freshwater habitat, cold freshwater habitat, wildlife habitat, rare, threatened, or endangered species, migration of aquatic organisms, and wetland habitat. Municipal and domestic supply is designated as a potential beneficial use. (Los Angeles Regional Water Quality Control Board, 2014).

Local Groundwater Hydrology

Geology and Soils

The project area is located in a region underlain by Camarillo Sandy Loam, 0 to 2 Percent Slopes, Camarillo Loam 0 to 2 Percent Slopes, Camarillo Loam, Loamy Substratum, 0 to 2 Percent Slopes, and Hueneme Loamy Fine Sand, 0 to 2 Percent Slopes (National Resources Conservation Service, 2019).

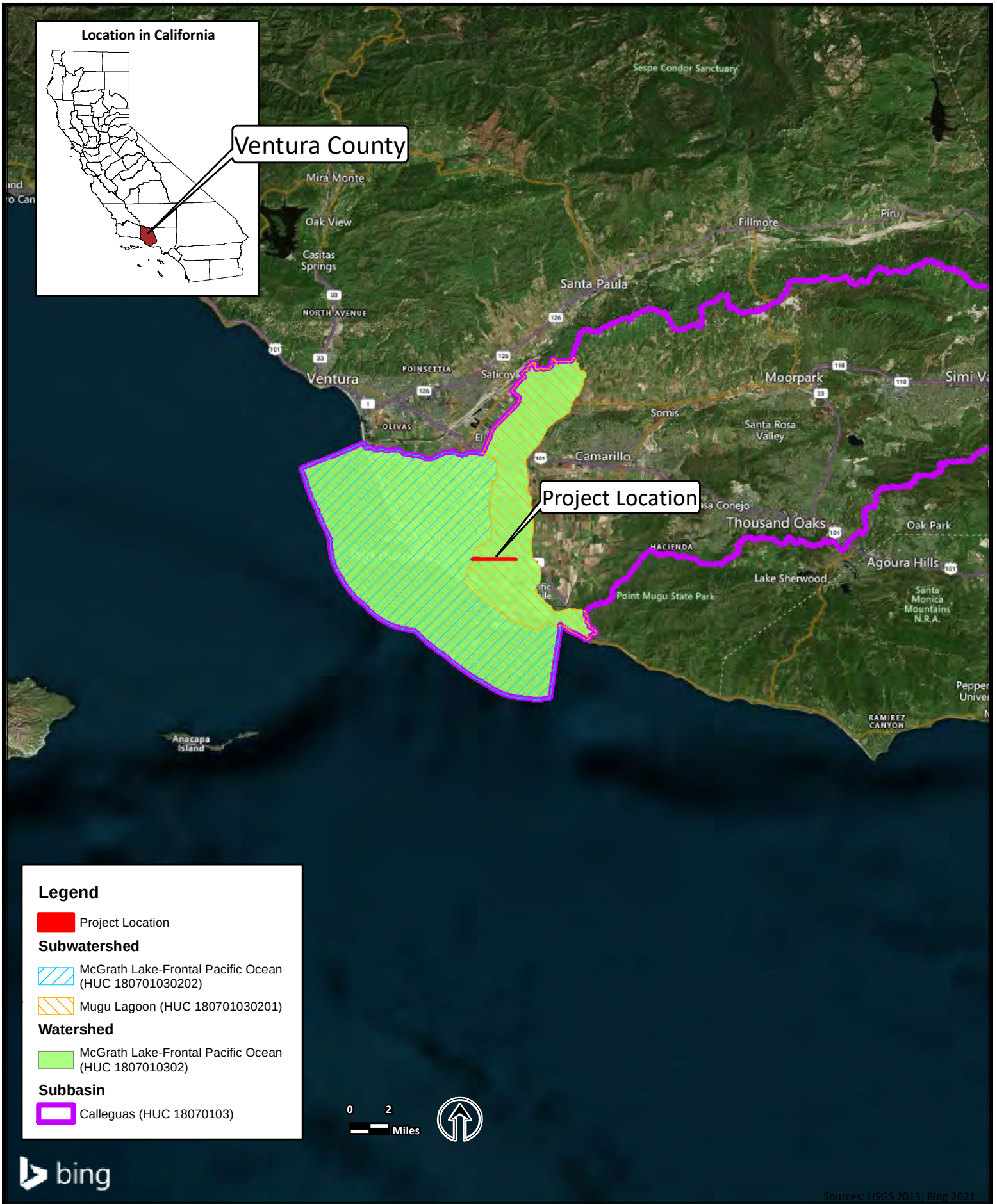


FIGURE 3.9-1. WATERSHED MAP
Hueneme Road Widening Project

Floodplain

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel 06111C0918F and Panel 06111C0919F, the project area is located within Zone X (Federal Emergency Management Agency, 2021). Shaded Zone X areas are areas that have a 0.2 percent annual chance of flood, areas of one percent annual chance of flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance of flood (see **Figure 3.9-2**).

A Hydrology Memorandum was prepared for the project to document the waterways and drainage features (Kasraie Consulting, 2024). Field observations were conducted and indicate that the hydrological contribution within the project area is primarily by irrigation runoff and precipitation. Flows are conveyed from north to south and are captured in a drainage ditch located on the north side of Hueneme Road. Once the drainage ditch overflows, water sheet flows onto adjacent parcels to the south of Hueneme Road. This occasionally causes flows that flood Hueneme Road (GPA Consulting, 2023).

Surface Waters

The project area lies within the Oxnard Plain, which supports many agricultural fields that drain into ditches. These agricultural ditches either enter the Mugu Lagoon directly, through Calleguas Creek and its tributaries, or drain into tile drain systems which then discharge to drains or creeks. A general assessment of the agricultural drainages adjacent to Hueneme Road included visual surveys and documentation of drainage features. Physical characteristics of drainage features such as width, flow conditions, and vegetation within the features were noted. Locations of structures associated with drainages, such as culverts, were noted, photographed, and recorded using sub-meter Global Positioning System. 11 drainage features and one freshwater marsh (cattail marsh) were observed within the project area (see **Figure 3.5-3**). These features drain to one of four culverts which discharge into the stormwater conveyance system. There is one culvert on Edison Drive, directing flow west towards Hueneme Road, one at Arnold Road that directs flow south, one at Olds Road which directs flow south, and one east of Rice Road which directs flow to Mugu Drain.

Drainage Feature 1

Drainage Feature 1 is a box culvert west of East Farms, a private business at 1850 Hueneme Road, and south of Hueneme Road. The drainage flows north to south on Arnold Road. A pump was observed on Hueneme Road that pumps water south to a pipe and into Drainage Feature 1. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 1 likely does not convey relatively permanent flows.

Drainage Feature 2

Drainage Feature 2 is a concrete pipe culvert at the intersection south of Olds Road and Hueneme Road. This drainage feature flows east to west for approximately 80 feet, before turning south into an agricultural field along a row of Lombardy poplars. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 2 likely does not convey relatively permanent flows.



FIGURE 3.9-2. FEMA FLOOD ZONES
Hueneme Road Widening Project

Drainage Feature 3

Drainage Feature 3 (Mugu Drain) is an unlined agricultural drainage near mile marker 266 adjacent to 3250 Hueneme Road and east of Rice Avenue. This drainage feature originates north of the project area, traverses under Hueneme Road and daylights south of Hueneme Road, flows underground again within private property for approximately 30 feet south, then daylights again. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 3 likely does not convey relatively permanent flows.

Drainage Feature 4

Drainage Feature 4 is an unlined roadside drainage at the eastern end of the project area, north of Hueneme Road, and flows east to west, parallel to Hueneme Road. This drainage feature connects to Drainage Feature 3. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 4 likely does not convey relatively permanent flows.

Drainage Feature 5

Drainage Feature 5 is an unlined roadside drainage that begins west of Rice Avenue, undergrounds below Rice Avenue, and continues to flow west to east parallel to Hueneme Road. Drainage 5 terminates where it joins Drainage Feature 3. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 5 likely does not convey relatively permanent flows.

Drainage Feature 6

Drainage Feature 6, in an unlined agricultural drainage located east of Rice Avenue and north of Hueneme Road. This drainage feature flows north to south and drains into Drainage Feature 5. Drainage Feature 6 is located west of 3121 Hueneme Road. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 6 likely does not convey relatively permanent flows.

Drainage Feature 7

Drainage Feature 7 is an unlined agricultural drainage northeast of Casper Road and Hueneme Road. Drainage Feature 7 appears to flow east to west and terminates near Laubacher Berry Farms. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 7 likely does not convey relatively permanent flows.

Drainage Feature 8

Drainage Feature 8 is an unlined roadside drainage on the northeast corner of the Olds Road and Hueneme Road intersection. This drainage feature flows roughly north to south and passes beneath Hueneme Road to connect with Drainage Feature 2 on the south side of Hueneme Road. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 8 likely does not convey relatively permanent flows.

Drainage Feature 9

Drainage Feature 9 is an unlined roadside drainage on the northwest corner of the Olds Road and Hueneme Road intersection. Drainage Feature 9 flows east to west and connects to Drainage

Feature 1 north of Arnold Road. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 9 likely does not convey relatively permanent flows.

Drainage Feature 10

Drainage Feature 10 is an unlined agricultural drainage approximately 0.25 mile west of Drainage Feature 1. This drainage feature flows north to south. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 10 likely does not convey relatively permanent flows.

Drainage Feature 11

Drainage Feature 11 is an unlined roadside drainage located northeast of the Edison Drive and Hueneme Road intersection, with flows running east to west. Because its purpose is to convey runoff from agricultural irrigation, Drainage Feature 11 likely does not convey relatively permanent flows.

Cattail Marsh

A small cattail marsh (drainage basin) was observed just east of Teto's Produce stand at 1531 East Hueneme Road, Oxnard, CA 93033. Obligate and facultative wetland plants including bulrushes (*Schoenoplectus* spp.) and nutsedges (*Cyperus* spp.) were observed within the ponded area. A pipe was located east of this wetland which appears to contribute flows to the marsh; this feature does not appear to convey flows. This feature is wholly constructed in uplands and would likely revert to upland if irrigation ceased.

3.9.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A hydrology and water quality impact is considered significant if the project would:

- (a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- (b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - (i) result in a substantial erosion or siltation on- or off-site;
 - (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;or

- (iv) impede or redirect flood flows;
- (d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- (e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan;

3.9.4 Environmental Impacts

(a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. During construction, work within and adjacent to existing drainage features would have the potential to degrade water quality. There is potential that exposed soils, construction debris, and other pollutants could be carried in storm water runoff and discharged into these features. However, the project would be constructed in compliance with the requirements of the CGP, which would require implementation of protective measures to minimize erosion and prevent construction debris and other materials from entering the drainages during construction. In addition, measures **BIO-1** to **BIO-6** (see Section 3.5.5) would be implemented to further reduce the potential for pollutant runoff into drainages, and the project would be conducted in compliance with applicable regulatory permits. Impacts would not result in a permanent change in water quality of these drainage features. With implementation of BMPs and proposed measures, the project would result in less than significant impact on water quality and stormwater runoff during construction, and no mitigation is required.

Implementation of the project would result in an increase of approximately 7.78 acres of impervious surface area, resulting in increased surface runoff. Surface runoff from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. The widened roadway could result in additional pollutant levels in runoff.

To improve stormwater capture and comply with Ventura County's MS4 Permit (Order R4-2021-0105, effective September 11, 2021), and as part of the drainage ditch relocation, an earthen trapezoidal channel will be constructed along the north side of Hueneme Road, between Rice Avenue and Arnold Road. The channel is designed to intercept and convey runoff from a four percent probability (25-year) design storm. This improvement hydraulically links Drainages 7 through 10 to Drainage 1 (see **Figure 3.5-3**).

The channel will be constructed with a nearly flat longitudinal slope (<0.1%), promoting natural stormwater attenuation and filtration. The low gradient encourages slow flow velocities, allowing sedimentation, infiltration, and pollutant removal through vegetative and soil interaction. Concrete check dams will be installed at 100-foot intervals to stabilize the channel profile and facilitate future maintenance activities. Excavation will occur between each check dam to create localized depressions that retain stormwater volume, offsetting the hydrologic impact of added impervious area.

Relocation of drainages, drainage pipes, drainage inlets, and culvert extensions would result in permanent impacts on approximately 0.01 acre of non-wetland waters potentially under RWQCB

jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction (GPA Consulting, 2023). However, following construction the relocated drainages would continue to provide the same functions for roadway runoff and agricultural uses. Therefore, the project would result in a less than significant impact on water quality and stormwater runoff during operation, and no mitigation is required.

(b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Given the low depth of excavation, groundwater is not anticipated to be encountered during instruction; therefore, the project would result in no impact on groundwater supplies or groundwater recharge during construction, and no mitigation is required.

Widening of the roadway would result in approximately 339,000 square feet of increased impervious surface area; the additional surface runoff would drain as it does now, either into the existing/relocated roadside drainages, or onto adjacent private farmlands. The surface runoff resulting from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. Therefore, the project would result in a less than significant on groundwater supply and recharge, and no mitigation is required.

(c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Would the project result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. An increase in impervious surfaces could increase the velocity of storm water drainage, which could result in increased erosion or siltation. However, the project would be designed to reduce erosion and siltation to the maximum extent feasible. In addition, the project would be conducted in accordance with applicable water quality regulations and regulatory permits and measures **BIO-1** through **BIO-3** (see Section 3.5.5) would be implemented to reduce the risk of erosion in the project area. Therefore, the project would result in a less than significant impact on soil erosion, and no mitigation is required.

(ii) Would the project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than Significant Impact. There are multiple waterways in the project area, including 11 drainage features and a small cattail marsh. Widening the roadway would result in approximately 339,000 square feet of increased impervious surface area. Runoff would be expected to continue to flow into roadside drainages and, once drainages are full, continue to sheet flow across the existing road and onto adjacent parcels to the south, which matches the existing condition. However, with the implementation of BMPs and measures **BIO-1** to **BIO-6** (see Section 3.5.5), temporary and long-term operational impacts on runoff water would be substantially minimized.

Therefore, the project would result in a less than significant impact on surface runoff, and no mitigation is required.

(iii) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Less Than Significant Impact. See discussion in response (c.ii) above.

(iv) *Would the project impede or redirect flood flows?*

No Impact. Widening the roadway would result in approximately 339,000 square feet of increased impervious surface area. The surface runoff resulting from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. In addition, the capacity of the channels is not expected to increase as part of the project (Kasraie Consulting, 2024). However, the project would comply with the County's MS4 requirements. Therefore, the project would have no impact on flood hazards, and no mitigation is required.

(d) *Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

No Impact. As discussed above in response (c.iv) the project is not located within a flood hazard area. Additionally, the project is not located in a tsunami or seiche zone. Therefore, the project would result in no impact on risk release of pollutants due to project inundation, and no mitigation is required.

(e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less Than Significant Impact. Relocation of drainages, drainage pipes, drainage inlets, and culvert extensions would result in permanent impacts on approximately 0.01 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction. With the implementation of BMPs and measures **BIO-1** to **BIO-6**, temporary construction impacts would be substantially minimized. In addition, the project would be conducted in compliance with applicable water quality regulations and required regulatory permits to minimize impacts related to jurisdictional waters. Therefore, the project would result in a less than significant impact on water quality plans, and no mitigation is required.

3.9.5 Avoidance and Minimization Measures

Measures **BIO-1** through **BIO-6** would be implemented to avoid or minimize adverse effects on water quality within the drainages and marsh during construction.

3.10 Noise

This section identifies and evaluates the potential impacts of the project on noise. The chapter includes a discussion of the existing noise setting, construction-related noise impacts resulting from grading and equipment, direct and indirect impacts associated with operations of the project,

the impacts of these impacts on the community, and avoidance and minimization measures warranted to reduce or eliminate any identified significant impacts.

3.10.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to noise that are applicable to the project.

State

California Streets and Highways Code, Section 216

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA Leq(h) in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. This requirement does not replace the “approach or exceed” Noise Abatement Criterion (NAC) for

If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA Leq(h). If the noise levels generated from freeway and roadway sources exceed 52 dBA Leq(h) prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following noise goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **HAZ-9:** To protect the health, safety, and general welfare of County residents by elimination or avoidance of adverse noise impacts on existing and future noise sensitive uses.
- **Policies**
 - **HAZ-9.1:** The County shall prohibit discretionary development which would be impacted by noise or generate project-related noise which cannot be reduced to meet the standards prescribed in Policy HAZ-9.2. This policy does not apply to noise generated during the construction phase of a project.
 - **HAZ-9.2:** All discretionary development shall be reviewed for noise compatibility with surrounding uses. Noise compatibility shall be determined from a consistent set of criteria based on the standards listed below. An acoustical analysis by a qualified acoustical engineer shall be required of discretionary developments involving noise exposure or noise generation in excess of the established standards. The analysis shall provide

documentation of existing and projected noise levels at on-site and off-site receptors and shall recommend noise control measures for mitigating adverse impacts.

- **HAZ-9.7:** The priorities for noise control shall be as follows:
 - 1) Reduction of noise emissions at the source.
 - 2) Attenuation of sound transmission along its path, using barriers, landforms modification, dense plantings, and the like.
 - 3) Rejection of noise at the reception point via noise control building construction, hearing protection or other means.

The County of Ventura General Plan states noise-generating facilities constructed near noise sensitive receivers shall not generate outdoor noise levels at nearby sensitive receivers exceeding the following standards, as measured at the exterior wall of the building:

- Leq[1H] of 55 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 6:00 a.m. to 7:00 p.m.
- Leq[1H] of 50 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 7:00 p.m. to 10:00 p.m.
- Leq[1H] of 45 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 10:00 p.m. to 6:00 a.m.

3.10.2 Environmental Setting

This section describes the affected environment and regulatory setting for noise related to the project area and surrounding area. In addition, this section describes the potential on noise that would result from implementation of the project. The information in this section is based on the *Noise Study Report* (see **Appendix H**) (AMBIENT Air Quality & Noise Consulting, 2025).

A field investigation was conducted by AMBIENT Air Quality & Noise Consulting, LLC on March 19, 2024, to identify land uses that could be subject to traffic and construction noise impacts from the project. In addition to existing land uses described in Chapter 2, Residential Dwelling, Commercial Office, and Agriculture, Utility, Warehouse are the land uses identified within the project area that may be subject to traffic and construction noise impacts. The noise levels included in the Noise Study Report were based on a build year of 2050 and are compared to the existing conditions for this analysis.

Although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined noise-sensitive outdoor activity areas. Examples of outdoor activity areas include residential backyards and common use areas at multi-family residences (see **Figure 3.10-1**). The terrain in the project area is generally flat and existing developed land uses are located at elevations that are roughly equivalent to adjacent roadways. No outdoor areas of frequent human use or undeveloped lands that are currently permitted for future development have been identified in the project area (see **Figure 2.1-3**).

Figure 3.10-1. Noise Levels of Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Existing Noise Environment

The Noise Study Report indicated that existing noise volume levels are in the range of 65 to 67 dBA $L_{eq}(h)$ at residences in the Residential land uses category. In addition, locations in the Commercial Office land use are predicted to be 63 dBA $L_{eq}(h)$, and 61 to 67 dBA $L_{eq}(h)$ for Agriculture, Utility Warehouse.

Future Noise Environment

The Noise Study Report indicated that noise volume levels in the design year 2050 without the project is predicted to be in the range of 65 to 67 dBA $L_{eq}(h)$ at residences in the Residential land uses category. In addition, locations in the Commercial Office land use are predicted to be 63-64 dBA $L_{eq}(h)$, and 61 to 67 dBA $L_{eq}(h)$ for Agriculture, Utility Warehouse.

The Noise Study Report indicated that noise volume levels in the design year 2050 with the project are predicted to be in the range of 64 to 66 dBA $L_{eq}(h)$ at residences in the Residential land uses category. In addition, locations in the Commercial Office land use are predicted to be 65-66 dBA $L_{eq}(h)$, and 63 to 67 dBA $L_{eq}(h)$ for Agriculture, Utility Warehouse.

3.10.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A noise impact is considered significant if the project would:

- (a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- (b) Generate excessive groundborne vibration or groundborne noise levels;
- (c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

3.10.4 Environmental Impacts

- (a) ***Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant Impact. Under CEQA, the baseline noise level is compared to the build noise level. During construction, there may be a temporary increase in noise levels from construction equipment. County thresholds require that noise-generating facilities do not exceed $L_{eq}(h)$ of 55 dBA or ambient noise plus three dBA, whichever is greater, between the hours of 6:00 a.m. and 7:00 p.m. Typical construction equipment also generates noise that could be audible to nearby land uses (see **Table 3.10-1**). Construction noise impacts would be short-term,

intermittent, and overshadowed by local traffic noise. In addition, the project would be constructed in compliance with applicable standards, such as Caltrans Standards Specification Section 14-8.02, which would minimize noise impacts in the project area (**NOI-1**). Therefore, the project would result in a less than significant impact on noise during construction, and no mitigation is required.

Table 3.10-1. Typical Construction Equipment Noise Levels

Equipment	Maximum Noise Level (dBA at 50 feet)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Vibratory Pile Driver	101
Concrete Pump	82

Source: (Federal Transit Administration, 2018)

During operation, as mentioned in Section 3.10.2, future $L_{eq}(h)$ ranges for Residential, Commercial Office, and Agriculture, Utility Warehouse, are anticipated to be 64 to 66 dBA $L_{eq}(h)$, 65 to 66 dBA $L_{eq}(h)$, and 63 to 67 dBA $L_{eq}(h)$, respectively. According to the Noise Study Report, the project would not result in an increase of more than three dBA when compared to the existing condition. The maximum increase at any one receptor site for the project would be three dBA by the year 2050. For Residential land use types, the project would result in a decrease of one dBA when compared to future No Build conditions. Therefore, the project would result in a less than significant impact on noise levels during operation, and no mitigation is required.

(b) *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. Construction would include the operation of large pieces of equipment (such as heavy trucks and excavators) and other activities that could result in the periodic, temporary generation of groundborne vibration. Vibrations during construction may cause a disturbance to nearby land uses, but these impacts would cease once construction is complete. Operation would not result in increased groundborne vibration in the project area. Therefore, the project would result in a less than significant impact on excessive groundborne vibration or groundborne noise levels, and no mitigation is required.

(c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The project area is not located in the vicinity of a private airstrip, within an airport land use plan area, or within two miles of a public or public use airport. The nearest public airport is

located approximately 3.6 miles northwest of the project area. Therefore, the project would result in no impact on people residing or working within the project area, and no mitigation is required.

3.10.5 Avoidance and Minimization Measures

NOI-1 Noise associated with construction is controlled by Caltrans Standards Specification Section 14-8.02 “Noise Control” which states:

- Do not exceed 86 A-weighted decibels maximum sound level (dBA L_{max}) at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

3.11 Transportation

This section describes the regulatory and existing setting for transportation related to the project area surrounding area. In addition, this section describes the potential impacts related to transportation that would result from implementation of the project.

3.11.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to transportation that are applicable to the project.

State

California Streets and Highway Code

California Streets and Highway Code Sections 660-711, 670-695 require permits from Caltrans for any roadway encroachment during truck transportation and delivery, includes regulations for the care and protection of state and county highways and provisions for the issuance of written permits, and requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways.

Vehicle Miles Traveled

Pursuant to the requirements of SB 743, the County implemented a VMT approach to analyze traffic impacts. Caltrans established Induced demand, which is necessary in understanding changes in VMT associated with road capacity expansion projects. The VMT analysis was conducted in a manner consistent with the methodology and guidelines provided in the Transportation Analysis Framework and Transportation Analysis under CEQA documents (Kimley Horn Associates, 2023). The VMT analysis begins with initial screening of project type and determines whether the project is likely to induce travel. The TAC section includes a list of projects that are not likely to lead to a measurable and substantial increase in VMT, and which therefore generally should not require an induced travel analysis. These project types included freeway ramp widening, local roadway widenings, roadway and highway safety enhancements, and projects to promote alternative modes of travel (e.g. carpool, bicycle travel, walking, etc.). The

project length is 1.93 miles; therefore, it does not meet the screening criteria based on project type and, therefore, requires an induced travel analysis.

There are two types of induced demand, and both were analyzed for this project. Short-term induced travel is typically a result of the immediate changes in travel speeds and patterns when a new roadway capacity expansion project is opened to traffic, as seen in a "Build" scenario compared to a "No Build" scenario. This short-term induced travel was evaluated using the travel demand model outputs, which compared the net change in VMT resulting from the project. Long-term induced travel effects, which consider the influence on land use and growth patterns over an extended period, were evaluated qualitatively for this project. This approach considers the anticipated growth along the project corridor. It's important to note that current travel demand models may not fully capture all the long-term effects, such as changes in trip generation and land use. Five study scenarios were analyzed for short- and long-term induced travel, outlined in Section 3.11.2.

Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The SCAG RTP/SCS is a long-range plan that balances future mobility and housing needs with economic, environmental, and public health goals (Southern California Association of Governments, 2024). The SCAG region is made up of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The RTP/SCS includes input from local and tribal governments, transportation commissions, non-profit organizations, businesses, and local stakeholders.

The strategies outlined in the RTP/SCS aim to help the region meet GHG emission reduction goals, achieve FCAA requirements, preserve open spaces, improve public health, enhance roadway safety, and support the movement of goods and use of resources throughout the SCAG region. The RTP/SCS includes over 4,000 transportation projects within the SCAG region, including highway improvements, railroad grade separations, bicycle lanes, transit, and bridge replacements.

Local

Ventura Countywide Bicycle Master Plan

The 2007 VCBMP provides a broad vision, strategies and actions for the improvement of bicycling in Ventura County (***County of Ventura, 2011***). This plan allows the County to maximize funding sources for implementation. To qualify for funding, the state requires that applicants have a bicycle master plan adopted or updated within the past five years. This plan is also used to improve safety and encourage cycling. The VCBMP enhances safety for bicyclists through design standards and guidelines, education, and enforcement. In addition, the VCBMP allows the County to expand the network and support facilities by developing a more comprehensive network to provide full bicycle connectivity between the communities of the County.

Ventura County General Plan

Performance Criteria

As per the General Plan, the County has established the following policies to achieve its transportation goals:

1. **Evaluation of Transportation Impacts:** The County mandates that any changes in General land use designations, zone changes, and discretionary development be subject to an evaluation of their individual and cumulative transportation impacts. This evaluation should be based on VMT as outlined in CEQA Appendix G Guidelines.
2. **Coordination with Caltrans and Cities:** The County commits to working in coordination with Caltrans and local cities to ensure that truck routes are appropriately designed and designated. The objective is to support the safe and efficient movement of goods throughout the county, particularly with a focus on facilitating transportation to the Port of Hueneme.
3. **Elimination of Transportation Gaps:** The County's policy is geared towards eliminating "gaps" in the roadways, bikeways, and pedestrian networks. To achieve this, the County actively plans for and seeks funding to construct necessary improvements that will remove barriers and enhance connectivity within the transportation system. This also includes creating connections that facilitate first and last-mile accessibility to and from public transportation, making it easier for individuals to access and utilize public transit.

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following transportation goals and policies would apply to the project (Ventura County, 2020):

Goal:

- **CTM-1:** To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.

Policies

- **CTM-1.1:** The County shall require evaluation of County General Plan land use designation changes, zone changes, and discretionary development for their individual (i.e., project-specific) and cumulative transportation impacts based on VMT under CEQA pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.
- **CTM-1.2:** County General Plan land use designation changes, zone changes, and discretionary development that would cause an individual (i.e., project-specific) or cumulative significant transportation impact based on VMT under CEQA shall be prohibited unless:
 - There are no feasible mitigation measures available that would reduce the impact to a less than significant level; and
 - The County's decision-making body, after balancing, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the project against its unavoidable transportation impact and any other

environmental risks, determines that the benefits of the project outweigh the unavoidable adverse environmental impacts and adopt a statement of overriding considerations pursuant CEQA.

- **CTM-1.11:** The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme.
- **CTM-1.13:** The County shall work with the Naval Base Ventura County (NBVC) to determine the feasibility of grade separations on unincorporated segments of NBVC mobilization corridors/Strategic Highway Network to increase mobility and allow for uninterrupted mission operations and military readiness.

Section 4.2 Regional Multimodal System

- **Goals**

- **CTM-2:** To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.
- **CTM-4:** To ensure that land use and transportation planning efforts in the County are cohesive, mutually supportive, and reduce VMT per capita within the unincorporated area of the County.
- **CTM-6:** To use emerging technologies and environmentally sustainable practices to increase transportation system efficiency and resiliency.

- **Policies**

- **CTM-2.1:** The County shall prepare and adopt Complete Streets Design Guidelines to be used when constructing new roadways or improving existing roadways where Complete Streets would be appropriate/feasible. The Complete Streets Design Guidelines shall employ a context-sensitive approach to planning and designing the road and street network to reflect the distinct agricultural, rural, or urban character of a particular location.
- **CTM-2.3:** The County shall require discretionary development with access onto a County Road to have the access point(s) designed and built to County standards.
- **CTM-2.4:** The County shall strive to provide safe operating conditions for all appropriate modes and uses of County roadways.
- **CTM-2.5:** The County shall coordinate the development and maintenance of all transportation facilities with emergency service providers to ensure continued emergency service operation and service levels.
- **CTM-2.7:** The County shall coordinate with VCTC to implement and update the Congestion Management Program (CMP). The County shall also encourage consideration of multimodal performance measures as part of future updates to the CMP.

- **CTM-2.12:** The County shall coordinate with cities in the county and VCTC to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities, commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest.
- **CTM-2.14:** When designing new bicycle facilities, or modifying existing roadways with bicycle facilities, the County shall prioritize and install features to improve the safety and visibility of bicyclists.
- **CTM-2.15:** The County shall rely on the guidelines and design standards for bicycle and pedestrian facilities established by the California Manual on Uniform Traffic Control Devices and supporting guidelines provided the FHWA, Caltrans, and the American Association of State Highway and Transportation Officials.
- **CTM-2.19:** The County shall continue to examine and update safety metrics for CEQA impact analysis as appropriate. Options include but are not limited to queue spill-back at intersections; mid-block unprotected crossings; and increased crossing distances.
- **CTM-4.1:** The County shall work with Caltrans and VCTC to reduce VMT by:
 - Facilitating the efficient use of existing transportation facilities.
 - Striving to provide viable modal choices that make driving alone an option rather than a necessity,
 - Supporting variable work schedules to reduce peak period VMT, and
 - Providing more direct routes for pedestrians and bicyclists.
- **CTM 6.4:** As part of new roadway planning and design as part of discretionary development, the County shall promote the use of permeable paving and other passive drainage features such as bioswales to prevent flooding, particularly in urban areas.

3.11.2 Environmental Setting

This section describes the affected environment and regulatory setting for transportation related to the project area and surrounding area. In addition, this section describes the potential impacts on transportation that would result from implementation of the project. The information in this section is based on the *Vehicle Miles Traveled Analysis Memorandum* (Kimley Horn Associates, 2023) prepared for the project (see **Appendix I**).

Project Area Access

Access to the project area is provided by Edison Drive, Hueneme Road, and Rice Avenue. Rice Avenue becomes SR-1 north of the project area and connects to U.S. Highway 101, a freeway that provides regional access.

Existing Traffic Conditions

Roadway System Description

This section describes the roadway system, including arterials, collectors, and local streets that intersect at the intersections within the project area, as described by the Ventura County Road Inventory and Index (County of Ventura, 2016).

Hueneme Road

Hueneme Road is an east-west transportation route and is approximately 7.5 miles long. It is classified as an Other Principal Arterial and functions as a Major Collector Road. Within the project area, Hueneme Road has two travel lanes for vehicles, with one lane in each direction. Additionally, there are dedicated left-turn pockets at intersections. The posted speed limit along this section of Hueneme Road is 55 miles per hour.

Rice Avenue

Rice Avenue serves as a north-south transportation route and is approximately 5.5 miles long. It is designated as a Major Collector Road. Within the project area, Rice Avenue has four vehicle travel lanes, with two traffic lanes in each direction. There is a flush median between the travel lanes. At the eastern boundary of the project area, Rice Avenue intersects with Hueneme Road, forming a "T" intersection. At this junction, the existing through lanes transition into exclusive right- and left-turn lanes. The posted speed limit along this segment of Rice Avenue is 55 miles per hour.

Edison Drive

Edison Drive is a north-south Local Street that covers a distance of approximately one mile. Within the project area, Edison Drive has two vehicle travel lanes, with one traffic lane in each direction. Additionally, there are dedicated left-turn pockets at intersections and major driveways.

At the western boundary of the project area, Edison Drive intersects with Hueneme Road. The current configuration of this intersection includes four vehicle travel lanes on Hueneme Road to the west of Edison Drive and two vehicle travel lanes to the east of Edison Drive. The posted speed limit along this segment of Edison Drive is 25 miles per hour.

Arnold Road

Arnold Road is a north-south Local Street and is approximately 1.5 miles long. Within the project area, Arnold Road has two vehicle travel lanes, with one traffic lane in each direction. On the north side of Hueneme Road, Arnold Road intersects with and terminates at Hueneme Road, forming a "T" intersection. The posted speed limit along this segment of Arnold Road is 25 miles per hour.

Olds Road

Olds Road is a north-south Major Collector Road and is approximately one mile long. Within the project area, Olds Road has two vehicle travel lanes, with one traffic lane in each direction. There are also dedicated bicycle lanes beginning at Sanford Street. Additionally, there are dedicated

left-turn pockets at the Ocean View Junior High School and Etting Road. Around Ocean View Junior High School, there are flush medians between the travel lanes to enhance safety. On the south side of Hueneme Road, Olds Road intersects with Hueneme Road and forms a "T" intersection, where it ends. The posted speed limit along this segment of Olds Road is 25 miles per hour.

Casper Road

Casper Road is a north-south Local Street and is approximately 1.5 miles long. Within the project area, Casper Road has two vehicle travel lanes, with one traffic lane in each direction. On the north side of Hueneme Road, Casper Road intersects with and terminates at Hueneme Road, forming a "T" intersection. The posted speed limit along this segment of Casper Road is 25 miles per hour.

Other Transportation

Pedestrian Facilities

There are no existing sidewalks within the project area.

Bicycle Facilities

Bicycle facilities are grouped into the following classifications:

- Shared Use Path (Class I): Provides a completely separated ROW for the exclusive use of bicycles and pedestrians with crossflow minimized.
- Bike Lane (Class II): Provides a striped lane for 1-way bike travel on a street or highway.
- Bike Route/Signed Shared Roadway (Class III): Provides shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.

Bicycles are allowed on all roads throughout California and in Ventura County, except for access-controlled freeways. Consequently, the County considers its entire roadway network to be part of its bicycle network, irrespective of the presence of specific striping or signage (County of Ventura, 2011).

The Ventura Countywide Bicycle Master Plan designates certain roads as preferred routes for bicyclists, and this designation guides the County in developing its primary bikeway network, thus promoting safe and accessible cycling opportunities for the community. Hueneme Road is listed in the Ventura Countywide Bicycle Master Plan.

3.11.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A transportation impact is considered significant if it would:

- a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b);

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- d) Result in inadequate emergency access.

3.11.4 Environmental Impacts

(a) Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Construction Impacts

Less than Significant Impact. Construction is expected to last approximately 12 months; during this period, there would be a temporary increase in construction-related trips from vehicles and construction equipment. These trips would include delivery of construction materials and equipment, operation of construction vehicles for clearing and grading, and arrival and departure of construction workers. Construction vehicle and equipment use along the roadways surrounding the construction area may result in temporary impacts on the circulation system. However, construction-generated traffic would be anticipated to be dispersed over multiple roadways. In addition, construction vehicles and equipment would only be on the roadways surrounding the construction site during construction. Construction-related trips would also be scheduled during off-peak hours, as feasible. Therefore, the project would result in a less than significant impact on applicable plans and policies during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. The project would be designed to incorporate recommendations from the Circulation Element of the General Plan, which serves as the overarching framework for transportation goals and policies in the project area, as previously outlined in Section 3.11.1. The proposed improvements to Hueneme Road, including roadway widening, shoulder widening, and the addition of bicycle lanes and a paved median, are consistent with the objectives in the General Plan. These project features would create a multi-modal transportation environment that improves local access and circulation for bicyclists, pedestrians, and motorists in the surrounding community.

By expanding the roadway, the project would facilitate smoother traffic flow and minimize congestion, making it easier for residents and agricultural workers to navigate the area safely and efficiently. The addition of dedicated bicycle lanes and enhanced pedestrian facilities fosters multi-modal connectivity, which is consistent with the General Plan's vision of providing safe and convenient options for non-vehicular travel and reducing reliance on personal automobiles and contributing to a more sustainable transportation landscape. The project would include safety elements such as a paved median, bicycle lanes, and improved shoulders, which would help manage traffic and promote safe travel for all road users. In addition, the project is identified in local planning documents, such as the 2013 Comprehensive Transportation Plan, which identifies the need for bicycle and pedestrian infrastructure across jurisdictional boundaries; the 2017 Ventura County Bicycle Wayfinding Plan, which identified Hueneme Road as “most stress

bicycling,” and the 2024 Ventura County Bicycle Master Plan, which includes the addition of Class II Bicycle lanes on Hueneme Road.

Adopted policies, plans, and programs supporting alternative transportation include AB 1358 California Complete Streets Act, SB 743, and the Circulation element of the General Plan. The objectives for the project include encouraging active modes of transportation and public transit. To meet these objectives and support alternative transportation, the project would implement road widening, safety improvements for motorists and bicycles, such as bicycle lanes. The project's Class II buffered bicycle lanes promote increased bicycle trips as these dedicated lanes provide a safer and more accessible route for cyclists, encouraging non-motorized transportation alternatives. The addition of extra lanes would reduce travel times during peak hours, reducing traffic related stress and enhance the overall efficiency of the transportation network. By increasing the road's capacity, the project would aim to reduce congestion levels, particularly during rush hour. Reduced congestion leads to shorter commute times and also lower fuel consumption and emissions. The project would enhance safety, including dedicated left-turn lanes at intersections to enhance traffic flow and reduce the risk of rear-end collisions. In addition, the project features improved signage, signalization, lane striping, which all create a safer environment for roadway users. The project would be consistent with adopted plans, policies, and programs addressing circulation and supporting alternative transportation. Therefore, the project would result in a less than significant impact on applicable plans or policies during operation, and no mitigation is required.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

In accordance with CEQA guidelines section 10564.3, subdivision (b), transportation projects that either reduce or have no impact on VMT are generally considered to cause a less than significant transportation impact. The project involves widening Hueneme Road, expanding it from a two-lane roadway to a four-lane roadway with various enhancements, including buffered bike lanes, turn lanes, and a paved median. These improvements are expected to increase the capacity of the roadway within the project area. See discussion in response (a) above.

Construction Impacts

Less than Significant Impact. Construction is expected to last approximately 12 months and would include the movement of workers to and from the site, heavy equipment deliveries, and material transport. To minimize disruptions to traffic flow, these construction activities are planned to be conducted within the established hours of operation, specifically between 7:00 a.m. and 8:00 p.m., from Monday to Friday, in full compliance with the noise regulations specified by the County (County of Ventura, 2010).

During the construction period, there may be a temporary increase in local traffic within and near the project area. This increase would primarily be attributed to the movement of construction personnel traveling from nearby population centers to the project area. However, traffic levels would return to normal following construction.

Construction equipment traffic accessing the project area would follow the same routes used by construction personnel, primarily via Hueneme Road, which is the main access point for the project area. By adhering to the stipulated construction hours, there could be minor temporary VMT increases during construction; however, a substantial increase in VMT is not anticipated as motorists may look to take alternate routes to avoid the construction. Therefore, the project would result in a less than significant impact on VMT during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. In the VMT Analysis Report performed by Kimley-Horn, an analysis was performed using the VCTC's model that forecasts VMT. Four study scenarios were analyzed (see **Table 3.11-1**).

VMT Analysis

Short-term Induced Travel

Short-term induced travel is the immediate increase in overall vehicle trip caused by the implementation of a project. Four study scenarios were analyzed as part of the VMT analysis and are described below:

- **Baseline 2016 Conditions:** Using the Base Year (2016) model, travel behavior and total VMT were evaluated for the “No Build” conditions.
- **Project 2016 Conditions:** Using the Base Year (2016) model, travel behavior and total VMT were evaluated for the “Build” conditions.
- **Baseline 2040 Conditions:** Using the Future Year (2040) model with projected General Plan land use growth and planned future roadway improvements, travel behavior and total VMT were evaluated for the “without Project” conditions. Additional cumulative projects in the project vicinity were also included in the model as part of the future land use growth. The project vicinity is defined as the area up to four miles from the project and includes cumulative projects ranging from 0.5 mile to four miles from the project.
- **Project 2040 Conditions:** Using the Future Year (2040) model with projected General Plan land use growth and planned future roadway improvements, travel behavior and total VMT were evaluated for the “with Project” conditions. Similar to the No-Build (2040) scenario, the same cumulative projects in the project vicinity were also included as part of the future land use growth.

Long-term Induced Travel

Long-term Induced Travel the sustained increase in VMT that occurs over several years as a result of a new project. The estimation of long-term induced VMT for the project involved a qualitative assessment. On a regional basis, the project is not anticipated to result in an increase in long-term VMT.

The project is not anticipated to facilitate land use growth, as a majority of the land surrounding the project area is agricultural land. Hueneme Road primarily consists of agricultural lands and is protected by the 2016 Save Open and Agricultural Resources initiative. Therefore, significant land

use growth in the future is not expected. As observed from the project 2040 traffic volumes, the Ventura County Transportation Model (VCTM) also considers these land use constraints along the corridor as part of the General Plan. In addition, Hueneme Road provides critical access to the National Highway System and serves as the primary truck route between U.S. Highway 101 and the Port of Hueneme. The added capacity is anticipated to alleviate congestion caused by slower truck traffic and could potentially suppress the growth-induced travel effect by rerouting automobile travel from adjacent congested roadways.

Project Operation

The primary objective of the project is to reduce the impacts of congestion and enhance overall safety for both vehicular and non-vehicular road users. The project would include widening the existing roadway, which would alleviate traffic congestion, a longstanding issue in the project area. The addition of extra lanes and improved traffic flow would reduce travel times during peak hours, reducing traffic-related stress and enhancing the overall efficiency of the transportation network.

By increasing the road's capacity, the project aims to decrease congestion levels, particularly during rush hours. Reduced congestion not only leads to shorter commute times, but also contributes to lower fuel consumption and emissions, thereby promoting a cleaner and more sustainable transportation environment.

The project would address safety concerns by incorporating various design modifications including dedicated left-turn pockets at intersections, which enhance traffic flow and reduce the risk of rear-end collisions. In addition, the project would include improved signage, signalization, and lane striping to create a safer road environment for all users.

In addition to the roadway, the project would include Class II buffered bike lanes, facilitating increased bicycle trips. These dedicated lanes would provide a safer and more accessible route for cyclists, encouraging non-motorized transportation alternatives. By promoting cycling as a viable mode of transport, the project would actively contribute to reducing vehicular traffic and associated emissions.

The inclusion of dedicated bicycle lanes and enhanced pedestrian facilities would promote a shift in travel behavior. As residents experience improved conditions for cycling and walking, they may opt for these healthier and eco-friendly modes of travel, reducing dependence on personal vehicles and subsequently lowering VMT (see **Table 3.11-1**).

Table 3.11-1. Project VMT Results - Countywide Area

Scenario	Total Daily VMT	Change in VMT	VMT % Change	Lane-Mile % Change
Baseline 2016 Conditions	17,345,708			
Project 2016 Conditions	17,337,703	-9,005	-0.05	0.02
Baseline 2040 Conditions	19,510,173			

Environmental Impact Analysis

Scenario	Total Daily VMT	Change in VMT	VMT % Change	Lane-Mile % Change
Project 2040 Conditions	19,494,378	-15,795	-0.08	0.02

Source: (Kimley Horn Associates, 2023)

The VMT Analysis Report indicates that there the project would not result in a substantial increase in expected in long-term VMT. The project would be expected to result in a reduction of 9,005 VMT in 2016 conditions and 15,795 in 2040 conditions due to short-term induced VMT. This analysis is based on land use constraints and the National Highway System and truck routes. The Hueneme Road corridor predominantly consists of agricultural lands, which are safeguarded by the 2016 Save Open Space and Agricultural Resources initiative. These land use protections limit the potential for substantial land use growth in the area over time and align with the observed traffic volumes for the design year 2040, which also reflect these land use constraints. Therefore, the existing land use patterns are not expected to substantially change, reducing the potential for long-term induced VMT. In addition, Hueneme Road plays a critical role in accessing the National Highway System and serves as the primary truck route connecting U.S. Highway 101 and the Port of Hueneme, operating as an Intermodal Connector (Federal Highway Administration, 2020). The addition of capacity within the project area is anticipated to alleviate congestion caused by slower-moving truck traffic. This improved efficiency for freight movement would have a dual effect of suppressing the growth of induced travel, as automobile travel is rerouted from adjacent congested roadways to this newly expanded, more efficient route.

All of the above-mentioned factors would minimize any potential growth in long-term induced VMT. The project's added capacity would help alleviate traffic congestion and accommodate the needs of the local agricultural and industrial communities, as well as freight transportation between U.S. Highway 101 and the Port of Hueneme.

The beneficial impacts of the project, including reduced congestion and improved transportation efficiency, are expected to outweigh any long-term growth in VMT. The long-term effects on VMT are not anticipated to surpass the reduction observed due to short-term induced travel.

In addition, the project would include Class II buffered bike lanes, which is expected to result in an increase in bicycle trips. However, the VCTM model used for VMT analysis does not account for mode shifts from vehicle to bicycle trips, so the VMT summaries do not include any trip reductions due to these mode shifts associated with the implementation of the bike lanes.

To estimate the bicycle demand, the methodology described in the National Cooperative Highway Research Program (NCHRP) Report 552 was utilized. Bicycle trips were estimated based on demographic factors and the proximity of residences to the proposed bike lanes on Hueneme Road. The methodology provides estimates for high, medium, and low bicycle demand. For a conservative approach, medium estimates were used, with an average 1-way daily trip length of only three miles, to determine the VMT reductions attributable to induced bicycle trips (see **Table 3.11-2**).

Table 3.11-2. VMT Reductions from Induced Bicycle Demand

Scenario	Daily New Bike Trips	Change in VMT
Baseline 2016 Conditions	-	-
Project 2016 Conditions	28	-166
Baseline 2040 Conditions	-	-
Project 2040 Conditions	32	-193

Source: (Kimley Horn Associates, 2023)

The project is expected to reduce VMT by 166 in project 2016 conditions and 193 VMT in project 2040 conditions.

As outlined in **Table 3.11-1** and supported by the VCTM analysis, the project is expected to result in a decrease in VMT by 9,005 in project 2016 conditions and by 15,795 in project 2040 conditions. Therefore, the project would result in a less than significant impact on VMT during operation, and no mitigation is required.

(c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than Significant Impact. The project would be designed in accordance with current safety and geometric standards and the General Plan. Additionally, all other roadways and transportation facilities within the project area are expected to meet or exceed safety and performance standards established by the County.

The General Plan includes measures to enhance pedestrian safety on arterial and collector roads. The project's roadway improvements, such as a paved median, bicycle lanes, and widened shoulders, are specifically designed to reduce geometric hazards and enhance overall safety. There are agricultural properties adjacent to the project area that may utilize the roadway for movement of farm equipment; however, the majority of these properties have their own access roads, and the project is not expected to encourage the use of farm equipment on the widened roadway.

Movement of construction-related oversize vehicle loads would be conducted in accordance with the California Vehicle Code and California Streets and Highway Code. California Highway Patrol escorts may be required at the discretion of Ventura County, as specified in respective oversized load permits.

The project would not introduce any design features or utilize vehicles with incompatible uses that would create a hazard on the surrounding roadways. Therefore, the project would result in a less than significant impact on hazards due to geometric design features, and no mitigation is required.

(d) Would the project result in inadequate emergency access?

Less than Significant Impact. Construction-related traffic could interfere with emergency response to the project area or emergency evacuation procedures during unforeseen events such as wildfires or chemical spills. This traffic could also affect the emergency response to properties in the vicinity of the project. While the construction-related traffic may lead to temporary delays in emergency response times, these delays are not expected to result in inadequate emergency access. The County would coordinate with emergency services before construction, and any lane closures required during construction would be temporary. The project would maintain continuous access on Hueneme Road; any traffic control implemented would, at maximum, reduce traffic to one lane temporarily, but no detour routes would be required.

The project does not necessitate any permanent road closures or detours that would significantly disrupt emergency access. Although the roadway may temporarily be reduced to one open lane during construction, this is expected to be a short-term condition, and once construction is complete, emergency access is anticipated to improve due to the anticipated reduction in VMT. Therefore, the project would result in a less than significant impact on emergency access, and no mitigation is required.

3.11.5 Avoidance and Minimization Measures

No avoidance or minimization measures are required for transportation.

3.12 Tribal Cultural Resources

This section identifies and evaluates the potential impacts of the project on tribal cultural resources. The chapter includes a discussion of the existing setting, construction-related tribal impact, direct and indirect impacts associated with operations of the project, the impacts of these impacts on the community, and avoidance and minimization measures warranted to reduce or eliminate any identified significant impacts.

3.12.1 Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that protect tribal cultural resources, and that are also applicable to the project.

State

Assembly Bill 52

AB 52 requires consultation with Native American tribes during the preliminary phases of a construction project to determine how/if tribal cultural resources could be affected. After the NOP is distributed, California Native American tribes will submit written requests to participate in consultations. Lead agencies are then required to provide notice to these tribes that an application package is complete, following which tribes have 30 days from receipt of the notice to request consultation. Lead agencies have an additional 30 days to initiate the consultation upon receiving the request to consult. Consultations are complete when lead agencies and tribes have agreed on measures to reduce impacts on tribal cultural resources, or after reasonable effort in good faith has been made.

California Health and Safety Code

California Health and Safety Code Sections 7050.5, 7051, and 7054 require work to halt and remain halted if human remains are found until a coroner has investigated the remains. If the coroner determines that the remains are those of a Native American, the NAHC must be contacted by telephone within 24 hours of that determination being made.

Local

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following tribal cultural resources goals and policies would apply to the project (Ventura County, 2020):

- **Goals:**
 - **COS-4:** To identify, inventory, preserve and protect cultural, historical, paleontological, and archaeological resources in Ventura County, including Native American resources, for their scientific, educational, and cultural value.
- **Policies:**
 - **COS-4.2(b):** For discretionary projects, the County shall request local tribes contact information from Native American Heritage Commission, to identify known tribal cultural resources. If requested by one or more of the identified local tribes, the County shall engage in consultation with each local tribe to preserve, and determine appropriate handling of, identified resources within the county.
 - **COS-4.4:** The County shall require that all discretionary development projects be assessed for potential tribal, cultural, historical, paleontological, and archaeological resources by a qualified professional and shall be designed to protect existing resources. Whenever possible, significant impacts shall be reduced to a less-than-significant level through the application of mitigation and/or extraction of maximum recoverable data. Priority shall be given to measures that avoid resources.

3.12.2 Environmental Setting

This section describes the affected environment and regulatory setting for tribal cultural resources related to the project area and surrounding area. In addition, this section describes the potential impacts on tribal cultural resources that would result from implementation of the project. The information in this section is based on the *Archaeological Survey Report* (Duke Cultural Resources Management, 2024) prepared for the project.

California is divided into 11 geomorphic provinces, each naturally defined by unique geologic and geomorphic characteristics. The project is in the northwestern portion of the Transverse Range geomorphic province. The Transverse Range province is distinguished by east-west trending mountain ranges and valleys, in contrast to the respective northwest-southeast trend in the provinces to the north and south. The Transverse Range extends west to include the San Miguel,

Santa Rosa, and Santa Cruz Islands to the west, and east to include the San Gabriel and San Bernardino Mountains and the San Andreas Fault, and locally extends south to a series of faults along the southern base of the Santa Monica Mountains (Duke Cultural Resources Management, 2024).

Locally, the project and surrounding area are within the Ventura Basin Province, defined to the north by the Santa Ynez and Big Pine Faults, to the northeast and east by the San Andreas Fault, and to the south by the Santa Monica-Malibu Coast fault system (Duke Cultural Resources Management, 2024). A result of the actively rising Ventura Avenue Anticline immediately north of Ventura, the Ventura Basin has been a productive oil field for almost 150 years (Duke Cultural Resources Management, 2024).

The project is located on the Oxnard Plain which has been formed chiefly by the deposition of sediments from Santa Clara River and Calleguas Creek before they flow into the Pacific Ocean (Duke Cultural Resources Management, 2024). The Holocene age deposits within the Oxnard Plain are estimated to range between 200 and 250 feet thick (Duke Cultural Resources Management, 2024). Hueneme Series soils predominate within the project APE made up of sandy loam and loamy sand. Hueneme Series sandy loams typically do not have an “A Horizon” but instead have stratified sand loams and silt loams to as deep as 65 inches below the surface (Natural Resource Conservation Service, 2015). The alluvial deposits from these rivers are generally a few hundred feet thick and lie over Pleistocene and Pliocene sedimentary rocks (Duke Cultural Resources Management, 2024). Despite the fact that soils beneath Hueneme Series have not been mapped on the NRCS website or in other sources consulted for this report, mapping of the surficial and near surface soils clearly shows deep stratification within a delta like environment that, without modern channelization and other water control features, have the potential to frequently and deeply deposit sediments. These sediments can deeply bury archaeological deposits.

Field Survey

On January 11, 2024, Duke Cultural Resources Management Archaeologist Morgan Beigle conducted an intensive survey of project ADI. Survey transects were spaced approximately 49 feet apart. The survey included both the north and south sides of Hueneme Road between Edison Drive and Rice Avenue. The surface visibility within the project limits was zero to 40 percent. Most of the ADI is paved and surrounded by agricultural land on the north and south sides with utility poles that line either side of Hueneme Road. The area of the proposed work is primarily paved and predominately in the ROW. Exposed sediment adjacent to the pavement is highly disturbed soil that has been tilled numerous times for irrigation and agricultural purposes and consists of ashy brown silt. There are sporadic irrigation ditches extended all along the east and west side of Hueneme Road, where the pavement meets the agricultural land. The ditches were approximately two to three feet wide and approximately three to five feet below current road grade.

AB 52 Consultation

As outlined above, the County sent letters to 10 Native American representatives identified by NAHC, notifying them of the project in accordance with SB 18 and AB 52. One California Native American tribe, the Coastal Band of the Chumash Nation (tribe), requested consultation.

A meeting was held on January 29, 2024, between the County and the tribe. The tribe acknowledged the project location is in close proximity to known culturally sensitive resources and has the potential to unearth cultural resources. Based on the consultation conducted, no tribal cultural resources were identified. The tribe requested to monitor for ground disturbing activities related to ditch relocation, SCE's power pole relocation, and any scraping/grubbing required to prepare the site. In addition, the tribe requested to reserve the right to determine if additional monitoring may need to be required and to conduct pre-construction training for construction workers prior to the initiation of construction.

3.12.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A tribal cultural resource impact is considered significant if the project would:

- (a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or Public Resources Code section 5020.1(k), or
 - (ii) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American Tribe.

3.12.4 Environmental Impacts

- (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
- (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or Public Resources Code section 5020.1(k), or*

Less than Significant Impact. SB 18 and AB 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources. As a result of the consultation, no tribal cultural resources were identified within the project area; however, the tribe requested to monitor for ground disturbing activities related to ditch relocation, SCE's power pole relocation, and any scraping/grubbing required to prepare the site. In addition, the tribe requested to reserve the right to determine if additional monitoring may need to be required and to conduct pre-construction training for construction workers prior to the initiation of construction.

As described previously, the project area has a long history of ground disturbance from previous agricultural uses and development. This indicates that the topsoil has been regularly disturbed over the past 86 years. The extensive previous excavation, re-compaction, and fill soils onsite have limited the potential of the site to contain tribal cultural resources. The project would include excavation onsite soils to a maximum of approximately 12 to 14 inches below the surface. The soils would be reconditioned and recompacted as engineered fill to support the project. The depth of the excavation is within the previously disturbed soil depths, which further reduces the potential of the project to result in impacts related to tribal cultural resources.

Overall, the project area does not include resources that are listed or eligible for listing in the CRHR or in a local register of historical resources (see Section 3.6); and due to the extent and depth of previous ground disturbances throughout the site, the potential for tribal cultural resources is limited. If the project changes, and access and construction to additional areas is necessary, additional surveys would be required for locations outside of the previous survey area (**TRC-1**). In addition, measures **TRC-3** through **TRC-5** would be implemented to reduce potential impacts on Native American resources. Therefore, the project would result in a less than significant impact on tribal cultural resources that are listed or eligible for listing in the CRHR, or other register of historical resources, and no mitigation is required.

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Less than Significant Impact. No Sacred Lands were documented at the NAHC. As described previously, the site has a long history of ground disturbance from previous agricultural uses and development. This indicates that the topsoil has been regularly disturbed over the past 86 years. The extensive previous excavation, re-compaction, and fill soils onsite have limited the potential of the site to contain tribal cultural resources. If previously unidentified cultural materials are un-earthed during construction, avoidance and minimization measure **TRC-2** would be implemented, halting work in that area until a qualified archaeologist can assess the significance of the find. Therefore, the project would result in a less than significant impact on resources protected under PRC Section 5024.1, and no mitigation is required.

3.12.5 Avoidance and Minimization Measures

- TRC-1** If project limits are extended beyond the current survey limits, additional surveys would be required.
- TRC-2** If previously unidentified cultural materials are un-earthed during construction, work would be halted in that area until a qualified archaeologist can assess the significance of the find.
- TRC-3** During Assembly Bill (AB) 52 Consultation with the Coastal Band of the Chumash Nation, Native American monitoring was requested. A Native American monitor would be retained for all ground-disturbing activities associated with the drainage ditch relocation on the north side of Hueneme Road, the Southern California Edison (SCE) power pole relocations, and any scraping/grubbing required to prepare the site.
- TRC-4** Prior to construction, the County of Ventura (County) would provide a complete list of equipment to be used for construction of the project and would coordinate as needed with the tribe to identify any additional concerns.
- TRC-5** Prior to construction, the Coastal Band of the Chumash nation would conduct worker awareness training related to Tribal Cultural Resources.

3.13 Utilities and Service Systems

This section describes the affected environment and regulatory setting for utilities and service systems related to the project area and surrounding area. In addition, this section describes the potential impacts related to utilities and service systems that would result from implementation of the project.

3.13.1 Regulatory Setting

This section summarizes federal, state, and local regulations related to utilities and service systems that are applicable to the project.

State

California AB 939/Senate Bill 1016

California AB 939 requires each jurisdiction to divert at least 50 percent of its waste stream away from landfills either through waste reduction, recycling, or other means. Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate.

Local

Ventura County Ordinance 4421

The purpose of Ordinance 4421 was to establish regulations to effectively reduce landfill-bound waste from construction and demolition activity by requiring permit applicants undertaking specific project to divert or recycle a minimum of 60 percent of the construction and demolition debris resulting from their projects.

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the County. The following utilities and service systems goals and policies would apply to the project (Ventura County, 2020):

- **Goals**
 - **PFS-4:** To ensure the adequate provision of individual and public wastewater collection, treatment, reclamation, and disposal operations and facilities to meet the county's current and future needs in a manner that will protect the natural environment as well as public health, safety, and welfare.
 - **PFS-5:** To maximize recycling, reuse, and composting of solid waste and ensure the safe handling and disposal of the remaining solid and hazardous waste.
 - **PFS-6:** To provide adequate surface drainage and flood control facilities to protect public health and safety.
 - **PFS-7:** To promote the efficient distribution of public utility facilities and transmission lines to ensure that public utilities are adequate to service existing and projected land uses and are sited and constructed to avoid hazards and land use incompatibility.
 - **PFS-11:** To protect the public through effective law enforcement, disaster preparedness, and emergency services.

- **Policies**

- **PFS-5.9:** The County shall encourage applicants for discretionary development to employ practices that reduce the quantities of wastes generated and engage in recycling activities to further reduce the volume of waste disposed of in landfills.
- **PFS-6.6:** The County shall retain drainage courses in their natural state to the extent feasible.
- **PFS-7.4:** The County shall require discretionary development to place new utility service lines underground if feasible. If undergrounding is determined by the County to be infeasible, then new utility service lines shall be placed in parallel to existing utility rights-of-way, if they exist, or sited to minimize their visual impact.
- **PFS-7.8:** The County shall encourage location and construction of all transmission lines in a manner which minimizes disruption of natural vegetation and agricultural activities and avoids unnecessary grading of slopes when not in conflict with the rules and regulations of the California Public Utilities Commission.

3.13.2 Environmental Setting

Descriptions of the utilities in the project area are based on the information in the project plans and online sources.

Energy

Electricity is supplied to the project area by SCE. SCE owns and operates several overhead and underground transmission and distribution lines in the project area. The overhead poles are located along Hueneme Road.

Sempra Utilities provides natural gas to the project area. Within the project area, there is a gas transmission main along Hueneme Road near Edison Drive.

Water and Wastewater

United Water Conservation District (UWCD) provides water services within the project area. The primary sources of water include the Oxnard Basin, Pyramid Lake, or Castaic Lake. (United Water Conservation District, 2021). The Calleguas Municipal Water District (CMWD), Ocean View Municipal Water District (OVMWD), U.S. Navy, and City of Oxnard also run water and sewer lines parallel to Hueneme Road. On the north side of Hueneme Road, the UWCD operates a 12-inch water line, the City of Oxnard operates a 36-inch recycled water line, the CMWD operates a 48-inch brine line, and the U.S. Navy operates a 12-inch sewer line. On the south side of Hueneme Road, OVMWD operates a 16-inch water line and the City of Oxnard operates a 20-inch recycled water line.

Storm Drains

Stormwater drains into one of the 11 drainages within the project area. These drainages convey mixed flows from roadway and agricultural runoff into one of four culverts, then discharging these

flows from the project area into the larger stormwater conveyance system (Kasraie Consulting, 2024).

Telephone, Cable, and Fiber Optics

There are several telephone, cable, and fiber-optic lines within the project area, which run along the north and south sides of Hueneme Road. These lines are operated by AT&T and Verizon. In addition, Frontier Communications facilities are located on the SCE overhead poles.

Solid Waste

The Integrated Waste Management Division (IWMD) of Ventura County provides services for solid waste pickup in the project area. The primary services offered include trash, recycling, and green waste. IWMD oversees the operation of landfills that would accept the solid waste generated during proposed construction activities. The closest landfills and transfer stations to the project area are SA Recycling, Santa Clara Valley Disposal, and Vulcan Materials.

3.13.3 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A utilities and service systems impact is considered significant if the project would:

- (a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- (b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- (c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- (d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

3.13.4 Environmental Impacts

- (a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less than Significant Impact. The existing non-contiguous drainage ditch on the north side of the roadway would be shifted north to accommodate the widening of the road. Roadway and drainage modifications could result in impacts on water quality. Measure **UTL-1** would be

implemented during construction and could include, but would not be limited to, the installation of earth dikes, drainage swales and ditches, silt fences, wattles, desilting basins, and stormwater drain inlet protection. This BMP would be implemented in compliance with the CWA, the Porter-Cologne Water Quality Control Act, and the County's Stormwater Program. Temporary stormwater drainage facilities would be installed to manage stormwater flows during construction to minimize pollutant and debris runoff. With implementation of the temporary stormwater drainage BMPs listed above, impacts on stormwater drainage systems would be less than significant and no mitigation is required.

The project would require three traffic signal modifications, three drainage pipe and drainage inlet relocations, seven culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. A gas transmission main owned by Sempra Utilities is located along Hueneme Road near Edison Drive; the gas transmission main may be impacted during construction. All utility relocations would be conducted in coordination with the service providers. The project would require construction of new utility connections, relocations and undergrounding of utilities, and other utility improvements. As such, no significant environmental effects are anticipated during project construction. During construction activities, the County would coordinate with service providers to ensure that there are no disruptions in utility services. In addition, measure **UTL-2** would be implemented to reduce the risk of damage to utilities during construction. Therefore, the project would result in a less than significant impact on electric power, natural gas, and telecommunications facilities and no mitigation is required.

(b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. Limited water would be used during the 12-month construction period for dust control, compacting material for the road base and subgrade, and dewatering drillholes. Following construction, the project would not require the use of water. Therefore, the project would result in a less than significant impact related to water supplies available to serve the project and reasonably foreseeable future development, and no mitigation is required.

(c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The project would not require the need for wastewater treatment. Therefore, the project would result in no impact on wastewater treatment capacity, and no mitigation is required.

(d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

No Impact. A minimal amount of solid waste would be generated during construction. Solid waste from the project would be collected and disposed of at one or more of the following landfills and transfer stations:

- SA Recycling, Oxnard

- Santa Clara Valley Disposal, Ventura
- Vulcan Materials, Oxnard

No solid waste would be generated during project operation. Therefore, the project would not result in a permanent increase in solid waste generation. All solid-waste-generating activities within the County are subject to the requirements set forth in California AB 939 (California Integrated Waste Management Act), which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Subsequently, Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. In addition, County Ordinance 4421 requires permit applicants working on construction and demolition projects within the unincorporated areas of the county to practice waste prevention. The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. In addition, the project would be constructed in compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in no impact on solid waste management, regulations, generation, and local infrastructure capacity, and no mitigation is required.

(e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Operation of the project would not result in the long-term generation or disposal of solid waste. The disposal of solid waste during construction would be short-term, and would be conducted in compliance with federal, state, and local statutes and regulations related to solid waste. Therefore, the project would result in no impact on regulations related to solid waste, and no mitigation is required.

3.13.5 Avoidance and Minimization Measures

- UTL-1** Temporary stormwater drainage measures to prevent polluted runoff in the construction site would include, but not be limited to, the installation of earth dikes, drainage swales, and ditches, silt fences, desilting basins, and stormwater drain inlet protection.
- UTL-2** The location of underground utilities would be confirmed prior to proposed construction activities by contacting the Underground Service Alert of Southern California (DigAlert). If necessary, the County of Ventura (County) would work in close coordination with utility providers to develop a relocation plan to minimize possible impacts and disruption to service utilities.

3.14 Mandatory Findings of Significance

3.14.1 Thresholds of Significance

The following thresholds are used to determine whether the project would result in a significant impact pursuant to CEQA. These thresholds of significance are based in general on Appendix G of the CEQA Guidelines. A mandatory finding of significance is considered significant if the project would:

- (a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- (b) Have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).
- (c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

3.14.2 Environmental and Mitigation Measures

- (a) Would the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Construction Impacts

Less than Significant Impact. Sections 3.3 through 3.13 address and disclose all potential environmental effects associated with proposed construction activities, which are summarized in **Table ES-1**. Proposed construction activities would result in temporary impacts on the quality of the environment, which include the following:

- The use of construction equipment would also increase emissions of criteria air pollutants that would result in temporary impacts related to air quality and greenhouse gases.
- Removal of habitat and increased noise, vibration, light, carbon dioxide emissions, and human activity could impact wildlife.
- Excavation and other ground-disturbing activities could result in unanticipated fossil discovery and/or unearthing of buried archaeological remains, including prehistoric Native American remains.

- Proposed construction activities, including the remediation of contaminated soils, would generate hazardous wastes and materials.
- Construction activities could result in erosion and increase sediments in stormwater runoff or generate dust.
- The use of construction equipment, which include dozers, pavement breakers, core drills, industrial saws, motor graders, rollers, backhoe loaders, trench diggers, soil compactors, and pavers, would temporarily generate additional noise and vibration in the project area.
- The presence of construction equipment could result in temporary congestion on roadways and delays to emergency service providers.

As discussed in the *Biological Resources* and *Cultural Resources* sections of this EIR, the project would not substantially degrade the quality of the environment. Avoidance and minimization measures from these sections would be implemented to reduce the risk of environmental degradation. Therefore, the project would result in a less than significant impact on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Sections 3.3 through 3.13 address and disclose all potential environmental effects associated with operation of the project, which are summarized in **Table ES-1**. Operation of the project would not result in potentially significant impacts on the quality of the environment.

The project would be designed and constructed in compliance with required laws, permits, ordinances, and plans. Implementation of the mitigation measures and BMPs found in Sections 3.3 through 3.13 would help minimize potential environmental effects. Therefore, the project would result in a less than significant impact on the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, and no mitigation is required.

(b) Would the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. According to 14 CCR § 15355, “Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact when added to other closely

related past, present, and reasonably foreseeable future projects. Current projects within two miles of the project area are listed in **Table 4.1-1**.

Construction of 6001 Arcturus Avenue Outdoor Storage Yard Project and Arcturus Warehouse LLC may occur at the same time as the project. Both projects would result in temporary impacts related to air quality, noise, and traffic; however, these would be short-term and conducted in accordance with applicable federal, state, and local regulations which would minimize impacts. The project would not result in impacts which would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Therefore, the project would result in a less than significant impact, and no mitigation is required.

(c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Construction Impacts

Less than Significant Impact. Sections 3.3 through 3.13 address and disclose all potential environmental effects associated with proposed construction activities, which are summarized in **Table ES-1**. As described above, proposed construction activities would result in temporary impacts on the quality of the environment, which could result in direct and indirect effects on human beings, including:

- Health risks associated with greater pollutant emissions and exposure to hazardous wastes and materials.
- Sensitivity to increased noise and vibration.
- Traffic and transportation impacts from temporary lane closures and the movement of construction equipment/vehicles.

Proposed construction activities would comply with required laws, permits, ordinances, and plans. Implementation of avoidance and minimization measures, outlined above in Section 3, would avoid or minimize impacts during construction. Therefore, the project would result in a less than significant impact on human beings during construction, and no mitigation is required.

Operational Impacts

Less than Significant Impact. Sections 3.3 through 3.13 address and disclose all potential environmental effects associated with the operation of the project, which are summarized in **Table ES-1**. As described above, the operation of the project would result in potential impacts on the quality of the environment, which could result in direct and indirect effects on human beings, including:

- Health risks associated with increased criteria air pollutant emissions during operation.

Operation of the project would comply with required laws, permits, ordinances, and plans. Implementation of the mitigation measures and BMPs, identified throughout Section 3, would reduce impacts to less than significant. Operation of the project would not result in environmental

Environmental Impact Analysis

effects that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the project would result in a less than significant impact on human beings during operation, and no mitigation is required.

4.0 OTHER CEQA CONSIDERATIONS

This section of the EIR addresses other environmental considerations and topics that are mandated under CEQA. These topics include Cumulative Impacts, Alternatives Analysis, Growth-Inducing Impacts, Significant Environmental Effects, Significant and Irreversible Environmental Changes, and Energy Conservation.

4.1 Cumulative Impact Analysis

Section 15130(a) of the CEQA Guidelines requires that an EIR discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. As defined in Section 15355 of the CEQA Guidelines, cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. "Cumulatively considerable" means that the incremental effects of the project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The following sections provide information on past, current, and probable future projects at the project area and vicinity and describe whether there are cumulative impacts from the project and if those impacts are cumulatively considerable.

4.1.1 Past Projects

Previous sections of this EIR have described the existing conditions at the project area. The existing environmental conditions provide useful information on past projects. As discussed in preceding sections, existing development of the project area and vicinity includes Teto's Produce, East Farms, Solimar Farms, Laubacher Berry Farms, and Southland Sod Farms. Anacapa Fresh Logistics is located immediately to the east of the project area.

4.1.2 Current and Probable Future Projects

Within the project study area, 58 proposed developments are under review (see **Table 4.1-1**).

4.1.3 Discussion of Cumulative Impacts

The cumulative impact analysis below is guided by the requirements of CEQA Guidelines 15130. Cultural resources, hazards and hazardous materials, tribal cultural resources, and utilities and service systems are not discussed in the following analysis, as the project impacts would have no impact on the cumulative setting of their respective impact areas.

Agriculture and Forestry Resources

The cumulative setting for agriculture and forestry resources is the County. As discussed above in Section 3.3, the project would require permanent acquisition from existing farmland in the project area, resulting in the conversion of 7.56 acres of Prime Farmland/Farmland of Statewide Importance into a transportation facility. The project would mitigate to ensure the permanent protection of offsite farmland of equal quality at 1:1 ratio (acres preserved: acres converted) through the establishment of an offsite agricultural conservation easement.

Other CEQA Considerations

Table 4.1-1. Current and Future Development Projects

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Vehicle Storage	Outdoor vehicle storage on vacant 34-acre lot, to be screened from view from roadway; development includes 240 square foot security guard office trailer, light fixtures, and perimeter fence with landscape screening. APNs: 231-0-092-245, 231-0-092-105	This project is located one mile west of the project area.	This project is currently under construction.	City of Oxnard
Daya Enterprises Gas Station	This project includes the construction of a 3,000 square foot convenience store and fueling station.	This project is located 0.7 mile west of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Pantoja Trucking	This project includes the construction of a warehouse/shipping facility with outdoor vehicle storage and offices.	This project is located 0.6 mile west of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Pantoja Trucking	This project includes the construction of a 2.81- acre undeveloped lot to accommodate overflow truck parking for the operation of an existing freight yard.	This project is located 1.6 mile west of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
6001 Arcturus Avenue Outdoor Storage Yard Project	This project is a proposal to operate a surface storage and parking facility to store shipping containers, tractors, trailers, trucks, automobiles, and other port related storage material on a 9-acre site.	This project is located 0.6 mile southwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Arcturus Cold Storage	This project includes the construction of a 103,705 square foot, steel framed cold storage building with 36 truck loading docks and 270 truck/container storage spaces, container storage area with 90 containers stacked three levels high, and a 48 space vehicle parking lot.	This project is located 0.3 mile south of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Garden City Labor Camp Apartment Complex	This project includes demolition of five of the eight structures and construction of two apartment buildings to accommodate 24 studio and six 1-bedroom restricted special needs affordable units and one manager unit. Three remaining structures would accommodate maximum capacity of 77 bed for farmworker housing. 5600 & 5690 Cypress Road.	This project is located 0.4 mile northwest of the project area.	This project is currently under construction	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Cypress Place at Garden City	This project includes all-affordable 150 dwelling unit apartment complex on a 5.22 acre site. The project includes 3-story buildings with units ranging between 572 and 1,012 square feet in size and includes a learning center and maintenance buildings.	This project is located 0.4 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Duplex with ADU	This project includes a 2,943 square foot duplex with a 984 square foot detached garage that has an attached 2nd floor 984 square foot ADU. 5905, 5909, 5913 Saviers Road	This project is located 0.4 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Single Family Home with an ADU	This project includes the conversion of an existing 1,840 square foot church to a 1,296 square foot SFD, with an attached 408 square foot garage, and an attached 586 square foot ADU	This project is located 0.6 mile northwest of the project area.	A building permit has been issued. Timing of construction has not been determined.	City of Oxnard
Cypress Court Tiny Home Duplex	This project includes the development of 30 dwelling units consisting of 15 one-bedroom units, 3 studio units, and 12 loft units ranging from 383 to 511 square feet in size.	This project is located 0.5 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Pleasant Valley Plaza	This project includes a remodel of an existing shopping center, construction of a new 11,392 square foot commercial/retail building with related site improvements to parking, landscaping, lighting, signage, etc.	This project is located 0.9 mile northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Etting Road Affordable Apartments	This project includes the construction of 58 affordable apartment units for farmworkers and veterans.	This project is located 1.1 miles north of the project area.	This project is currently under construction	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Dansk Phase 2	This project includes the development of 46 unit, two story apartment building on 1.05 acres. The project requests a zone change, general plan amendment and PD overlay.	This project is located 1.2 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Albany Apartments	This project includes the development of 19 Residential Apartment Units on three combine lots of approximately 53,975 square feet, located at 2929 and 2931 Albany Drive	This project is located 1.7 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Detached Dwelling	This project includes the construction of a detached two-story, 1,500 square foot single family residence with five total garage spaces on a 16,700 square foot developed lot with two existing homes	This project is located 2.3 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Wireless facility	This project includes the construction of a new 70-foot tall mono-eucalyptus tree and associated equipment ground enclosure in the parking lot of a regional commercial shopping center (Port Place Shoppes)	This project is located 2.7 miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Fast Food - Ives Avenue	This project includes the demolition of existing events center (existing monument sign and public art would remain on site) Development of: 2,533 square-foot fast food restaurant with drive thru Related improvements (parking, trash enclosure, sidewalks, patios, landscaping)	This project is located 2.2 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Mister Softee Mobile Food Commissary	This project would allow for the renovation and tenant improvement of an existing 8,400 square foot. warehouse building on a 23,286 square foot. parcel. The project proposes the conversion of 4,290 square feet of existing tenant space into a new mobile food commissary and would also include a 530 square foot truck wash area and 222	This project is located 2.7 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
	square foot trash enclosure within 9,458 square feet of existing yard space.			
C Street Apartments	This project includes 18 Unit apartment complex on 0.85 acre site, located at 1227 & 1239 South C Street, Oxnard CA	This project is located three miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Billboard Lofts	This project includes the construction of a 5-story building to include 51 condominiums and 4,024 square-feet of commercial space. Located on APNs: 202-0-183-120, -110, -100	This project is located 3.3 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined	City of Oxnard
C Street Apartments	This project includes the construction of a 5-story, 175-unit apartment building. Structure would be podium structure with parking and retail space on ground floor with 4 levels of studio, 1-bed and 2-bed units located at APN: 202-0-135-035	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
19 Unit Apartment Complex	This project includes a 19 unit, four-story apartment complex on a 21,000 square foot vacant site (0.48-acre) with one to three bedroom units on upper floors with parking on ground level. This project is located Across Oxnard Community Park East at APN 202-0-152-305, 315, & 325	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
637/643 South C Street Apartment	This project is a 57,274 square foot 5-story mixed use apartment building with 36 residential units (4 affordable), 20 parking spaces, 1,619 square-feet of non-residential space and open space on a 0.32-acre project site.	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
613 South C Street Apartment	This project is a 26,308 square foot 5-story mixed use apartment building with 20 residential units (2 affordable), 12 parking spaces, 656 square-feet of non-residential space, and 1,053 square-feet of open space on a 0.16-acre project site	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
SA Recycling	This project includes the demolition and reconfiguration of an existing recycling outdoor operation on a 2 acre site and relocate 2,400 square foot modular office building. On and off-site improvements include perimeter curb, gutter, sidewalk landscaping, and new vehicular entrances.	This project is located 3.4 miles northwest of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Central Terrace Apartments	This project includes the construction of a 5-story building, 88 unit podium style apartment building.	This project is located 3.4 miles northwest of the project area.	This project is currently under construction.	City of Oxnard
Aspire Apartments	This project includes the construction of a 5-story building, 88 unit podium style apartment building.	This project is located 3.4 miles northwest of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
5th Street Banquet Hall	This project includes the conversion of a portion of an existing office building to an assembly hall and event facility and construct a 2,274 square-foot addition.	This project is located 3.6 miles northwest of the project area.	This project is currently under construction.	City of Oxnard
Wireless facility	This project includes the construction of a new 70' tall mono-eucalyptus tree and associated equipment ground enclosure in the railroad ROW near the northeast corner of the intersection of 5th Street and Rose Ave	This project is located 3.4 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Roosevelt Duplex	This project includes the construction of a new 4,000 SF attached duplex	This project is located 3.7 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Castro Residence	This project includes the construction of 1768 Square feet single family residence with two car garage	This project is located 3.8 miles north of the project area.	Active	City of Oxnard
105 S Roosevelt Multi-Family	This project includes the construction of a two-story 1,760 square-foot residential building on an existing 8,400 square-foot R-2 lot	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Single-Family Residence	This project includes the construction of a 2,115 square-foot single-family residence with an attached two-car garage on a 6,925 square-foot lot located within the La Colonia Neighborhood.	This project is located 3.7 miles north of the project area.	This project is under construction.	City of Oxnard
Urban Lofts	This project includes the construction of a 20 unit, five story apartment building on .16 acres. Includes a ground floor commercial unit.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Navigation Center	This project includes the construction of an active homeless shelter and 56 unit supportive housing project.	This project is located 3.8 miles north of the project area.	This project is under construction.	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Sandpiper Apartments	This project includes the construction of a 56 Unit, five story apartment building on 0.32 acres and Includes 2 ground floor commercial units.	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Cooper Rd Mixed-use	This project proposes to construct a two-story 5,671 square foot, mixed-use building consisting of 1,437 square-foot of commercial space on the first floor and two, 2-bedroom apartments on the second floor and 4 car garage parking on a 7,640 square foot lot APN 2010121175	This project is located 3.95 miles north of the project area.	This project is under construction.	City of Oxnard
Las Cortes Phase 3	This project includes the construction of 129 affordable units on 8.2 acres, within the Las Cortes Planned Residential Group located at APNs 201-0-100-040 and 201-0-080-090	This project is located 3.8 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard
Wireless Facility	This project includes the construction of 12 antennae on 65' tall mono-pine tree and associated equipment in a ground enclosure.	This project is located 3.5 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Tentative Parcel Map	The project includes the subdivision of an existing 3.329-acre parcel that contains three existing industrial buildings for industrial condominium purposes. The proposed subdivision would provide shared access, parking, and landscaping and is located at 2360, 2362, & 2364 Sturgis Road	This project is located 3.6 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Union Pacific Railroad (UPRR) Modular Office	This project includes the construction of a 1,200 square foot modular office building for Union Pacific Railroad (UPRR), with access off of Third Street.	This project is located 3.65 miles north of the project area.	A building permit has been approved. Timing of construction has not been determined.	City of Oxnard

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
First & A Street Apartments	This project includes the construction of a 34,452.2 square foot five story mixed use apartment building with 53 residential units (six affordable), 27 parking spaces, and 6,970.9 square feet of open space on a 0.48 acre project site.	This project is located 3.65 miles north of the project area.	A building permit has not yet been issued. Timing of construction has not been determined.	City of Oxnard
Rice Avenue Grade Separation	This project includes the construction of a grade separation on Rice Avenue, where it crosses over State Route 34 and the UPRR tracks. The project would stretch approximately 800 feet north and south of the crossings and would include sidewalks and bike paths in each direction.	This project is located 3.4 miles north of the project area.	The project is currently in final design. Timing of construction has not been determined.	City of Oxnard CIP
Stormwater Conveyance Improvements along Oxnard Boulevard	This project proposes to install an approximately 250 foot long concrete v-ditch along Oxnard Boulevard to the north of Pleasant Valley Road and replace the existing wall along the drainage channel	This project is located 1.3 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
4th Street Mobility Improvements	This project proposes to widen sidewalks, replace and upgrade streetlights, install Class I and IV bike lanes along 4th Street from Oxnard Blvd. to C Street, and improve bus stop at 4th Street and B Street. Includes installation of restrooms adjacent to parking structure and upgrades to the OTC, which would include bike lockers, improved walkways and better overall accessibility and visibility.	This project is located 3.7 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Bard Road Corridor Bicycle & Pedestrian Improvements	This project proposes to install high visibility crosswalks, advance warning flashing beacons, advance stop bars, green bike conflict striping, leading pedestrian interval timing, traffic signal retro-reflective backplates, and median improvements to improve turning movement safety.	This project is located 1.2 miles north of the project area.	This project is anticipated to be funded by the end of FY 2025.	City of Oxnard CIP
Blackstock and Pleasant Valley Estates Neighborhood Stormdrain Improvements	Blackstock and Pleasant Valley Estates Neighborhood Stormdrain Improvements Projects	This project is located one mile north of the project area.	This project is anticipated to be funded by the end of FY 2027.	City of Oxnard CIP

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
Etting Road Bicycle & Pedestrian Facilities Installation	This project proposes to install new Class II street bike lanes, sidewalks, crosswalks, flashing pedestrian beacons, and ADA improvements along Etting Road.	This project is located one mile north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Five Points Intersection Modernization	This project proposes to analyze short, medium, and long term needs at this intersection. Requires coordination with various traffic signal entities including CPUC, VCRR, Port of Hueneme, Caltrans Division of Rail, VCTC and others. Immediate improvements at the intersection include rewiring of the intersection and signal head replacement.	This project is located 3.1 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
Ramona Preschool Pedestrian Crossing Enhancements	This project propose to install curb extensions, crosswalks, flashing pedestrian beacons, signage, and ADA improvements at intersections adjacent to Ramona Preschool.	This project is located 3.9 miles north of the project area.	This project is anticipated to be funded by the end of FY 2024.	City of Oxnard CIP
6859 Arnold Road	The project site includes portions APNs 231-0-080-085 and 231-0-080-070. The applicant proposes the removal of approximately 1.52 acres (66,211 square feet) located within the Ventura County Coastal Zone on parcels 231-0-040-085 and 231-0-080-070 from the existing CUP area. The applicant proposes the addition of approximately 3.19 acres of APN 231-0-040-315 to the CUP area to accommodate an additional fire access road and compost expansion area.	This project is located 1.5 miles south of the project area.	This project is in preparation for hearing.	Ventura County Resource Management Agency
202 Ocean Drive	This project proposes a Coastal Development Permit and Administrative Variance for a new mixed use 3 story structure on a 20 foot by 70 foot generally level 1400 square foot vacant corner lot. The project consists of 280 square feet of ground level retail/office space including a 62 square foot single occupancy accessible restroom; second and third floor dwelling totaling 1,350 square feet; Roof deck and terraces totaling 1,010 square feet; 140 square foot stacked 2 car carport with ground level access.	This project is located 2.8 miles west of the project area.	On Appeal	Ventura County Resource Management Agency

Other CEQA Considerations

Project	Project Description	Project Location in Relation to Project Area	Project Status	Jurisdiction
157-159 Los Angeles Avenue	This project propose a Coastal Development Permit and Tentative Parcel Map to subdivide an existing two family home into 2 condominium units in the Residential Beach Harbor (RBH) Zone and the Very High Density Residential Coastal Area Plan land use designation at a property addressed as 157 and 159 Los Angeles Avenue in the Unincorporated Area of Silverstrand Beach. The existing 1960 sq. ft. duplex is being split into two parcels with proposed unit 1 of 997 sq. f.t and proposed unit 2 of 963 sq. ft. Water and sewer are provided by the Channel Islands Community Service District. Each unit has two covered parking spaces.	This project is located 2.8 miles west of the project area.	Coastal Commission Review	Ventura County Resource Management Agency
136 Los Angeles Avenue	This project proposes a Planned Development Permit at a property addressed as 136 Los Angeles Avenue in the Coastal Area of Silver Strand to permit a new 357square foot one-story attached ADU; Remodel existing 785 square foot one story residence; Remodel existing 141 square foot garage; New windows and doors; New roofing; Demolish 21 square foot entry porch roof; New 15 square foot entry stoop and 10 square foot ADU stoop; Add a 247 square foot near-grade patio; New 200 amp electrical service and rewire; New plumbing and HVAC.	This project is located 2.8 miles west of the project area.	Approved	Ventura County Resource Management Agency
317 Rossmore Drive	This project proposes a VM with parcel 2060313260 and 2060313270 in coastal zone. Two properties are being merged to address a setback issue of an illegal porch addition.	This project is located 3.3 miles west of the project area.	Approved	Ventura County Resource Management Agency

Source: (City of Oxnard, 2024; County of Ventura, 2024; WKE, Inc., 2023; City of Oxnard, 2022; County of Ventura, 2024)

If other projects were to acquire farmland above the County's threshold, they would be required to implement the same mitigation. Therefore, the project would not have cumulatively considerable impacts on agriculture and forestry resources.

Air Quality

The cumulative setting for the air quality analysis is the South Coast Air Basin. As discussed above in Section 3.4, the project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The project's long-term influence would also be

consistent with the goals and policies of SCAQMD's AQMP. Long-term operations of other development projects may contribute to cumulative emissions; however, the compliance of those projects with SCAQMD's AQMP is anticipated to reduce cumulative impacts and in doing so would not result in cumulatively considerable air quality impacts.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project area, emissions produced onsite as the equipment is used, and emissions from trucks transporting materials to/from the site. Construction equipment and worker vehicle exhaust emissions related to the project would be below the established SCAQMD thresholds. Excessive fugitive dust emissions created during clearing, grading, earth moving, or excavation operations would be minimized with avoidance and minimization measures outlined in Section 3.4 above. However, because the project's construction emissions would not exceed SCAQMD thresholds, its air emissions would be within the regional air emissions budget. With compliance with standard regulations, potential impacts on air quality would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on air quality.

Biological Resources

The cumulative setting for biological resources analysis is Ventura County. Due to the agricultural/developed setting, the project area contains relatively minimal habitat for special-status species. As discussed above in Section 3.5, there is no evidence of any special-status species in the project area, based on habitat requirements, nine special-status wildlife species have the potential to occur in the BSA. While these species would experience temporary impacts during construction, these impacts would be reduced through implementation of measures **BIO-17** through **BIO-27**. During operation, lighting, noise, human activity, and maintenance activities associated with the widened roadway would not be substantially different from existing conditions.

Relocation of irrigation and water facilities would result in permanent impacts on approximately less than 0.01 acre of non-wetland waters potentially under RWQCB jurisdiction and approximately 0.02 acre potentially under CDFW jurisdiction. With implementation of measure **BIO-6**, impacts on jurisdictional features would be minimized.

It is anticipated that other future development projects would be required to minimize impacts on species and jurisdictional waters in a manner similar to the project. The project would not conflict with locally adopted biological policies and ordinances. With compliance with standard regulations, potential impacts on biological resources would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on biological resources.

Cultural Resources

The cumulative setting for cultural resources is the APE. As discussed above in Section 3.6, no cultural resources were identified in the APE, and if cultural resources were encountered during construction, they would be treated as per the measures outlined in Section 3.6.5. Therefore, the project would not result in adverse impacts on cultural resources. Other projects are required to

comply with standard regulations requiring the protection of cultural resources. Consultation with Native American groups/individuals would be ongoing throughout the project development process and would be incorporated in subsequent drafts of the report. With compliance with standard regulations, potential impacts on cultural resources would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on cultural resources.

Greenhouse Gas Emissions

The cumulative setting of the GHG emissions analysis is the SCAB. As discussed above in Section 3.7, the project would be designed and implemented in accordance with applicable laws and regulations to reduce GHG emissions. Other planned and approved projects are expected to comply with these regulations. With compliance with standard regulations, potential impacts on greenhouse gas emissions would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on greenhouse gas emissions.

Hazards and Hazardous Materials

The cumulative setting for hazards and hazardous materials is the project area. Historic land uses within the project area have contributed to an accumulation of potentially hazardous wastes and materials in man-made structures, soils, and groundwater. As discussed above in Section 3.8, the project's effects related to hazardous waste would be minor in the short-term. During operation, Hueneme Road would operate similarly to the existing condition, and all routine maintenance activities would be conducted in compliance with applicable regulations governing the use, storage, handling, transportation, and disposal of potentially hazardous materials. Other planned and approved projects are expected to comply with federal, state, and local regulations. With compliance with standard regulations, potential impacts on hazards and hazardous materials would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on hazards and hazardous materials.

Hydrology and Water Quality

The cumulative setting for hydrology and water quality is the Calleguas Creek watershed. As discussed above in Section 3.9, there are 11 drainages and one cattail marsh located within the project area. The project would require relocation of two of these drainages. Construction could result in temporary impacts on these waterways from construction materials, dust, and/or debris that would impact water quality. The widening of the roadway would result in an increase of approximately 339,000 square feet of impervious surface area. Additional stormwater runoff would drain as it does now to the relocated ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. Avoidance and minimization measures would be implemented to minimize impacts. Other planned or approved projects would be expected to determine mitigation/minimization measures to reduce impacts from their projects. With compliance with standard regulations, potential impacts on hydrology and water quality would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on hydrology and water quality.

Noise

The cumulative setting for noise is the project vicinity, including nearby sensitive land uses. As discussed above in Section 3.10, construction activities associated with the project may result in increased sources of noise at nearby receptors. Other planned and approved projects would be required to evaluate construction noise impacts and implement mitigation, if necessary. Construction activities associated with other development projects would make a minimal cumulative contribution to ambient noise levels, because the timing of those activities would overlap minimally, if at all, with the project. Furthermore, noise is a highly localized phenomenon; therefore, even if construction noise did overlap, no significant cumulative effect would occur because these projects are not adjacent to the project. Construction noise from the project would not combine with noise from other development projects to cause cumulatively considerable noise impacts. Because construction noise would generally be limited to daytime hours and would be short-term in duration, compliance with standard regulations would avoid, minimize, or mitigate potential impacts. Therefore, the project would not have cumulatively considerable impacts on noise.

Transportation

The cumulative setting for transportation is the Ventura County surrounding the project area and projects identified for base year and future year conditions. As discussed above in Section 3.11, the project would result in a reduction of 9,005 VMT in project 2016 conditions and 15,795 VMT in project 2040 conditions due to short-term induced VMT. Long-term induced VMT is not anticipated to be significant, as the area surrounding the project is not growth-inducing due to land use constraints. Other planned and approved projects would also add new trips to local roadways. With compliance with standard regulations, potential impacts on transportation would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on transportation.

Tribal Cultural Resources

The cumulative setting for tribal cultural resources is the APE. As discussed above in Section 3.12, the project area has a long history of ground disturbance from previous agricultural uses and development. This indicates that the topsoil has been regularly disturbed over the past 86 years. The extensive previous excavation, re-compaction, and fill soils onsite have limited the potential of the site to contain tribal cultural resources. As a result of the consultation with the tribe, no tribal cultural resources were identified within the project area, and the project would not result in significant impacts on tribal cultural resources. If tribal cultural resources were discovered during construction, measures outlined in Section 3.12.5 would be implemented. Consultation with Native American groups/individuals would be ongoing throughout the project development process and would be incorporated in subsequent drafts of the report. The tribe requested to monitor for ground disturbing activities related to ditch relocation, SCE's power pole relocation, and any scraping/grubbing required to prepare the site. In addition, the tribe requested to reserve the right to determine if additional monitoring may need to be required and to conduct pre-construction training for construction workers prior to the initiation of construction. With

compliance with standard regulations, potential impacts on tribal cultural resources would be expected to be avoided, minimized, or mitigated. Other projects would be required to comply with standard regulations requiring the protection of tribal cultural resources. With compliance with standard regulations, potential impacts on tribal cultural resources would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on tribal cultural resources.

Utilities and Service Systems

The cumulative setting for utilities/emergency services is the service area of the utility providers. As discussed above in Section 3.13, the project would not be expected to adversely affect utilities or emergency services in the County because the project would be within an existing transportation corridor. However, minor utility impacts may occur during construction. The County would coordinate with utility providers to help minimize any disruptions. In addition, the project would not directly induce growth greater than what is planned by the County, the project would not result in the need for additional utilities or emergency services. The project is intended to improve safety and efficiency in the transportation corridor, which could improve emergency vehicle access. With compliance with standard regulations, potential impacts on utilities and service systems would be expected to be avoided, minimized, or mitigated. Therefore, the project would not have cumulatively considerable impacts on utilities and service systems.

4.2 Alternatives Analysis

For the purposes of the Alternatives Analysis, four alternatives were identified: one No Build Alternative and three Build Alternatives.

- No Build Alternative
- Alternative 1 – Widening on Both Sides
- Alternative 2 – Widening on One Side
- Alternative 3 – Hybrid (Selected Alternative)

4.2.1 No Build Alternative

Under the No Build Alternative, project improvements would not be developed or constructed on Hueneme Road within the project area. This alternative would maintain the current configuration of the roadway segments and local intersections within the project area. The No Build Alternative would not address the purpose and need of the project.

4.2.2 Environmentally Superior Alternative - Hybrid

The identification of the environmentally superior alternative was based on the criteria described in the Executive Summary. Three Build Alternatives were originally under consideration and Build Alternative 3 was selected as the environmentally superior alternative. When compared to the other alternatives, the environmentally superior alternative had fewer impacts on utility poles, driveways, and culverts when compared to Build Alternatives 1 and 2.

The environmentally superior alternative would use a combination of widening both sides or only one side in certain areas to reduce impacts in sensitive areas. From the City of Oxnard city limits to the Olds Road intersection, Hueneme Road would be widened to the south. From the Olds Road intersection, Hueneme Road would be widened on both sides at the Rice Avenue intersection. This alternative would require 9.3 acres of ROW acquisition from 30 parcels. Alternative 3 would also require the removal of four building structures and the relocation of 41 SCE utility poles. Modifications to traffic signals would be required at three intersections. Four private water facilities within the project area would need to be protected in place, and 10 facilities would need to be relocated. The total new pavement area would be 7.8 acres.

4.2.3 Alternative 1 – Widening on Both Sides

Alternative 1 would widen Hueneme Road approximately 20 feet on both sides. The roadway fill embankments would range from close to existing to approximately five feet. Drainage would need to be extended, and existing roadside ditches would need to be relocated. The project would require upgrading and modifying three traffic signals. This alternative would acquire approximately the same right of way width from each property owner. This would require 9.1 acres of property acquisition from 29 separate parcels. In addition, Alternative 1 would require the removal of one building structure. Hueneme Road is a major utility corridor, with SCE utility poles at close proximity to the roadway. A total of 58 poles would need to be relocated. Three intersections would require modifications to traffic signals, but Alternative 1 would only require modifications to half of the intersections. Water purveyors have three water facilities within the project area that would need to be protected in place, and four facilities that would need to be relocated. The total new pavement area would be 7.46 acres. Alternative 1 was eliminated from further consideration primarily due to greater utility and drainage impacts. Widening the roadway on both sides would result in an increased number of utilities, such as power poles, and drainage ditches that would need to be relocated.

4.2.4 Alternative 2 – Widening on One Side

Alternative 2 would widen the roadway approximately 38 feet on one side where the impacts would be less adverse. In general, the project would widen one side of the roadway; however, the existing roadway shoulder and shoulder backing on the opposite side of the road would be brought to County standards. From the Oxnard City limits to the Rice Avenue intersection, Hueneme Road would be widened to the south. This alternative would require 9.9 acres of ROW acquisition from 29 parcels. In addition, Alternative 2 would require the removal of one building structure and the relocation of 63 SCE utility poles. Three intersections would require modifications to traffic signals. Water purveyors have six water facilities within the project area that would need to be protected in place, and two facilities that would need to be relocated. Furthermore, total new pavement area would be 6.71 acres. Alternative 2 was eliminated from further consideration primarily due to greater parcel and utility impacts. Widening the roadway on one side would result in greater utility impacts, such as power poles, and require increased ROW acquisitions from parcels on the widened side of the roadway.

4.3 Growth-Inducing Impacts of the Proposed Action

Section 15126.2(e) of the CEQA Guidelines requires that an EIR address growth-inducing impacts from a project. The CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. Impacts related to growth inducement would also be realized if a project provides infrastructure or service capacity which accommodates growth beyond the levels currently permitted by local or regional plans and policies.

In general, growth induced by a project is considered a significant impact if the growth directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that potential growth significantly affects the environment in some other way.

Construction of the project would not result in long-term changes to travel times, travel cost, or accessibility to employment, businesses and/or services in the immediate project location or project vicinity. During construction of the project, no vacant lands that are currently inaccessible would become permanently accessible and, therefore, more likely to be developed following construction of the project.

Workforce requirements associated with the construction of the project are expected to result in most workers coming from the local area. However, if a workforce influx were to occur, it would be temporary in nature and would cease upon completion of construction.

The project is in an agricultural region with minimal opportunity for development. Adjacent land uses consist of Agriculture, Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential (Ventura County, 2020). The parcels within the project limits from which ROW is anticipated to be acquired are primarily agricultural. Agricultural land is highly protected within the County and is not susceptible to development.

Although the project would improve traffic operations throughout the project area, the project would not create new opportunities for access to areas that are not already afforded access under the existing conditions of the roadway; therefore, the project would not substantially change accessibility to adjacent and nearby properties.

The existing road plays a key role for tourists and commercial traffic (e.g., goods movement) along the roadway corridor. Continued growth in the region is anticipated in the future, creating an even greater need for improvement of the operation (e.g., VMT). The project would include widening Hueneme Road to make it more efficient and to reduce associated congestion in the immediate project area.

The project is located on an existing roadway facility near existing roadways, providing access to existing development. The project has been designed to accommodate present and projected increases in traffic volumes resulting from previously implemented and planned development in the area; therefore, project-related growth is not anticipated as a result of the project.

4.4 Significant Environmental Effects

Section 15126.2(a) of the CEQA Guidelines requires that an EIR address the significant environmental effects of a project. The project would not result in any significant environmental effects, as outlined in Section 3.3 through Section 3.14.

4.5 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss significant and irreversible environmental changes that would occur should the project be implemented. An impact would fall into this category if:

- A project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses;
- A project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project results in wasteful energy).

The project would not result in significant and irreversible environmental changes, as outlined in Section 3.3 through Section 3.14.

4.6 Energy Conservation

Consistent with Section 15126.4(a)(1)(c) and Appendix F of the CEQA Guidelines, this section of the EIR addresses the potential for the project to result in the inefficient, wasteful, or unnecessary consumption of energy.

4.6.1 Regulatory Setting

The following regulatory setting is a summary of the plans, policies, and regulations that govern energy consumption on the federal and state levels.

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 required that all vehicles sold in the U.S. meet certain fuel economy goals. The National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation, was given the authority to establish additional vehicle standards and to revise existing standards.

Vehicles accessing the project area are subject to the Federal Energy Policy and Conservation Act. The project is therefore consistent with and would not interfere with or obstruct implementation of the Federal Energy Policy and Conservation Act.

Intermodal Surface Transportation Efficiency Act of 1991

In 1991, Congress established the Intermodal Surface Transportation Efficiency Act (ISTEA) to promote the development of inter-modal transportation systems, maximize mobility, and address national and local interests in air quality and energy. To meet the new ISTEA requirements, MPO (which are federally mandated transportation policy-making organizations) had to adopt social, economic, energy, and environmental policies to guide transportation decisions in the region.

Transportation access to the project area is primarily provided by local and regional roadway systems. The project would not interfere with or obstruct intermodal transportation plans or projects that may be implemented pursuant to ISTEA.

The Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs.

The project area is easily accessible from major transportation corridors and the Interstate freeway system. The project would be consistent with and would not interfere with or obstruct implementation of TEA-21.

State of California Energy Plan

The CEC identifies emerging trends in energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy in the State of California Energy Plan. The plan calls upon the state to reduce congestion and increase the efficient use of fuel supplies.

The project area is easily accessible from major transportation corridors and the interstate freeway system. The project would be consistent with and would not interfere with or obstruct implementation of the State of California Energy Plan.

4.6.2 Environmental Setting

In 2022, total energy consumption in California was 6,882 trillion British Thermal Units (BTU, which is the amount of heat required to raise the temperature of one pound of liquid by one °F) (U.S. Energy Information Administration, 2024). Transportation use accounted for approximately 42 percent of total energy consumption, or 2,916 trillion BTUs.

Petroleum-based fuels (e.g., gasoline and diesel) account for 86 percent of the state's transportation needs (University of California, 2021). Therefore, the state is largely dependent on a single type of transportation fuel. The state is working on developing strategies to reduce petroleum use by developing alternative transportation fuels.

4.6.3 Standards of Significance

Appendix F of the CEQA Guidelines, as adopted by the County, indicates that a project would have a significant impact related to energy consumption if the project would result in:

- Wasteful, inefficient, and unnecessary usage of energy; or

- Placement of a significant demand on regional energy supply or requirement for substantial additional capacity.

4.6.4 Potential Impacts

Less than Significant Impact. Construction is expected to last approximately 12 months; during this period, there would be a temporary increase in construction-related trips and fuel consumption from vehicles and construction equipment. Construction equipment would be largely powered by gasoline and diesel. These trips would include delivery of construction materials and equipment, operation of construction vehicles for clearing and grading, and arrival and departure of construction workers. Construction vehicle and equipment use along the roadways surrounding the construction area may result in temporary impacts on the circulation system, which would result in increased fuel consumption from traffic during the delays. However, construction-generated traffic would be anticipated to be dispersed over multiple roadways. In addition, construction vehicles and equipment would only be on the roadways surrounding the construction site during construction. Construction-related trips would also be scheduled during off-peak hours, as feasible.

The project would not result in a permanent new source of energy demand. Following construction, long term operation of the project would improve energy use, as vehicles would spend less time idling, and more people would use alternate modes of transportation. Therefore, the project would result in a less than significant impact on energy conservation, and no mitigation is required.

5.0 COMMENTS AND COORDINATION

5.1 Introduction

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process, which helps planners determine the required scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and scoping meetings. This chapter summarizes the results of the County's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.2 Consultation and Coordination with Public Agencies

5.2.1 Required Permits and Approvals

The status of required permits and approvals for the project are as follows:

- A VCAPCD Air Pollution Control Permit would be required prior to construction.
- A CDFW Section 1602 Streambed Alteration Agreement is required prior to construction.
- A Porter-Cologne Act Waste Discharge Requirements is required prior to construction of the project.

5.2.2 County of Ventura Coordination

The County has continued to coordinate with various County departments, Caltrans, and the PDT to ensure that stakeholders' concerns are addressed.

5.2.3 Southern California Edison Consultation

SCE is a responsible agency under CEQA. A responsible agency is an agency other than the lead agency with a legal responsibility for carrying out or approving a project. The County conducted a call with SCE on March 5, 2024 to discuss SCE's process for CEQA compliance, as well the power poles that would need to be relocated as part of the project.

5.2.4 California Transportation Commission

The CTC is a responsible agency under CEQA, due to receiving Trade Corridor Enhancement Program funding. The County is required to send the Draft EIR to CTC for review in support of CEQA Determination.

5.2.5 Native American Consultation

An inquiry to the NAHC was submitted on January 19, 2023, to ascertain the presence of known sacred sites, Native American cultural resources, and/or human remains within the boundaries of the project. On February 7, 2023, the NAHC indicated that there have been no Native American cultural resources identified within their Sacred Lands File for the project location. The NAHC

provided a list of 10 Native American groups/individuals who may have additional information about the project area. Caltrans contacted the 10 Native American groups/individuals on January 18, 2024, by letter to determine if they have any additional information, and whether the Native American tribes would like to request consultation pursuant to PRC Section 21080.3.1 under AB 52. The following individual responded:

- Gabriel Frausto of the tribe requested Native American monitoring for all ground-disturbing activities associated with the drainage ditch relocation on the north side of Hueneme Road, the SCE power pole relocations, and any scraping/grubbing required to prepare the site.

5.3 Public Participation

5.3.1 Public Participation Methods

The following public outreach meetings were held in 2025:

- Week of March 10, 2024: County representatives met with adjacent property owners to disclose impacts anticipated as part of the project.
- April 15, 2024: A public information meeting was held to present the project background, proposed project design, environmental process, anticipated schedule, and opportunities for the public to participate as the project advances.

5.3.2 Results of Public Participation

Public Hearing

The results of the public hearing will be included in the Final EIR.

Comments Received on Draft EIR

Comments received on the Draft EIR will be included in the Final EIR.

Response to Comments on Draft EIR

Responses to comments on the Draft EIR will be included in the Final EIR.

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