

Draft Supplemental Environmental Impact Report (Draft SEIR)

State Clearinghouse No. 2004121008

(Prepared pursuant to Section 15163 of the CEQA Guidelines)

**DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR Focused Update to the Piru Area Plan and Privately-
Initiated General Plan Amendments, Zone Changes, Planned
Residential Development Permits and Tract Maps Filed by
John Reider, Dana Levy, and James Finch**



**Prepared by:
County of Ventura
January, 2026**

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Chapter 1 - Introduction

The County of Ventura prepared this Draft Supplemental Environmental Impact Report (Draft SEIR) to evaluate potential environmental impacts resulting from the proposed amendments (“Project”) to the County of Ventura Piru Area Plan Policy P-21.2 (*Street Improvements within Urban and Existing Community*). The proposed amendment to Policy P-21.2 (c) removes the requirement for the installation of a left-turn lane at the Fillmore-Piru Association packing house and a landscaped median island south of the intersection of Main Street and Via Fustero. This amendment to the Piru Area Plan is being considered pursuant to a request from the Piru Neighborhood Council (PNC).

Approvals Required

This project requires public hearings at both the Planning Commission and the Board of Supervisors. The County Planning Commission will make a recommendation to the Board of Supervisors, and the Board of Supervisors has final authority to adopt this SEIR to the Piru Area Plan Update Environmental Impact Report and approve the proposed amendment to the Piru Area Plan.

SEIR Purpose

The County is proposing a Piru Area Plan amendment to amend policy P-21.2, to remove the requirement for the landscaped median island at the intersection of Main Street and Via Fustero as required by EIR mitigation measure T-5. Pursuant to CEQA Guidelines Section 15163, a Supplemental Environmental Impact Report has been prepared because the identified mitigation measure (i.e., Measure T-5) is impractical and unworkable as further described herein.

Project History and Previous Environmental Analysis

On December 16, 2008, the County of Ventura Board of Supervisors adopted the Final Environmental Impact Report (EIR) for the Focused Update to the Piru Area Plan and

Privately-Initiated General Plan Amendments, Zone Changes, Planned Residential Development Permits and Tract Maps Filed by John Reider, Dana Levy, and James Finch (SCH#: 2004121008). The EIR assessed the reasonably foreseeable and potentially significant adverse environmental effects that may occur from the update to the Piru Area Plan. The Draft EIR was circulated for public review from February 10, 2006, to May 1, 2006, and public hearings were held by the Ventura County Environmental Report Committee (ERRC) on October 18, 2006 and on November 1, 2006, where the ERRC recommended that the EIR be certified.

Section 4.9 of the EIR (Transportation and Circulation) identified impacts and associated mitigation measures that are the subject of the proposed amendment to the Piru Area Plan, specifically Mitigation Measure T-5.

Mitigation Measure T-5 (EIR Page 35)
<p>Traffic Safety at the intersection of Main Street at Via Fustero:</p> <ul style="list-style-type: none">• Provide a traffic calming entry island on Main Street, south of Via Fustero;• Provide zebra-stripe crosswalks across Via Fustero; and• Replace the existing wooden barrier south of Via Fustero with standard curbing to provide protection for a building column that encroaches upon the existing roadway.

Section 4.9.2 of the EIR evaluated the traffic safety and design impacts from the additional traffic on the roads and intersections surrounding the Project. The EIR concluded that the identified safety and design concerns would be exacerbated by the added traffic and identified design improvements for certain roads and intersections. To address safety concerns related to project-generated traffic within the Piru community, the traffic consultant initially recommended that roundabouts be installed at the intersection of Main Street and Via Fustero. However, this measure was rejected by the PNC, and an alternative traffic calming island was ultimately included in Mitigation Measure T-5 and adopted into Piru Area Plan Policy P-21.2.

Chapter 2 - Project Description

As currently incorporated into the Piru Area Plan, Policy P-21.2 states:

Policy P-21.2 Street Improvements within Urban and Existing Community

For street improvements within Urban and Existing Community designated areas (Figures P-2, P-3 and P-4), the following apply:

a. Residential and Community Facility Designations:

The County shall require public street improvements adjacent to Residential and Community Facility designations, with the exception of Center Street which is to be consistent with Policy P-21.2-b, below, to be constructed in accordance with County of Ventura Public Works Agency Plate B-4(A) (Residential Roads, Urban with Parkways) as it existed in the County Road Standards on January 28, 1986 (Table P-6).

b. Commercial Designations Within or Adjacent to the Commercial Town Center:

The County shall require public streets adjacent to Commercial designations within or adjacent to the Commercial Town Center (Figure P-4) to be constructed in accordance with County of Ventura Public Works Agency Plate B-3(D), (Secondary Free Access and Commercial and Industrial Roads) which requires a 10-foot monolithic sidewalk (Figure P-15).

c. Main Street, South of the Railroad Tracks (Figures P-16, P-17, P-18, and P-19):

Between SR 126 and the first intersection north of SR 126, the County shall require Main Street to be developed with an 8-foot wide multi-purpose pathway, an 8-foot wide landscaped parkway and a landscaped median. North of the first intersection north of SR 126, the County shall require Main Street to be developed as above except that the center median would be eliminated. At the intersection nearest the public park, the County shall employ bulb-outs and pedestrian-activated signals to facilitate safe pedestrian movement across Main Street. At the Fillmore-Piru Citrus Association packing house, the County shall provide a left-turn lane to facilitate truck access to the packing house. The County should eliminate on street parking at the packing plant and carefully design the multi-purpose pathway with signage and pavement markings to minimize potential safety conflicts with packing house truck traffic. South of the intersection with Via Fustero, the County shall provide a landscaped median island (Figure P-20).

The proposed revision to Policy P-21.2, subsection c (the Project) (Attachments 2a and 2b), removes a portion of Mitigation Measure T-5 as noted below. There are no proposed revisions to subsections a and b.

Policy P-21.2 Street Improvements within Urban and Existing Community

For street improvements within Urban and Existing Community designated areas (Figures P-2, P-3 and P-4), the following apply:

- a. *Residential and Community Facility Designations: [No Change]*
- b. *Commercial Designations Within or Adjacent to the Commercial Town Center: [No Change]*
- c. *Main Street, South of the Railroad Tracks (Figures P-16, P-17, P-18, and P-19):*

Between SR 126 and the first intersection north of SR 126, the County shall require Main Street to be developed with an 8-foot wide multi-purpose pathway, an 8-foot wide landscaped parkway and a landscaped median. North of the first intersection north of SR 126, the County shall require Main Street to be developed as above except that the center median would be eliminated. At the intersection nearest the public park, the County shall employ bulb-outs and pedestrian-activated signals to facilitate safe pedestrian movement across Main Street. ~~At the Fillmore Piru Citrus Association packing house, the County shall provide a left turn lane to facilitate truck access to the packing house. The County should eliminate on street parking at the packing plant and carefully design the multi-purpose pathway with signage and pavement markings to minimize potential safety conflicts with packing house truck traffic. South of the intersection with Via Fustero, the County shall provide a landscaped median island (Figure P-20).~~

Chapter 3 - Impact Evaluation

The following evaluation includes an assessment by the Public Works Agency (PWA) on the application of Mitigation Measure T-5 and analyzes whether it is still required to address the identified impacts to traffic safety. This evaluation is limited to traffic safety within the impact area associated with Mitigation Measure T-5.

Impact Assessment

Traffic and Pedestrian Safety:

As noted in the “issue impact” discussion in the original EIR, the “[P]roject and cumulative development will exacerbate existing traffic and pedestrian safety issues identified within the Piru community.”

Main Street is the major north-south collector street through Piru. The intersection of Main Street and Via Fustero is aligned in a “Y” configuration with land uses south of the intersection consisting of light industrial on the west side and residential on the east side. In 2004, Katz, Okitsu & Associates (the traffic consultant used for the EIR), highlighted the unusual configuration of the stop controls at the intersection of Main Street and Via Fustero and noted that it creates confusion and violates drivers’ expectation that opposing traffic is required to stop. Prior to the EIR and the updated Piru Area Plan, the configuration of this intersection was an all-way stop. Via Fustero

was also re-stripped at Main Street to provide closer to a 90-degree angle with Main Street. After the reconfiguring of the intersection to an all-way stop and the re-stripping, safety issues remained with respect to a building column that encroached into the roadway, and a need for traffic calming.

The EIR identified traffic safety and design impacts due to additional vehicle traffic generated by the Project that would affect internal circulation and exacerbate the existing safety problems. These issues highlighted the need for design improvements for the roads, intersections, and traffic calming measures at the intersection of Main Street at Via Fustero. Mitigation measure T-5 includes traffic calming measures to address the traffic safety concern associated with the unusual configuration of the stop controls and driver expectations at the intersection of Main Street at Via Fustero. “The design measures included in Mitigation Measure T-5 were implemented by the Public Works Agency pursuant to the requirements of the EIR; this included the traffic calming entry island installed at the intersection of Main Street and Via Fustero.

In July 2024, PWA/Roads and Transportation received a request from the PNC to discuss community concerns resulting from the traffic improvements included in Mitigation Measure T-5. In response, PWA prepared a technical memorandum, (see Attachment 1), summarizing a site evaluation that was conducted to investigate traffic circulation through Main Street. PWA’s evaluation of the concrete median island, which was intended to serve as a traffic calming measure and pedestrian refuge island, concluded that including the median island did not meet the National Association of City Transportation Officials (NACTO) guidelines for the installation of pedestrian refuge islands. NACTO recommends these refuge islands only be installed where a pedestrian must cross three lanes of traffic in one direction. Currently, pedestrians cross only one lane of traffic in each northbound and southbound direction.

Further, there are additional traffic and pedestrian improvements completed at the intersection of Main Street and Via Fustero including extended standard curbing. This has reduced the pedestrian crosswalk from approximately 53 feet to approximately 39 feet, shortening the distance a pedestrian would have to walk to cross Main Street. The concrete median also causes southbound traffic to shift to the right to provide a separation between the opposing lanes of traffic to reduce the chances of head-on collisions at the northbound left turn lane into the Fillmore-Piru Citrus Association packing plant. To guide vehicles along the concrete median and left turn lane, a striped “center turn median” was installed.

The PWA site evaluation further determined, using AASHTO *A Policy on Geometric Design of Highways and Streets Section 9.7.3*, that the segment of Main Street is below the minimum guidance threshold for traffic volume to install a left turn-lane on Main Street at the Fillmore-Piru Citrus Association packing plant. Further, trucks were observed during the site assessment making left turns from the through lane and not using the installed left turn pocket. The reduced turning radius, which is a result of the traffic safety improvements, including the traffic calming entry island on Main Street and

the relocated driveway entrance to the Fillmore-Piru Citrus Association packing plant, has created conditions that require trucks turning into the Fillmore-Piru Citrus Association packing plant to situate partially within the left turn lane and partially within the northbound through lane. Despite the incursion into the northbound through lane, impacts to vehicular travel in each direction of Main Street to allow for a tractor trailer to turn into the packing plant were found to be minimal.

Impact Conclusion

The revision to the Piru Area Plan Policy P-21.2 removes the requirement for the median island and left-turn lane to be provided as illustrated in Figure P-20. This policy revision repeals the requirement of EIR Mitigation Measure T-5, (i.e., the median entry island) that was improperly identified as a mitigation measure in the EIR. Upon approval by the Board of Supervisors, PWA will undertake a project to remove the center raised median, left-turn lane, and striped turn median. This action will facilitate the return of parking spaces to the west side of Main Street along the frontage of the packing plant and leave final configuration of Main Street as depicted in Attachment 3.

Statement of Environmental Findings

The conditions described in Sections 15162 and 15163 of the CEQA Guidelines that outline when a Lead Agency may prepare a supplement to an EIR rather than a subsequent EIR, along with a discussion based on the analysis presented in Chapter 3 above, are included below.

1. **[§ 15163(a)(1)] Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR.**
 - a. **[§ 15162(a)(1)] Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;**

As described in Chapter 3, the proposed project involves an amendment to the Piru Area Plan to repeal the requirement that the County provide a left-turn lane on Main Street and provide a median island at the intersection with Via Fustero. This project would remove a portion of a Mitigation Measure (T-5) identified in the certified 2006 FEIR. Thus, supplemental EIR must be prepared.

The impact on traffic and pedestrian safety is the only issue where the proposed Project renders the previous EIR inadequate to address the proposed changes to the Piru Area Plan. Given the narrow scope of the

Project, a Supplement to the EIR is the appropriate environmental document to satisfy the requirements of CEQA.

2. **[§ 15163(a)(2)] Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.**

A supplement to an EIR may be prepared when only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. This Supplement to the certified 2006 FEIR outlines in Chapter 3 how certain parts of Mitigation Measure T-5 are impractical and unworkable and how the other parts of mitigation measure T-5 adequately mitigate the identified impact. This minor addition to the certified EIR will make the previous EIR adequate to apply to the project in the changed situation.

Chapter 4 - Public Review

Pursuant to CEQA Guidelines Section 15162(c), this EIR Supplement is subject to public review and comment as described in Section 15087 of the CEQA Guidelines. After public review, the comments received will be forwarded to the decision-makers for consideration at the required public hearing on the proposed Project.

Public Review and Notification

This Draft SEIR has been made available for public review for 45 days from January 16, 2026 until March 4, 2026. On January 16, 2026, a notification of the release of the Draft SEIR was published in the Ventura County Star newspaper notifying interested parties of availability of the Draft SEIR for the Project. The notice includes information on how to access the Draft SEIR either through the County website or by obtaining a hard copy made available at the Hall of Administration. In addition, the Draft SEIR was emailed to the Piru Neighborhood Council on January 16, 2026.

On January 16, 2026, a Notice of Availability (NOA) of the Draft SEIR was provided to the County Clerk and the NOA and link to the Draft SEIR was posted on the PWA's webpage. A Notice of Completion (NOC) was submitted to the State Clearinghouse on January 16, 2026 for distribution to State Agencies for review and comment.

Chapter 5 - References

County of Ventura. Ventura County Piru Area Plan (October 2020)

County of Ventura. Final Environmental Impact Report or Focused Update to the Piru Area Plan and Privately-Initiated General Plan Amendments, Zone Changes, Planned Residential Development Permits and Tract Maps Filed by John Reider, Dana Levy, and James Finch, including Appendices (November 2006)

Ventura County Public Works Agency, Piru Area Plan Amendment Technical Memorandum (November, 2025)

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Attachments

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| Attachment 1 | Ventura County Public Works Agency Piru Area Plan Amendment Technical Memorandum |
| Attachment 2a | Piru Area Plan, Legislative Format |
| Attachment 2b | Piru Area Plan, Clean Format |
| Attachment 3 | Main Street Configuration Diagram |