

Hueneme Road Widening Project



Final Community Impact Assessment

Hueneme Road between Edison Drive and Rice Avenue

District 7-Venutra County-Hueneme Road

HIPL—5952(215)

June 2025



Summary

The purpose of this Community Impact Assessment (CIA) is to provide information regarding social, economic, and land use effects of the Hueneme Road Widening Project (project) so that final transportation decisions will be made in the public interest. The CIA is intended to clearly describe relevant existing conditions and evaluate the effects of the proposed project on a community and its quality of life. The County of Ventura (County) is the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and the California Department of Transportation (Caltrans) is the Lead Agency pursuant to the National Environmental Policy Act (NEPA).

The County proposes to widen the existing roadway 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 of one travel lane in each direction approximately 1,200 feet east of Rice Avenue.

Land Use

Land uses adjacent to the project area primarily consist of farmland with less than ten sparsely spread single-family residences and industrial and commercial properties along Hueneme Road. The residences in the project area are mostly associated with the surrounding farmland and/or industrial and commercial properties. According to the Ventura County General Plan (General Plan), adjacent land uses consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential (County of Ventura, 2020). Additionally, the land surrounding the project area is zoned as Agriculture Exclusive, 40-acre minimum size lot (AE-40) (County of Ventura, 2020). The project would require approximately 9.3 acres of permanent right of way (ROW) from 30 adjacent properties. Additionally, project construction would require 7.4 acres of temporary construction easements (TCE).

Farmland

A Farmland Evaluation under Part VI of Form AD 1006 was prepared for the project to determine if the site should receive the highest level of protection from conversion to non-farm uses (GPA Consulting, 2023). The acquisition of existing farmland is not anticipated to substantially reduce the availability of agricultural land, jeopardize the continued existence of agricultural services in the region or the viability of farms remaining in the area. The project would acquire approximately 9.2 acres of ROW designated as Important Farmland for roadway use. This would include 4.7 acres of Farmland of Statewide Importance, and 4.5 acres of Prime Farmland. Additionally, the project would require TCE from 3.73 Acres of Farmland of Statewide Importance, and 3.53 acres of Prime Farmland.

Growth

Hueneme Road is an existing roadway, and the project would include roadway widening needed to accommodate existing conditions. In order for development and growth to occur in agricultural or open

space land, it would first need to be approved as a part of the Save our Open Space and Agricultural Resources (SOAR) ordinances and would require a public countywide vote. The project would not provide new access to surrounding areas that could induce additional development and growth beyond what is already planned by the County.

Community Character and Cohesion

The project would result in temporary increases in noise and traffic associated with construction activities, but these impacts would be short-term and would cease once construction is completed. The project would also include the widening of the roadway, and associated noise and traffic which could have direct or indirect impacts on the existing rural community character.

Traffic and Transportation/Pedestrian and Bicycle Facilities

The project would be consistent with long-term transportation and circulation and planning in the region. The purpose of this project is to improve vehicle and bicycle travel and safety, improve the freight movement corridor, increase connectivity for bicycle riders, and complete vehicle and bicycle improvements consistent with the Ventura County 2040 General Plan (General Plan) on Hueneme Road from Edison Drive to Rice Avenue.

Public Involvement

To comply with all requirements of CEQA and NEPA an Environmental Impact Report (EIR) and Environmental Assessment (EA) are being prepared to evaluate the potential environmental effects. Public and agency coordination will continue to be documented through the CEQA and NEPA process. Interested agencies, stakeholders, and elected officials that may provide comments on the EIR and EA will be included in the final environmental documentation for the project. The property owners in the project area will have the opportunity to attend an Adjacent Property Owners Meeting prior to circulation of the environmental document with the County scheduled to take place February 28, 2025 in the local area. This meeting will include a virtual meeting component as well. The project team will also hold two public meetings, a Public Scoping Meeting in March 2025 and a Public Circulation Meeting in May 2025.

Table 1. Summary of Major Potential Impacts from Alternatives

Potential Impact	Alternative 1: No Build Alternative	Alternative 2: Build Alternative
Land Use	No Impact	9.3 acres of permanent ROW would be acquired from 30 adjacent properties
Farmland/Timberland	No Impact	9.2 acres of permanent ROW would be acquired from farmland
Growth	No Impact	No Impact
Community Character and Cohesion	No Impact	No disproportionate impacts
Utilities/Emergency Services	This alternative would not achieve circulation and mobility goals in the CIA study area.	Well relocations would be required. Relocation of utilities that would not disrupt service, project construction may impact emergency response times; however, as least one lane would be open to provide continuous access throughout construction
Relocations: Housing Displacements	No Impact	No Impact

Potential Impact	Alternative 1: No Build Alternative	Alternative 2: Build Alternative
Relocations: Business Displacements	No Impact	Removal and relocation of four facilities, including one produce stand, a portion of a plant nursery, one garage, and an outside storage area
Relocations: Utility and well Displacements	No Impact	Relocation of utilities that would not disrupt service
Traffic and Transportation/ Pedestrian and Bicycle Facilities	This alternative would not improve safety or address future traffic and circulation issues forecasted in the CIA study area.	No Impact
Cumulative Impacts	No Impact	9.3 acres of permanent ROW would be acquired from 30 adjacent properties

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Chapter 1 Introduction

This Community Impact Assessment (CIA) is prepared for the Hueneme Road Widening Project by the County of Ventura (County), in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a “blended” assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document.

1.1. What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project.

Both CEQA and NEPA require consideration of social and economic impacts of projects in the preparation of environmental documents. Under CEQA, however, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the economic or social effects of a project may be used to determine the significance or physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).

The following environmental issues were excluded from discussion because no substantial impacts were identified; therefore, no further discussion of the following issues is included in this document:

- **Coastal Zone:** According to the California Coastal Commission, the coastal zone typically extends inland 1,000 yards (and up to five miles in abundant coastal estuarine, habitat, or recreational areas) from median high-tide line (California Coastal Commission, 2017). The project area is located approximately 1.2 miles northeast of the coast. Additionally, according to the Ventura County Coastal Zone Boundary map, the project is not located with the coastal zone boundary (Ventura County Resource Management Agency, 2018).
- **Wild and Scenic Rivers:** According to the National Wild and Scenic Rivers System there are no Wild and Scenic Rivers located within or near the project area. The Sespe Creek is the nearest Wild and Scenic River located approximately 19 miles northeast of the project area (National Wild and Scenic River System, n.d.).
- **Parks and Recreation:** There are no parks and recreational facilities located within 0.5 mile of the project area. The nearest park and recreation facility is Southwinds Park and Recreation Building located approximately 0.78 mile northwest of the project area.

1.2. Regulatory Setting

The following list of existing laws, either directly or indirectly, require investigation to determine potential impacts to communities from a proposed action:

- National Environmental Policy Act (NEPA)
- California Environmental Quality Act (CEQA)
- Caltrans Transportation Management Plan
- Caltrans Right-of-Way Manual
- Title VI of the Civil Rights Act of 1964
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended
- The Americans with Disabilities Act (ADA) of 1990
- The Farmland Protection Policy Act (FPPA)
- The California Land Conservation Act of 1965 (Williamson Act)
- The California Timberland Productivity Act of 1982
- Southern California Associate of Government (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTPS/SCS)
- 2023 Federal Transportation Improvement Project (FTIP)
- SOAR Ordinances
- Ventura County General Plan (General Plan)

National Environmental Policy Act (NEPA)

NEPA established that the federal government must use all practicable means to ensure safe, healthful, productive, and aesthetically and culturally pleasing surroundings for all Americans (Title 42 United States Code [USC] Section 4331[b]2). The Federal Highway Administration (FHWA), in its implementation of NEPA (Title 23 USC Section 109[h]), directs that final decisions regarding projects are to be made in the best overall public interest. This requires considering adverse environmental impacts, such as destruction or disruption of man-made resources, community cohesion, and the availability of public facilities and services.

The Council on Environmental Quality (CEQ), which implements NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (Title 40 Code of Federal Regulations [CFR] Part 1508.8) refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

California Environmental Quality Act (CEQA)

CEQA requires California public agencies to identify the significant environmental impacts of their actions, and either avoid or mitigate such impacts, where feasible. In accordance with the CEQA guidelines, this CIA has been prepared to document the potential impacts of the project and identify measures to avoid, minimize, and mitigate identified impacts where feasible.

Caltrans Transportation Management Plan (CTMP)

The CTMP provides strategies to minimize traffic congestion during road work activities, such as recommendations for work windows and alternatives for road closures (Caltrans, 2015). These strategies are required for all planned construction and maintenance activities in California and were meant to address the growing need for reconstruction, rehabilitation, operation, and maintenance of existing facilities.

Caltrans Right-of-Way Manual

The Caltrans ROW manual is prepared by the Division of ROW and Land Surveys to provide uniform procedures and guidance for ROW functions for Caltrans.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal funding.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act)

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601-4655 (Uniform Act), is a federal law that establishes minimum standards for federally funded projects that require the acquisition of real property or that displace persons from their homes, businesses, or farms. The Uniform Act provides protection and assistance for people affected by federally funded projects, ensuring that they receive fair and equitable treatment and compensation for the property acquired for the purpose of a federal program or project.

The Americans with Disabilities Act of 1990

The ADA of 1990 extends the protection of the 1964 Civil Rights Act to disabled individuals, prohibiting discrimination in public accommodations, transportation, and other services. The ADA, in part, stipulates the importance of engaging the disabled community in the development of access at sidewalks, ramps, and street crossings for roadway improvement projects.

The Farmland Protection Policy Act

The FPPA is was enacted in 1980 to minimize the impact that federal programs and projects have on the conversion of farmland to nonagricultural uses. The FPPA was designed to be compatible with state, regional, and local policies that protect farmland.

The California Land Conservation Act of 1965

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is a California law for farmland protection. CEQA requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Southern California Associate of Government 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020-2045 RTP/SCS is a long-range planning document that provides the framework for investments in roads, freeways, public transit, bikeways, and other ways people commute throughout the county. The SCAG RTP/SCS has been found to be consistent with the FTIP list.

2023 Federal Transportation Improvement Project

The FTIP is a listing of multi-modal transportation projects listed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, freeway ramps, etc. The Hueneme Road Widening Project is listed in the 2023 FTIP (Southern California Association of Governments, 2023).

Save Open Space and Agricultural Resources Ordinances

SOAR is a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development. The County does not consider transportation as a land use type, which means construction of the project would not conflict with existing zoning or result in rezoning or land use change requirements.

Ventura County General Plan

The Ventura County 2040 General Plan (General Plan) was adopted on September 15, 2020, by the County's Board of Supervisors. The General Plan is the overarching policy document that guides land use, housing, transportation, infrastructure, conservation and open space, hazards, safety, agriculture, water resources, and other policy decisions for the County. The General Plan expresses the County's vision for the future and incorporates public policy relative to the distribution of future public and private land uses.

The following policies are applicable to the project:

- CTM-1: To ensure design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.
- 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 Vehicle Miles Traveled under CEQA pursuant to

the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.

- CTM-2: To facilitate the safe, efficient, and cost-effective movements 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 systems.

1.3. Assessment Process and Methodology Used

The purpose of this CIA is to assess the potential impacts of proposed transportation project on communities and neighborhoods and achieve context sensitive solution in the design of the project. Context sensitive solutions refers to the practice of achieving environmental sensitivity by means of incorporating consideration of social, economic, and environmental effects throughout the project development process. To evaluate potential impacts on communities in the project area, data was collected to determine existing conditions of the project area. Using the project’s Build Alternative, a study area was determined (see Section 1.4). Once the study area was determined, potential impacts resulting from the project were analyzed for the study area. Potential impacts are discussed below by topic in Chapters 2 through 5.

Demographic data for the study area and the County were obtained from the United States Census Bureau (Census). Datasets from the 2022 5-Year Estimates was used to describe the community character in the project area. The ACS is a mandatory, ongoing statistical survey that samples a small percentage of the population every year to provide estimates on various community characteristics. The ACS 5-Year Estimates include data collected over a 5-Year period to provide the most reliable estimates for a community.

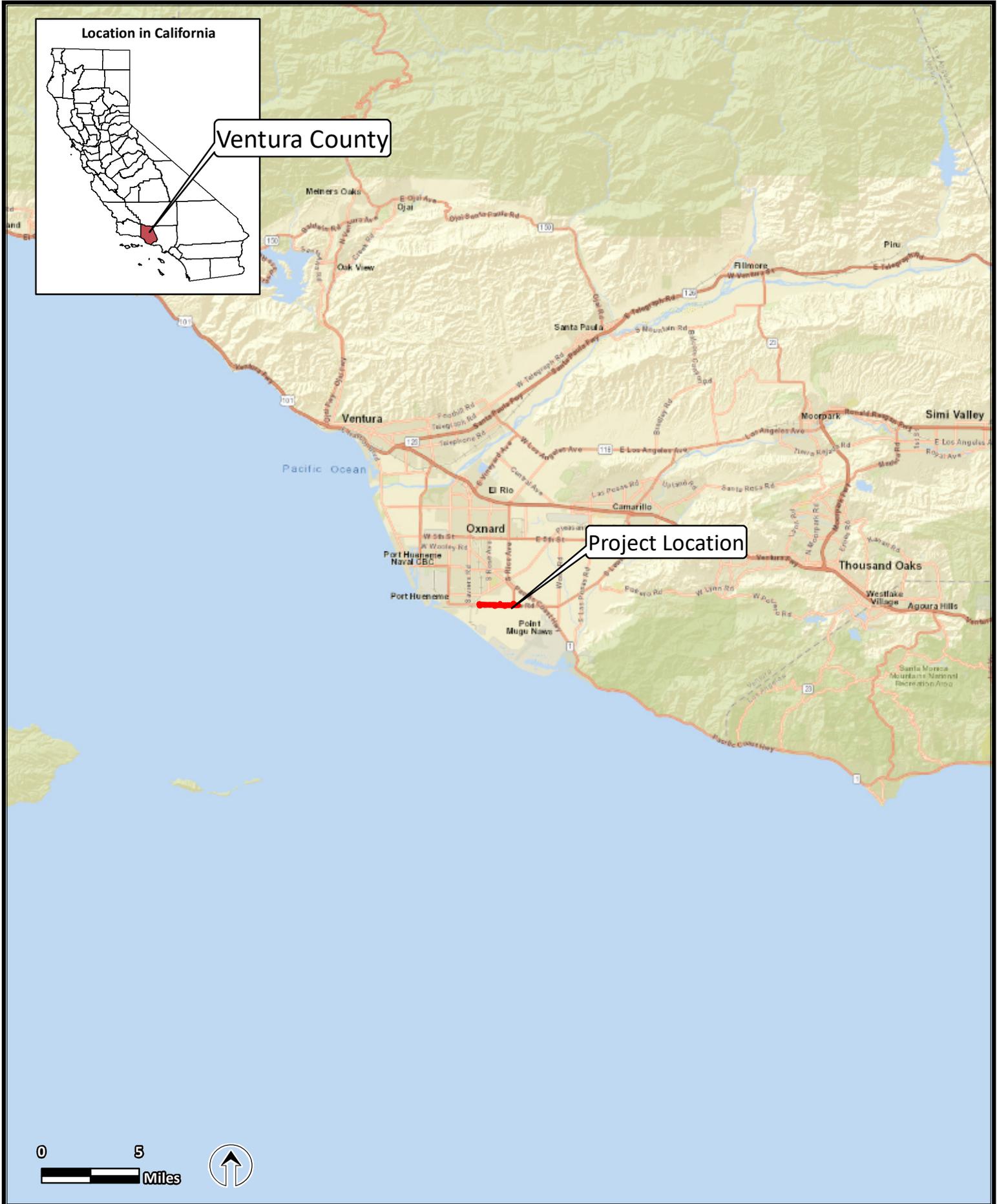
Several preliminary studies including a traffic study, hydrology study, and advance planning studies have identified a need for the project. To comply with the requirements of NEPA and CEQA, an Environmental Assessment (EA) and an Environmental Impact Report (EIR) are being prepared to evaluate the potential environmental effects.

Letters were sent out on February 26, 2025 to the adjacent property holders to offer a meeting to provide project updates, and address any potential concerns. Meetings were conducted with the City of Oxnard and two private owners, and no concerns were raised. A public stakeholders’ meeting is scheduled for April 15, 2025.

1.4. Proposed Project

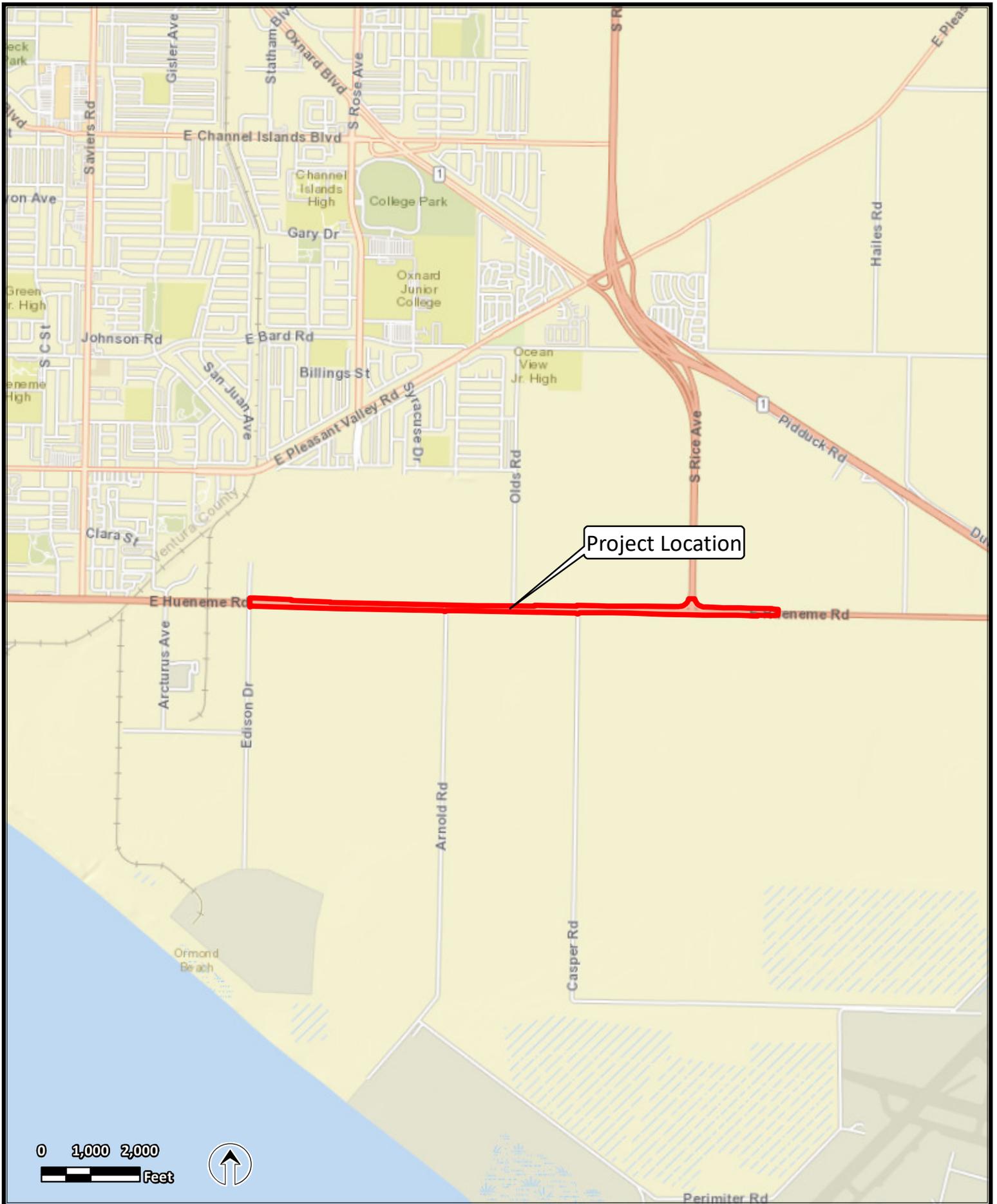
Introduction

The County proposes to widen an approximate 1.93-mile portion of Hueneme Road, between Edison Drive and Rice Avenue, from a 2-lane roadway to a 4-lane roadway with buffered bike lanes, a paved median, and turn lanes (see **Figure 1**, Regional Location Map and **Figure 2**, Project Location Map). The project is listed in the SCAG 2023 Federal Transportation Improvement Program for the fiscal years 2022/2023-2025/2026.



Sources: ESRI 2022.

**Figure 1. REGIONAL LOCATION
Hueneme Road Widening Project**



Sources: ESRI 2022.

Figure 2. PROJECT LOCATION
Hueneme Road Widening Project

Project Purpose

The purpose of this project is to:

- Increase regional connectivity between Port Hueneme and City of Camarillo for drivers and bicycle riders by reducing congestion and delay.
- Enhance vehicle and bicycle travel and safety on Hueneme Road between Edison Drive and Rice Avenue by converting a two-lane roadway to a four-lane roadway with buffered bike lanes, a paved median, and turn lanes.
- Complete vehicle and bicycle improvements consistent with the County of Ventura General Plan including meeting the goals of the County's Comprehensive Transportation Plan (CTP) identifying the need for pedestrian and bike facility improvements such as Class II bike lanes.
- Improve the freight movement corridor on Hueneme Road from Oxnard City Limits to Rice Avenue by widening the roadway and providing a buffer between opposing traffic and to accommodate movements of agricultural vehicles and equipment.

Project Need

Hueneme Road within the project corridor is a two-lane roadway with heavy traffic flows during peak hours. Motorists on Hueneme Road through the project area experience traffic congestion during the peak travel periods. The unsignalized intersections in the project area during these times operate at a LOS C in the morning, and LOS D in the afternoon. According to the intersection LOS forecast provided by the Traffic Study, by 2050 the LOS at the unsignalized intersections would continue to deteriorate and operate at LOS C, D and F during peak travel periods. For through travelers from the coast to Highway 1 and beyond, this area would continue to act as a bottleneck without the project.

The existing roadway requires emergency access vehicles, agricultural vehicles, bicyclists, and any other vehicle in the area to share a two-lane roadway with minimum shoulders. Widened roadway shoulders would provide additional lateral clearance and emergency access. The addition of bicycle lanes, a paved median, and turn lanes would also allow for safer travel along the corridor for all types of vehicles.

In 2007, the Ventura County Transportation Commission (VCTC) adopted the Ventura Countywide Bicycle Master Plan to establish a planning document that provided recommendations for expanding bikeway infrastructure, closing gaps, and encouraging bicycling for recreation and mobility. Currently, Hueneme Road is apart of the Ventura County Regional Bike Network and there are Class II bicycle lanes provided to the west and the east of the project area. Currently there are no Class II bicycle lanes within the project area creating a gap in the route, and according to the VCTC Bicycle Master Plan Hueneme Road is rated as a segment with the "most stress bicycling."

Hueneme Road serves as the primary freight route to and from the Port of Hueneme. The Port of Hueneme is the only deep-water port between Los Angeles and the San Francisco Bay Area, and the U.S. Port of Entry to California's central coast region. Freight truck and rail movement to and from Port Hueneme is critical to its continued viability. According to the 2008 Southern California Association of

Governments (SCAG) Cities of Port Hueneme/Oxnard Truck Traffic Study recommended widening Hueneme Road to a full four lane divided arterial street between Ventura Road and Rice Road.

Existing Conditions

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 (County of Ventura, 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.

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.

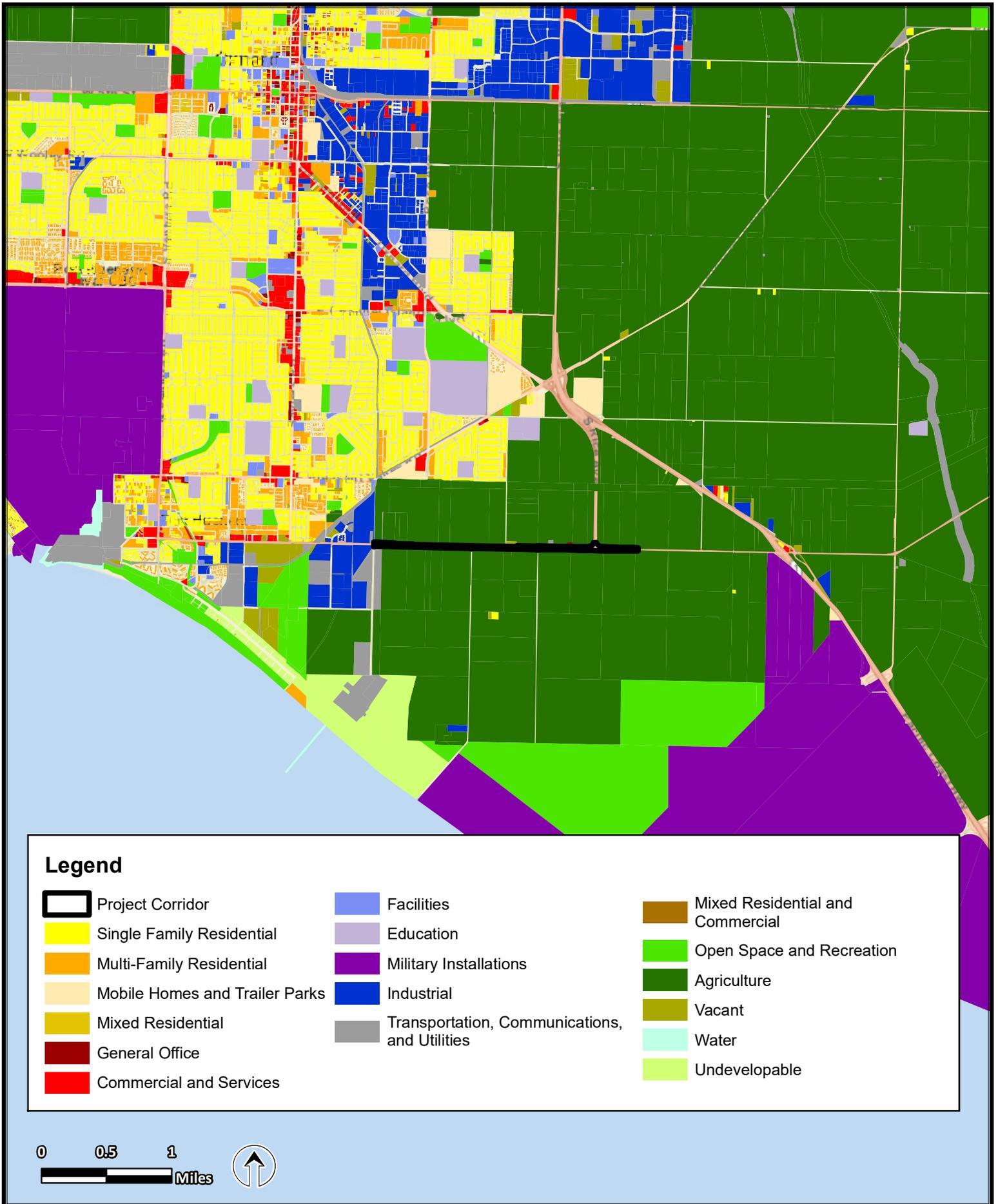
There are several utility poles on the north and south sides of the roadway. There are several rows of trees tightly packed together adjacent to the roadway that are used as a wind break for crops, and row crops/buildings located on parcels adjacent to the project area. According to the General Plan, adjacent land uses consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential (see **Figure 3**, Land Use Map).

Alternative 1: No Build Alternative

Under the No Build Alternative, the County would not conduct the roadway widening and additional improvements along Hueneme Road between Edison Drive and Rice Avenue. Therefore, existing conditions would remain unchanged. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

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 shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue. 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 of one travel lane in each direction approximately 1,200 feet east of Rice Avenue.



Sources: SCAG 2019; ESRI 2022.

**Figure 3. LAND USE
Hueneme Road Widening Project**

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 be directed toward existing and relocated roadside drainage. It is anticipated that the existing drainage ditch on the north side of the roadway would be shifted north to accommodate the widening of the road. The limits of the relocated ditch would not extend beyond the new County right-of-way (ROW) line.

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. The power poles along Hueneme Road are located within County ROW; however, coordination and preplanning would be needed with Southern California Edison (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.

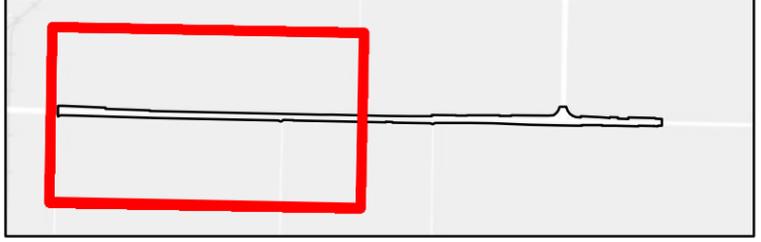
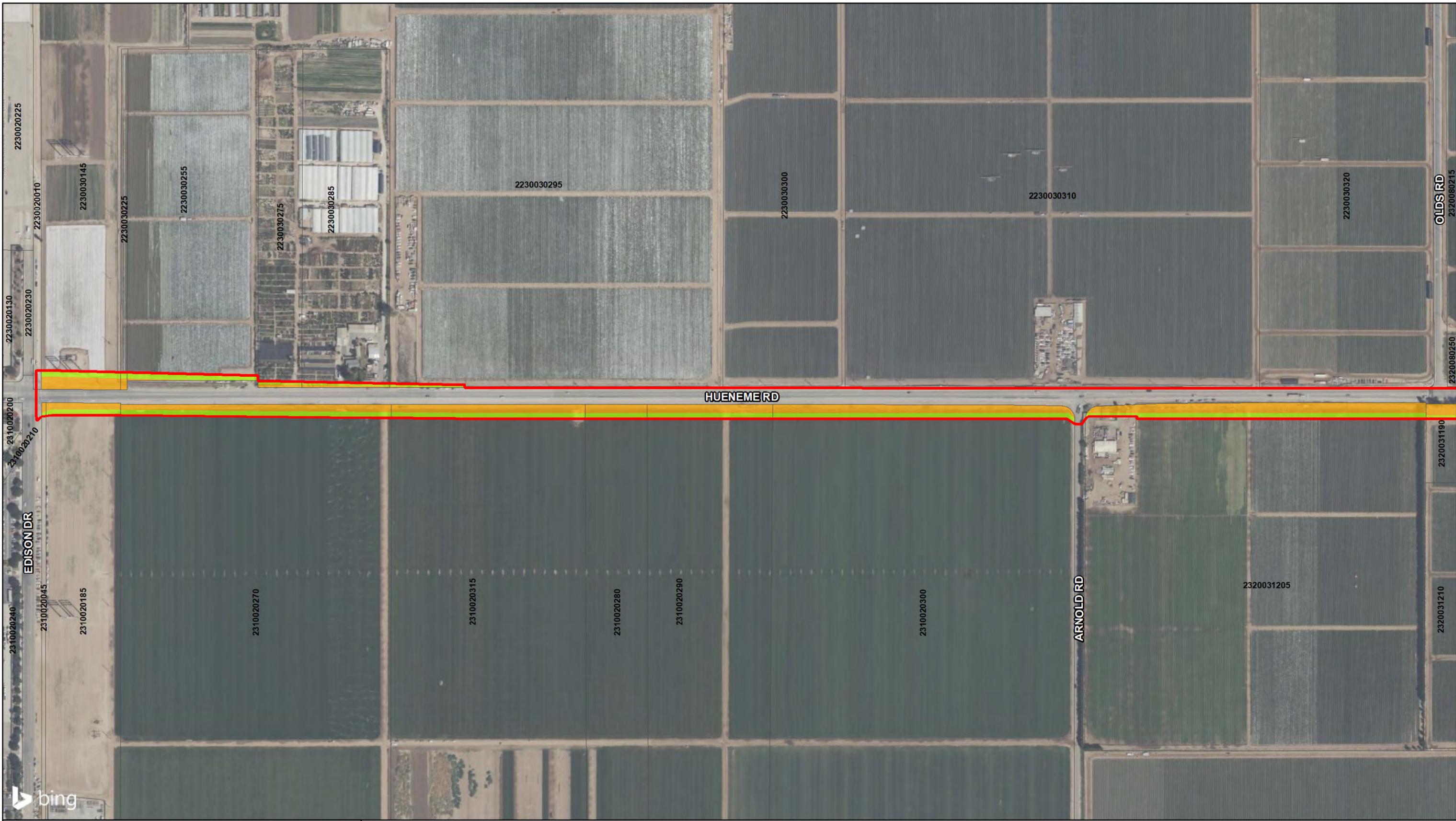
Additionally, there are Frontier Communications (Telecommunications) facilities on the SCE overhead poles and underground lines along Hueneme Road. Sempra Utilities (Gas Company) has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where drainage and/or 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, recycled water lines, or sewer mains. However, two Pleasant Valley Water District well stations would need to be relocated.

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. Due to traffic volumes in the area, night work is anticipated to avoid traffic impacts during construction.

The proposed improvements would require ROW and temporary construction easements (TCE). The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties (see **Figure 4**, Project Footprint). 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 3.53 acres of Prime Farmland, 3.73 Acres of Farmland of Statewide Importance, 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 project area; no full acquisitions are anticipated. While a large portion of this land is designated as farmland, ROW would not generally impact land that is currently being farmed. A large portion of this land includes areas of the farm used as dirt access roadways adjacent to Hueneme Road. The project would require the removal of four facilities, including one produce stand, a portion of a plant nursery, one garage, and an outside storage area.



- Project Footprint
- Parcels
- Proposed ROW
- Proposed TCE

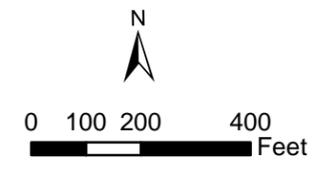


FIGURE 4. PROJECT FOOTPRINT (Sheet 1 - West)
Hueneme Road Widening Project
Ventura County

Vegetation removal would be required to accommodate the widening, and approximately 329 eucalyptus trees 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, there would be ground disturbance associated with pole relocations in the project area.

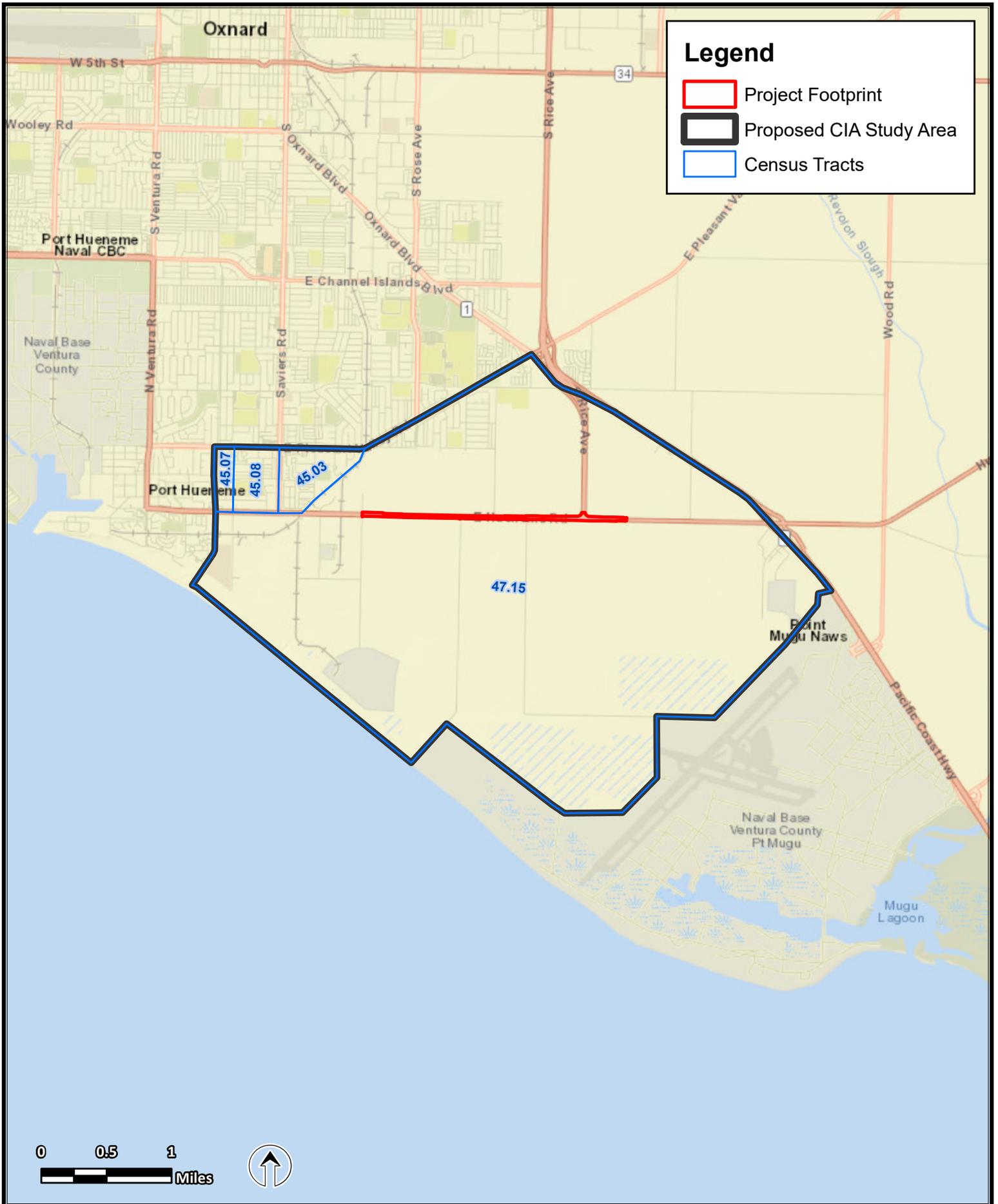
1.5. Study Area

A community impacts study area encompasses the area in which the direct and/or indirect impacts associated with the project are likely to occur. Ideally, the study area should include all land, buildings, roadways, and transit facilities that could be directly and/or indirectly impacted by the project. The definition of a study area and topics to be included in a CIA are determined based on the potential impacts and issues. GPA Consulting participated in a meeting with Caltrans environmental staff on August 25, 2023 to preliminarily discuss topics to be included in the CIA; following review of the proposed study area and existing setting. Caltrans accepted the study area boundary on August 21, 2024.

Identification of areas using Census information and/or municipal boundaries helps to clearly define the demographic characteristics of communities that may be affected by the project. In addition, other somewhat less measurable elements should be considered, including subdivisions, ethnic regions, or shopping areas that give residents a sense of belonging to their neighborhoods. This information, coupled with the demographic characteristics of an area, should then be studied against project components to determine whether a project may be responsible for affecting the identified communities.

For this project, the study area was identified by reviewing aerial photographs of the site and physical characteristics such as major roadways, which serve to naturally delineate areas, businesses, neighborhood designations, community buildings and/or community centers, emergency facilities (hospitals and fire stations), and other elements that contribute to neighborhood cohesion. The study area was identified after considering the information gathered during research and analyzing 2020 census tract boundaries. Potential impacts, such as those related to construction and project operations, were also taken into consideration when determining the extent of the study area.

The study area for the CIA includes all persons, lands, buildings, and environment located within the boundaries (see **Figure 5**, Community Impact Study Area). The following census tracts will be utilized as the basis for understanding the demographics of the CIA study area: Tract 47.15; Tract 45.03; Tract 45.07; and Tract 45.08. The study area is generally bound by South J Street to the west, State Route 1 to the east, East Pleasant Valley Road to the north, the coastline to the southwest and Perimeter Road and Point Magu Naval Air Station to the southeast (CIA study area). The study area includes at least a half-mile radius to address potential construction and operational impacts the project could have on surrounding facilities. The majority of the study area includes agricultural lands. The northernmost and westernmost boundaries of the study area include residences and businesses that have the potential to be affected by project construction and operation. As shown on **Figure 5**, census tract 47.15 includes a large amount of area well beyond the half-mile radius surrounding the project footprint. The use of smaller census block groups in lieu of the larger census tracts for 47.15 was considered. However, the available data differs between census block groups and census tracts, with census block groups generally having less and/or outdated data available.



Source: ESRI 2023.

**Figure 5. PROPOSED CIA STUDY AREA
Hueneme Road Widening Project**

In order to present a consistent analysis, census tracts have been used to gather data related to the study area. Additionally, a large majority of the southernmost portions of census tract 47.15 includes sparsely inhabited agricultural land and, therefore, would not meaningfully contribute to the analysis.

Regional Study Area

A study area is often compared with the surrounding region in order to gain perspective and identify similarities, differences, and relationships between the two areas. Generally, a region is defined as the jurisdiction that is larger than, and includes, the study area, although some circumstances may dictate deviations from this standard. For the purpose of the CIA, the Ventura County (county) will be used as the regional area for comparison.

Chapter 2 Land Use

2.1. Existing and Future Land Use

2.1.1. Affected Environment

The project footprint is located along Hueneme Road within a 1.93-mile segment from Edison Drive to Rice Avenue. The project area consists mainly of the existing transportation corridor between the cities of Port Hueneme and Oxnard. The project area is mostly surrounded by farmland with some single-family residences and industrial and commercial properties along Hueneme Road.

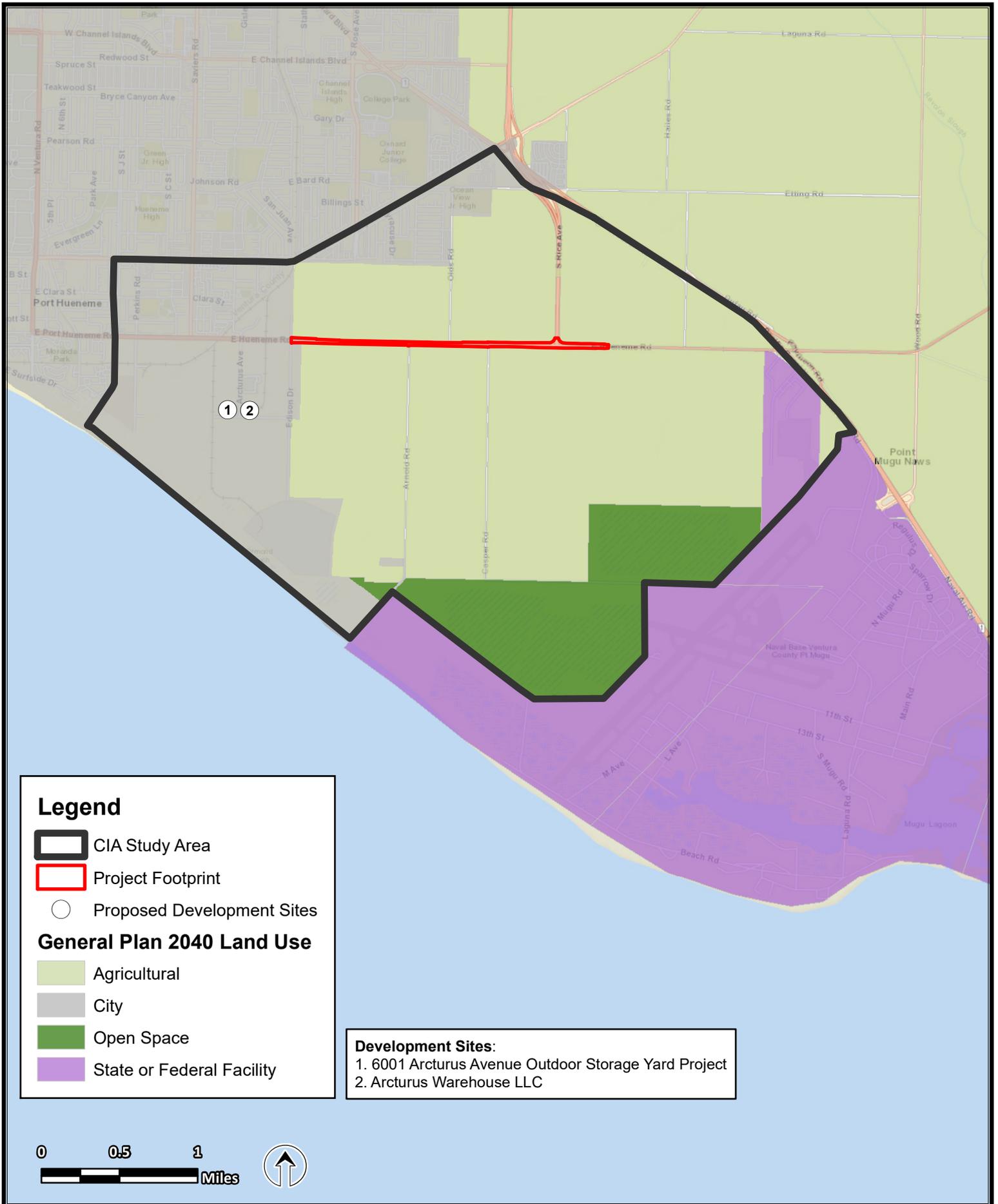
According to the General Plan, adjacent land uses consist of Agriculture Industrial; Commercial and Services; Transportation, Communications, and Utilities; and Single-Family Residential (County of Ventura, 2020). Additionally, the land surrounding the project area is zoned as Agriculture Exclusive, 40-acre minimum size lot (AE-40) (County of Ventura, 2020).

The CIA study area, which includes at least a half-mile radius around the project area, is split between the cities of Oxnard and Port Hueneme and unincorporated Ventura County. The study area is generally bound by South J Street to the west, State Route 1 to the east, East Pleasant Valley Road to the north, the coastline to the southwest and Perimeter Road and Point Magu Naval Air Station to the southeast. The majority of the study area includes agricultural lands (see **Figure 6**, Planned Land Use and see **Table 2**. Current and Future Development Projects). The CIA study area include residences and businesses that have the potential to be affected by the project. Within the CIA study area, two proposed commercial developments are in progress. The current development within this area includes the construction of a new cold storage facility and a parking lot.

Table 2. Current and Future Development Projects

Project Name	Address	Proximity to Project	Use	Status
Arcturus Warehouse LLC	Arcturus Avenue and McWane Boulevard, Oxnard, California	0.38 mile southwest of the project area	A 105,383 square foot cold storage facility would be built on an approximately 14.33-acre site located in the city of Oxnard.	Environmental Document approved by the City of Oxnard in 2024.
6001 Arcturus Avenue Outdoor Storage Yard Project	6001 Arcturus Avenue, Oxnard, California	0.49 mile southwest of the project area	Construction of a parking lot for a temporary vehicle storage on an 8.7-acre site in Oxnard, California.	Environmental Document approved by the City of Oxnard in 2024.

Source: (State of California Office of Planning and Research, 2023)



Legend

-  CIA Study Area
-  Project Footprint
-  Proposed Development Sites

General Plan 2040 Land Use

-  Agricultural
-  City
-  Open Space
-  State or Federal Facility

Development Sites:

1. 6001 Arcturus Avenue Outdoor Storage Yard Project
2. Arcturus Warehouse LLC



Source: Ventura County 2024; City of Oxnard 2024; ESRI 2025.

FIGURE 6. PLANNED LAND USE
Hueneme Road Widening Project

2.1.2. Environmental Consequences

Alternative 1: No Build Alternative

Under the No Build Alternative, the County would not conduct the roadway widening and additional improvements along Hueneme Road between Edison Drive and Rice Avenue. This alternative would not result in changes to existing or future land uses. Growth and development in the CIA study area would continue according to existing land use and zoning designations, and no changes in land use or zoning would be required. Therefore, the No Build Alternative would result in no impact on existing and future land use. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

The Build Alternative is not expected to result in a change to land uses in the CIA study area because the majority of the construction activities would be completed within an existing transportation corridor. The proposed improvements would require 9.3 acres of permanent ROW from 30 adjacent properties and 7.4 acres of TCE. The project would comply with SOAR, a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development. Since the County does not consider transportation as a land use type, construction of the project would not conflict with existing zoning or result in any rezoning or land use change requirements. In addition, because the project is planned and consistent with the General Plan, the project would not contribute to cumulative impacts on land use. Therefore, the project would result in no impacts on existing and future land use and would not contribute to cumulative impacts.

2.1.3. Avoidance, Minimization, and/or Mitigation Measures

Impacts on existing and future land use are not anticipated. Therefore, no avoidance, minimization, and/or mitigation measures are required.

2.2. Consistency with State, Regional, and Local Plans

This section identifies state, regional, and local plans and programs, and describes how the project would be consistent with or conform to relevant plan and program elements.

2.2.1. Affected Environment

Federal and State Plans

Federal Transportation Improvement Program

All federally-funded projects must be included in an FHWA-approved FTIP. The project is included in the 2023 FTIP under Project ID# VEN011202, "Hueneme Road from Oxnard City Limits to Rice Road – Widen from Two to Four Lanes (Phase I)" (Southern California Association of Governments, 2023).

Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, the Regional Council of SCAG adopted the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS presents the transportation vision for this region through the year 2040, provides a long-term investment framework for addressing the region’s transportation and related challenges, identifies and analyzes transportation needs, and creates a basis for project priorities (Southern California Association of Governments, 2016a). The project is included in the 2016-2040 RTP/SCS under RTP ID# VEN011202, “Hueneme Road from Oxnard City Limits to Rice Road – Widen from Two to Four Lanes (Phase I)”.

Local Plans

County of Ventura General Plan

The County of Ventura General Plan is a policy document that sets forth goals, policies, and directions the County will take to achieve the vision of the community. The General Plan elements include Land Use and Community Character, Housing, Circulation, Transportation and Mobility, Public Facilities, Services, and Infrastructure, Conservation and Open Space, Hazards and Safety, Agriculture, Water Resources and Economic Vitality.

The County Circulation, Transportation and Mobility Element directs the transportation system to provide for the safe and efficient movement of people and goods in and around the County through a variety of transportation modes. The Element strives to encourage a multi-modal transportation system that serves the mobility needs of all residents while reflecting on the rural nature of the County (County of Ventura, 2020).

Save Open Space and Agricultural Resources

SOAR is a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). All of the SOAR initiatives were renewed by voters in November 2016, extending their expiration date to 2050.

2.2.2. Environmental Consequences

Alternative 1: No Build Alternative

Under the No Build Alternative, the County would not conduct the roadway widening and additional improvements along Hueneme Road between Edison Drive and Rice Avenue. This alternative would not achieve any transportation improvement and would therefore be inconsistent with applicable federal, state, regional, and local plans (see **Table 3**: Consistency with Federal, State, Regional, and Local Plans).

Alternative 2: Build Alternative

The Build Alternative would improve roadway operation and increase the reliability and operational efficiency for the community and the transportation of goods along Hueneme Road. Additionally, the project would include bicycle lanes to promote alternative forms of transportation for the community. **Table 3**: Consistency with Federal, State, Regional, and Local Plans, demonstrates the project’s consistency with the applicable federal, state, regional, and local plans and programs adopted for the area, including goals and policies for improving traffic and circulation. Therefore, the project would result

in no impacts related to consistency with federal, state, regional, and local plans, and would not contribute to cumulative impacts.

Table 3. Consistency with Federal, State, Regional, and Local Plans

Policy/Goal	No Build Alternative	Build Alternative
Federal Transportation Improvement Program		
<p>Policy Guideline: Each project in the County TIP submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with MAP-21. Each FTIP project must show consistency with the project’s design concept, and timely implementation as reflected in the adopted RTP/SCS.</p>	<p>Inconsistent. The No Build Alternative would not achieve transportation improvements included within the FTIP.</p>	<p>Consistent. The project is identified in the 2023 FTIP as project VEN011202. The project is consistent with the design concept and timely implementation as reflected in the adopted RTP/SCS. Therefore, the project is consistent with this policy guideline.</p>
Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy		
<p>Goal 2: Maximize mobility and accessibility for all people and goods in that region.</p>	<p>Inconsistent. The No Build Alternative would not achieve transportation improvements that would maximize mobility and accessibility in the region.</p>	<p>Consistent. The project is identified in the 2023 FTIP as project VEN011202. The project is consistent with the design concept and timely implementation as reflected in the adopted RTP/SCS. The Build Alternative would maximize mobility and accessibility in that region by improving operational efficiency on Hueneme Road. Therefore, the project is consistent with this policy guideline.</p>
<p>Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Inconsistent. The No Build Alternative would not achieve transportation improvements that would ensure travel safety or reliability.</p>	<p>Consistent. The Build Alternative would help to ensure transportation safety, security, and reliability by improving operational efficiency on Hueneme Road. Therefore, the project would be consistent with this goal.</p>
<p>Goal 5: Maximize the productivity of our transportation system.</p>	<p>Inconsistent. The No Build Alternative would not achieve transportation improvements that would ensure travel safety or reliability.</p>	<p>Consistent. The Build Alternative would help to ensure transportation safety, security, and reliability by improving operational efficiency on Hueneme Road. Therefore, the project would be consistent with this goal.</p>
County of Ventura General Plan		

<p>CTM-1: To ensure design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.</p> <p>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 Vehicle Miles Traveled under CEQA pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.</p> <p>CTM-2: To facilitate the safe, efficient, and cost-effective movements 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 systems.</p>	<p>Inconsistent. The No Build Alternative would not achieve transportation improvements that would provide for reliable public facilities and infrastructure, or strategically improve congested intersections and corridors.</p>	<p>Consistent. The Build Alternative would improve operational efficiencies and promote alternative forms of transportation on Hueneme Road, which would serve a large majority of residents location in the Cities or Oxnard and Port Hueneme, including surrounding residences, businesses, and institutions. Hueneme Road is a major east-west transportation route that is used primarily for interregional, and intraregional travel of people and carrying of goods throughout Ventura County. The project improvements would benefit Hueneme Road as a regional-serving facility. The project would remedy deficiencies and improve operational efficiencies. Therefore, the Build Alternative would be consistent with these goals and policies</p>
<p>Save our Open Space and Agricultural Resources</p>		
<p>SOAR is a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development.</p>	<p>Consistent. The No Build Alternative would not alter the project area. Therefore, this alternative would not require a change in land use or rezoning.</p>	<p>Consistent. The Build Alternative would require right-of-way (ROW) and Temporary Construction Easements (TCE) of land within the project area for transportation use. The project would comply SOAR which requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development. Since the County does not consider transportation a land use, construction of the project would not conflict with existing zoning or result in any rezoning or land use change requirements.</p>

2.2.3. Avoidance, Minimization, and/or Mitigation Measures

The project would be consistent with federal, state, regional, and local plans and programs; therefore, no avoidance, minimization, or mitigation measures are required.

2.3. Farmlands/Timberlands

2.3.1. Affected Environment

Farmlands

In accordance with the Farmland Protection Policy Act, the project was evaluated under Part VI of Form AD 1006, which administers the 12 site assessment criteria and a number rating system to determine if the site should receive the highest level of protection from conversion to non-farm uses. According to the General Plan, land uses adjacent to the project area consist of Agriculture; Industrial; Commercial and Services; Transportation, Communications and Utilities; and Single-Family Residential. The California Department of Conservation (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). There are no parcels within the project that are enrolled in a Williamson Act contract. Additionally, a large portion of ROW acquired for the project that is designated as farmland includes areas of the farm used as dirt access roadways that are not actively used for farming or crops.

Timberlands

There are no timberland or forestry resources located within the project area.

2.3.2. Environmental Consequences

Alternative 1: No Build Alternative

Farmlands

The No Build Alternative would not include transportation improvements within the CIA study area and would not result in any change to land use. Therefore, there would be no impact on farmland. However, the No Build Alternative would not meet the purpose and need of the project.

Timberlands

There are no timberland or forestry resources located within the project area; therefore, the No Build Alternative would result in no impact on timberlands.

Alternative 2: Build Alternative

Farmlands

The Form AD 1006 evaluated 12 site assessment criteria to determine if the site should receive the highest level of protection from conversion to non-farm use. A site assessment score was obtained for the site based on the results of the evaluation and totaled 105 points (see **Appendix A**, AD 1006 Form). The Natural Resources Conservation Service returned the land evaluation on June 24, 2024.

Table 4. Farmland Conversion by Alternatives

Alternatives	Land Converted (acres)	Prime and Unique Farmland (acres)	Percent of Farmland in County	Percent of Farmland in State	Farmland Conversion Impact Rating
Alternative 1 (No-Build)	0	0	0	0	0
Alternative 2 (Build)	9.2	7.63	0.0006	0.00002	105

Source: Form AD-1006 (Farmland Conversion Impact Rating for Non-Corridor Type Projects), June 2024

As described in **Table 4**, the project would acquire ROW from approximately 9.2 acres of land designated as Important Farmland to roadway use. This would include 4.7 acres of Farmland of Statewide Importance, and 4.5 acres of Prime Farmland. Alternative 2 would impact approximately 7.63 acres of Prime and Unique Farmland, and approximately 0.0006 percent of farmland in the County. After coordination with the local agriculture commissioner, United States Department of Agriculture, and Natural Resources Conservation Service, this resulted in a score of 105 according to the Farmland Conversion Impact Rating. Typically, a score of 160 or higher on the AD 1006 Form would result in mitigation requirements.

Additionally, the project would require TCE from 3.73 Acres of Farmland of Statewide Importance, and 3.53 acres of Prime Farmland (see **Figure 7**, Farmland Impacts) (GPA Consulting, 2023). The project would also require TCEs of approximately 7.26 acres of Important Farmland. Following the completion of construction activities, the land would be restored to pre-construction conditions.

The project would comply SOAR, a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development. In addition, because the project is planned and consistent with the General Plan, the project would not contribute to cumulative impacts on land use. According to CDOC, none of the parcels in the project area are under a Williamson Act Contract (California Department of Conservation, 2022). Since the County does not consider transportation as a designated land use, construction of the project would not conflict with existing zoning or result in any rezoning or land use change requirements. Implementation of the project would not result in changes to land use patterns.

The project would include a roadway widening that would enhance access between farms and improve the freight movement corridor and connectivity to nearby state highways. Most of the acquired ROW would include takes from the edge of the agricultural land that borders the roadway and the project would not render the surrounding agricultural area unfarmable. Therefore, the project would not substantially reduce the availability of agricultural land, jeopardize the continued existence of agricultural services in

the region, or the viability of farms remaining in the area and would not contribute to cumulative impacts to farmlands.

Timberlands

There are no timberland or forestry resources located within the project area; therefore, the Build Alternative would result in no impact on timberlands.

2.3.3. Avoidance, Minimization, and/or Mitigation Measures

The project would not result in substantially adverse impact related to farmlands; therefore, no avoidance, minimization, or mitigation measures are required.

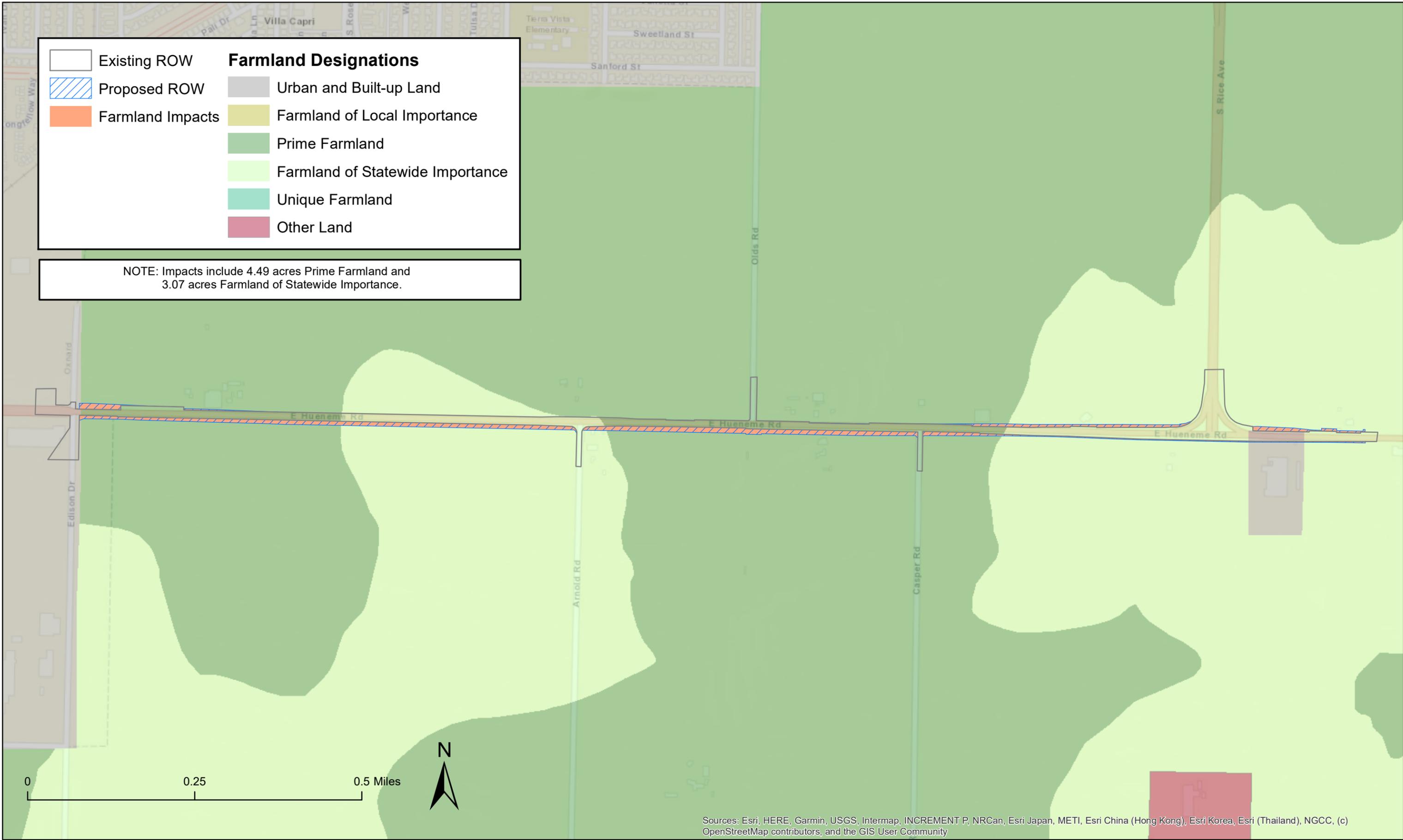


Figure 7. ESTIMATED FARMLAND IMPACTS
 HUENEME ROAD WIDENING PROJECT

Chapter 3 Growth

3.1. Affected Environment

According to the General Plan Hueneme Road is identified as an Other Principal Arterial and Major Collector in the County and as a Commercial Vehicle Route in the city of Oxnard in the project area (County of Ventura, 2020). The surrounding area is designated by the County as mostly rural Farmland and includes some Single-Family Residential and Industrial land uses (see Section 2.1 Existing and Future Land Use). The following census tracts will be utilized as the basis for understanding the demographics of the CIA study area: Tract 47.15; Tract 45.03; Tract 45.07; and Tract 45.08. Additionally, Census Tract 45.06 is included in the data table since it encompasses the same boundaries as Census Tracts 45.07 and 45.08 combined in the years prior to 2020.

Projected Population, Household, and Employment Estimates

Population growth from 2013 to 2022 in the County and the CIA study area is shown below in **Table 5. Population and Housing Growth**. Population and Housing Growth. From 2013 to 2022, the population in the county increased by 1.6 percent; however, the average population in the CIA study area decreased by eight percent. From 2013 to 2022, the number of households increased by 3.2 percent the county and decreased by 0.6 percent in the CIA study area. From 2022 to 2013, the employment rate (see **Table 6. Employment Rate**) for the population 16 years and older increased by 5.2 percent in the county and increased by 2.6 percent in the CIA study area. These growth trends indicate that the CIA study area has a slightly lower growth rate than Ventura County.

Table 5. Population and Housing Growth

Study Area	Population			Households		
	2013	2022	Percent Change	2013	2022	Percent Change
Regional Study Area						
Ventura County	829,017	842,009	1.6	267,076	275,653	3.2
CIA study area						
Census Tract 45.03	4,815	4,720	-2.0	1,020	1,054	3.3
Census Tract 45.06	7,425	-	-7.6	1,473	-	-5.5
Census Tract 45.07	-	3,153		-	667	
Census Tract 45.08	-	3,708		-	724	
Census Tract 47.15	5,457	4,670	-14.4	1,220	1,135	-6.9
CIA study area Average	5,899.0	4,062.8	-8.0	1,237.7	895.0	-0.6

Source: (United States Census Bureau, 2013a) (United States Census Bureau, 2022a) (United States Census Bureau, 2013b) (United States Census Bureau, 2022b)

Notes: In 2020 Census Tract 45.06 split to make up the existing Census Tracts 45.07 and 45.08. Census Tract

45.06 makes up the same geographic area as the current Census Tracts 45.07 and 45.08.

Table 6. Employment Rate

	2013 (Number)	2022 (Number)	Percent Change (2013 to 2022)	2022 (Percent Employed)
Regional Study Area				
Ventura County	389,297	409,387	5.2	93.8
CIA study area				
Census Tract 45.03	1,983	2,301	16.0	92.9
Census Tract 45.06	3,077	-	-8.0	-
Census Tract 45.07	-	1,182		96.8
Census Tract 45.08	-	1,648		93.8
Census Tract 47.15	2,534	2,137	-15.7	87.2
CIA study area Average	2531.3	1817.0	2.6	92.7

Source: (United States Census Bureau, 2022e), (United States Census Bureau, 2013)

Notes: In 2020 Census Tract 45.06 split to make up the existing Census Tracts 45.07 and 45.08. Census Tract 45.06 makes up the same geographic area as the current Census Tracts 45.07 and 45.08.

Current and Future Development Trends

Table 2 identifies the current and future development projects within the CIA study area (see Section 2.1, Existing and Future Land Use). Two commercial projects are under development, including a cold-storage facility and the construction of a parking lot. The CIA study area does not include a substantial number of current and future development projects.

3.2. Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would not induce growth in the study area or the surrounding community. It would not foster economic or population growth or result in the need for additional infrastructure or public service beyond the level currently permitted by local or regional plans or policies. Therefore, no adverse growth-related impacts would result from the No Build Alternative. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

The project is located within an existing transportation corridor. Hueneme Road is an existing roadway, and the project would include roadway widening needed to accommodate existing conditions. The project would not provide new access to surrounding areas that could induce additional development and growth beyond what is already planned by the County. Additionally, the Build Alternative would comply with SOAR which requires a countywide vote before agricultural, rural or open space land in the unincorporated county can be rezoned for development. However, the County does not recognize transportation as land use and the project would not be considered development. The Build Alternative would not be expected to induce substantial growth in the study area; rather the project would support the circulation needs of existing and planned developments, and potential impacts would not be substantially adverse and would not contribute to cumulative impacts.

3.3. Avoidance, Minimization, and/or Mitigation Measures

The project would not result in substantially adverse impacted related to growth; therefore, no avoidance, minimization, or mitigation measures are required.

Chapter 4 Community Character and Cohesion

4.1. Population and Housing

4.1.1. Affected Environment

The project area is located in a mostly rural agricultural area of the County. The agricultural area is dominated by open fields and row crops. Additionally, there are some commercial and industrial buildings and single-family residences located sporadically throughout the project area. The County seeks to support and encourage planning efforts to ensure that a quality living environment is provided for all existing and future county residents.

Community cohesion is defined as the degree to which residents have a “sense of belonging” and a level of commitment to their neighborhood, or a strong attachment to neighbors, groups, and institutions, usually because of a continued association over time. Because the industrial and agricultural operations in the project area are located together in distinct neighborhoods, it is assumed the community members have a strong sense of belonging and a high level of commitment to their neighborhood; therefore, community cohesion in the project area is assumed to be high.

4.1.1.1 Regional Population Characteristics

The CIA study area includes approximately 1.9 percent of the total existing population within the County. The average household size within the project area is 4.5 people compared to three for the County. The median age in the CIA study area is significantly lower at 29.1 compared to the median age for the county at 39. Additionally, the average median household income for the CIA study area is \$67,621.5 compared to \$102,141 for the county (see **Table 7**. Demographic Characteristics).

Table 7. Demographic Characteristics

	Total Population	Median Age	Median Household Income	Average Household Size
Regional Study Area				
Ventura County	842,009	39.0	102,141	3.0
CIA study area				
Census Tract 45.03	4,720	30.9	77,778	4.46
Census Tract 45.07	3,153	26.4	55,094	4.45
Census Tract 45.08	3,708	23.6	49,875	5.12
Census Tract 47.15	4,670	35.4	87,739	4.04
CIA study area Average	4062.8	29.1	67,621.5	4.5

Source: (United States Census Bureau, 2022a) (United States Census Bureau, 2022b) (United States Census Bureau, 2022c)

Racial demographics within the CIA study area also varied significantly compared to the County. Minority populations within the CIA study area were significantly higher with a much larger Hispanic or Latino population compared to the county (see **Table 8**. Race Characteristics and **Table 9**. Minority and Low-Income Populations).

Table 8. Race Characteristics

	White Alone (Percent)	Black or African American Alone (Percent)	Hispanic or Latino (Percent)	American Indian and Alaska Native Alone (Percent)	Asian Alone (Percent)	Native Hawaiian and Other Pacific Islander Alone (Percent)	Some Other Race Alone (Percent)	2 or More Races (Percent)
Regional Study Area								
Ventura County	43.5	1.7	43.6	0.2	7.1	0.2	0.4	3.3
CIA study area								
Census Tract 45.03	7.8	1.7	73.0	0	17.2	0	0	0.3
Census Tract 45.07	5.0	0.9	91.2	0.4	1.5	0	0	1.0
Census Tract 45.08	2.6	0	96.2	0.5	0.7	0	0	0
Census Tract 47.15	9.9	2.5	77.1	0.1	7.1	1.8	0.5	1.0
CIA study area Average	6.3	1.3	84.4	0.3	6.6	0.5	0.1	0.5

Source: (United States Census Bureau, 2022d)

As seen in **Table 8**, every census tract in the CIA study area has a greater Hispanic or Latino population than the county average. Additionally, some census tracts have a higher American Indian or Alaskan Native population and Native Hawaiian and Other Pacific Islander population compared to the county average. As seen in **Table 9**, the minority percentage for each of the census tracts in the CIA study area are all greater than the county average.

Table 9. Minority and Low-Income Populations

Regional Study Area	Total Population	Minority Percentage	Median Household Income
Ventura County	842,009	56.5	102,141
CIA study area			
Census Tract 45.03	4,720	92.2	77,778
Census Tract 45.07	3,153	95.0	55,094
Census Tract 45.08	3,708	97.4	49,875
Census Tract 47.15	4,670	90.1	87,739
CIA study area Average	4062.8	93.7	67,621.5

Source: (United States Census Bureau, 2022e)

4.1.1.2 Neighborhoods/Communities/Community Character

The project area is within a rural agricultural portion of the cities of Oxnard and Port Hueneme and unincorporated Ventura County. Most of the surrounding land is designated for agricultural use; however, there are some single-family residences associated with the agricultural land.

Hueneme Road 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. Rice Avenue is another larger roadway that intersects with the project area. Additionally, the project is near State Route 1, which is a major north-south highway through the state of California. Gold Coast Transit operates bus routes that run through the project area. There are no existing bicycle lanes in the project area, but there are several planned bikeways. Transportation facilities are discussed further in *Chapter 5*.

4.1.1.3 Housing

The character of a community is generally defined by geography, demographics, institutions, neighborhood groups and organizations, businesses, access and circulation, and public services and facilities. The character of the project area is that of a rural, agricultural community where members of the community are geographically spread further apart, and most of the jobs and community facilities are provided in the more urbanized areas of adjacent cities and communities.

The housing units within the CIA study area comprise 1.3 percent of the total housing units in the County. The percentage of occupied housing units in the CIA study area is similar to the County; however, the percentage of owner-occupied units is 23.9 in the CIA study area compared to 64.1 for the County. Additionally, the median home value in the CIA study area is \$483,975 compared to \$738,700 for the county (see **Table 10**. Housing Characteristics).

Table 10. Housing Characteristics

	Total Housing Units	Occupied Housing Units (Percent)	Owner Occupied (Percent)	Median Home Value
Ventura County	293,491	94.0	64.1	738,700
Census Tract 45.03	1,076	98.0	40.0	490,900
Census Tract 45.07	761	88.0	10.7	355,300
Census Tract 45.08	749	97.0	19.2	609,400
Census Tract 47.15	1,231	92.2	61.7	480,300
CIA study area Average	954.3	93.8	32.9	483,975.0

Source: (United States Census Bureau, 2022d) (United States Census Bureau, 2022f)

4.1.2. Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would not include transportation improvements and would not result in changes to housing, community character, or population. Therefore, the No Build Alternative would have no impact on housing or population. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

4.1.2.1 Regional Population Characteristics

As outlined above, the CIA study area has a greater household size compared to the County, and a lower median household income compared to the County. Additionally, the study area contains minority and low-income populations with meaningfully greater percentages than those populations in the County. However, the project is intended to improve vehicle and bicycle travel and safety, improve the freight movement corridor, increase connectivity for bicycle riders, and complete vehicle and bicycle improvements consistent with the General Plan. All members of the public, including those within the CIA study area and throughout the surrounding community would be able to benefit from the improvements proposed under the Build Alternative, and minority or low-income populations would not be denied benefits or receive fewer benefits than the general population.

4.1.2.2 Neighborhoods/Communities/Community Character

Construction of the project would result in temporary increases in noise, dust, and pollutants within the project area. Increase in noise levels, dust, and pollutants, could temporarily affect residents and quality of life within the project area. Construction is expected to last approximately 12 months. Construction

would not require roadway closures in the project area. With implementation of the measures listed in Section 4.1.3 below, construction-related impacts on the community would be minimized.

The Build Alternative would require ROW from several properties in the project area. These impacted occupancies include one produce stand, a portion of a plant nursery, one garage structure, and an outside storage area. No residencies would be impacted. The project would include improvements to the existing roadway, and it would not be expected to divide existing neighborhoods or affect community cohesion. Additionally, the project would implement improvements to the circulation system and trucking access route within the county and would be consistent with the County's land use goals and would be compatible with adjacent and surrounding land uses. The Build Alternative would include a larger roadway which could result in a greater number of vehicles, but existing connections would remain. Therefore, changes under the Build Alternative would not have an adverse impact on neighborhoods, or community character.

4.1.2.3 Housing

Although the project would require permanent acquisitions and TCEs, the project would not result in the displacement of any residents in or surrounding the project area. The project would not physically divide existing neighborhoods; separate residences from community facilities or increase isolation of existing uses. Therefore, changes under the Build Alternative would not have an adverse impact on housing and would not contribute to cumulative impacts.

4.1.3. Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented under the Build Alternative to reduce construction and noise-related impacts:

- **CIA-1:** Following construction, TCE areas would be restored to their original conditions or similar.
- **CIA-2:** Construction noise levels would be minimized to the extent feasible in accordance with Section 14-8.02 "Noise Control" of the Caltrans Standard Specifications, which require that construction noise levels not exceed 86 dBA at 50 feet from the job site activities between the hours of 9:00 PM and 6:00 AM.

4.2. Economic Conditions

4.2.1. Affected Environment

4.2.1.1 Regional Economy

The largest job sectors in county in 2022 were Education and Health Care (20.2 percent), Professional, Scientific Management and Administrative (12.8 percent), and Retail Trade (10.2 percent) (see **Table 11**). While the largest job sectors in the CIA study area in 2022 were Agriculture (30.2 percent), Education and Health Care (13.9 percent), and Manufacturing (11.0 percent).

Table 11. Employment Sector Average

Industry	Ventura County (Percentage)	Census Tract 45.03 (Percentage)	Census Tract 45.07 (Percentage)	Census Tract 45.08 (Percentage)	Census Tract 47.15 (Percentage)	CIA study area Average (Percentage)
Agriculture	5.0	18.9	32.7	55.3	14.2	30.2
Construction	6.2	5.3	9.7	5.2	8.3	7.1
Manufacturing	9.9	17.9	8.1	6.3	11.5	11.0
Wholesale Trade	2.9	3.3	1.0	7.2	2.6	3.5
Retail Trade	10.2	7.2	6.2	2.4	19.6	8.9
Transportation	3.8	3.5	0	1.6	3.2	2.1
Information	2.5	0	0	0.8	0.4	0.3
Finance and Real Estate	6.7	2.3	4.6	0	0	1.7
Professional, Scientific, Management and Administrative	12.8	9.9	10.9	3.2	7.3	7.8
Education and Health Care	20.2	16.2	13.2	8.1	18.1	13.9
Arts, Entertainment and Recreation	9.4	6.4	9.2	5.7	5.8	6.8
Other Services	4.9	6.6	0	3.0	1.9	2.9
Public Administration	5.4	2.4	4.3	1.2	7.2	3.8

Source: (United States Census Bureau, 2022g)

4.2.1.2 Employment and Income

Between 2013 and 2022 employment numbers increased by 5.2 percent to 93.9 percent for the County. However, employment numbers only increased by 2.6 percent for the CIA study area which had an overall employment percentage of 92.7 in 2022 (see **Table 12.** Employment Numbers). Median household income was \$102,141 in the county and \$67,621.5 in the CIA study area (see **Table 13.** Household Income).

Table 12. Employment Numbers

	2013 (Number)	2022 (Number)	Percent Change (2013 to 2022)	2022 (Percent Employed)
Regional Study Area				
Ventura County	389,297	409,387	5.2	93.8
CIA study area				
Census Tract 45.03	1,983	2,301	16.0	92.9
Census Tract 45.06	3,077	-	-8.0	-
Census Tract 45.07	-	1,182		96.8
Census Tract 45.08	-	1,648		93.8
Census Tract 47.15	2,534	2,137	-15.7	87.2
CIA study area Average	2531.3	1817.0	2.6	92.7

Source: (United States Census Bureau, 2022e), (United States Census Bureau, 2013)

Notes: In 2020 Census Tract 45.06 split to make up the existing Census Tracts 45.07 and 45.08. Census Tract 45.06 makes up the same geographic area as the current Census Tracts 45.07 and 45.08.

Table 13. Household Income

	Median Household Income
Regional Study Area	
Ventura County	102,141
CIA study area	
Census Tract 45.03	77,778
Census Tract 45.07	55,094
Census Tract 45.08	49,875
Census Tract 47.15	87,739
CIA study area Average	67,621.5

Source: (United States Census Bureau, 2022e)

4.2.1.3 Business Activity

There are Agricultural, Commercial, and Industrial land uses as designated by the County within the project area that may support business uses. Additionally, there is one known produce stand, and a plant nursery located along Hueneme Road in the project area. Clientele most likely includes locals to the area who travel along Hueneme Road. Based on aerial photos and map imagery these businesses are established. The produce stand has been in operation for at least 11 years. It is unknown how long the plant nursery has been in operation. There are no designated parking lots for these businesses however parking is available along the shoulders are Hueneme Road.

4.2.1.4 Fiscal Conditions

Total revenues for government activities in the county increased by four percent from the 2020-2021 fiscal year to the 2021-2022 fiscal year (County of Ventura, 2022). In 2021-22, the County reported \$838,519,000 in operating grants and contributions, which comprised 71 percent of the total program revenues in the current year. Operating grants and contributions increased by \$59,195,000 from the prior year, primarily in public protection and health and sanitation services due to revenue recognized for continued COVID-19 relief and recovery. Operating grants and contributions represent the largest revenue source for governmental activities. The public protection, public assistance, and health and sanitation services functions received 92 percent of this funding source in fiscal year 2021-22.

Taxes, aid from other governmental units, and charges for services comprise 95 percent of total revenues. Taxes increased by \$2,904,000, or 1 percent, while aid from other governmental units increased \$30,924,000, primarily due to continued COVID-19 relief and recovery. Charges for services decreased by \$5,388,000, while all other revenues had a net decrease of \$10,594,000. Revenue from use of money decreased by \$8,672,000, due to a decrease in the fair value of investments.

4.2.1.5 Toll Projects

There are no tolls located within or surrounding the project area, and the public would not be required to pay for use of the roads within the project area.

4.2.2. Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would not include transportation improvements within the CIA study area and would not result in changes to economic conditions. Therefore, the No Build Alternative would have no impact on economic conditions. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

Construction of the alternative would not require temporary detours or street closures, and access to existing properties would remain open throughout construction. The project would require the removal of two businesses, including one produce stand, and a portion of a plant nursery. The displaced businesses would likely be relocated within the same general area and continue to be operated. It is possible that the produce stand can be relocated further back from the roadway to a different location on the same

property. The plant nursery would most likely remain unaffected, and only a few potted plants located outside would need to be moved to another area on the property. However, prior to construction, the displaced property owners would be contacted and provided relocation benefits in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 (The Uniform Act). All displaces would be treated fairly, consistently, and equitably, in accordance with the Uniform Act. Additionally, the produce stand may be eligible to choose a fixed payment in lieu of moving payments per Caltrans Right-of-Way Manual 10.05.16.00 and 49 CFR 24.305. These displacements could result in changes to tax revenues or business operations that could impact the regional economy.

As stated previously, the agricultural and manufacturing sectors are important contributors to the local and regional economy. The project would require partial acquisitions of several properties required under the Build Alternative; however, these would be “sliver takes” and would not be expected to result in substantial changes in existing or future land use because the remaining portion of the properties would continue to be used according to their existing land use and zoning designations.

Additionally, Port Hueneme is an important contributor to the economy in the community. The project is intended to implement recommendations from the County’s General Plan, which designates Hueneme Road as a trucking access route between Port Hueneme and US-101 (County of Ventura, 2020). The Build Alternative would implement improvements to the circulation system that would support continued operations at the port and its contribution to the local and regional economy. Therefore, the project is not expected to result in project level or cumulative impacts on the regional economy, local tax revenue, employment, or income.

4.2.3. Avoidance, Minimization, and/or Mitigation Measures

Displaced businesses would be provided relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displaces free of discrimination. Although it is not anticipated that the plant nursery business as a whole will need to relocate, the owners of the plants may be entitled to relocation assistance. The owner of the fruit stand will be entitled to relocation assistance. It is possible that the fruit stand can be relocated further back from the roadway to a different location on the same property. If this is not possible, an alternate location along Hueneme Road frontage would need to be identified in the general area for consideration to reestablish this business.

4.3. Community Facilities and Services

4.3.1. Affected Environment

4.3.1.1 Community Facilities

Community facilities are facilities where services are provided to the local community, or where people tend to congregate. Mar Vista Elementary School, Ocean View Junior High School, and Ocean View Early Education are all located within the CIA study area and 0.95 mile north of the project area. The nearest library, South Oxnard Branch Library, is located 0.38 mile north of the CIA study area. The nearest community center, Orvene S. Carpenter Community Center is located 0.46 mile northwest of the CIA study area. The nearest senior center, South Oxnard Senior Center is located 0.43 mile north of the CIA study

area. The nearest hospital, Dignity Health- St. John's Regional Medical Center, is located 3.6 miles north of the CIA study area. The nearest place of worship, Calvary Missionary Baptist Church, is located approximately 0.1 mile north of the CIA study area (see **Figure 8**, Community Facilities).

4.3.1.2 Emergency Services

There are three police departments that could potentially report to the CIA study area, including the Port Hueneme Police Department, Oxnard Police Department, and Ventura County Sheriff's Office. The Oxnard Police Department is located within the CIA study area, approximately 0.85 mile northwest of the project area. The Ventura County Fire Department and Oxnard Fire Department both report to the CIA study area. The nearest fire station, Oxnard Fire Station 2, is located approximately 0.67 mile north of the project area.

4.3.1.3 Utilities

The utility service providers that serve the project area includes SCE (Electricity), Frontier Communications (Telecommunications) and Sempra Utilities (Natural Gas). SCE has several power poles located within the project area. Frontier Communications also has overhead poles and underground lines along Hueneme Road. Sempra Utilities has gas transmission mains along Hueneme Road near Edison Drive. Additionally, there are traffic signals, drainage pipes, drainage culvert extensions, well stations, and irrigation and water facilities within the project area.

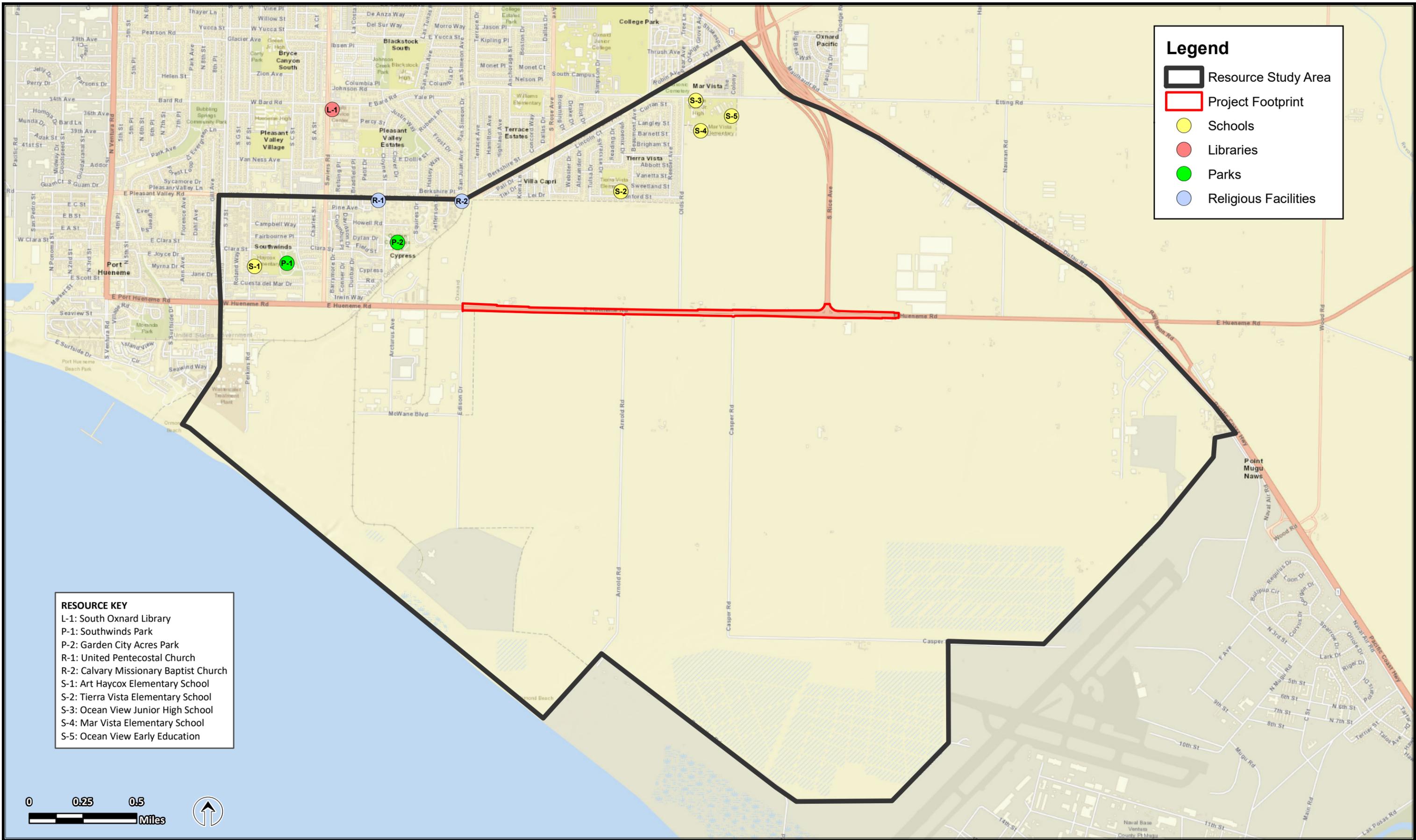
4.3.2. Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would not include transportation improvements within the CIA study area and would not result in changes to community services. Therefore, the No Build Alternative would have no impact on community services. However, the No Build Alternative would not achieve circulation and mobility goals associated with the project, which could facilitate access to these services. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

The Build Alternative would not impact emergency access services or access to community facilities. During construction, 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. Due to traffic volumes in the area, night work is anticipated to avoid traffic impacts during construction. The project may temporarily impact travel time; however, once construction is complete the project would improve vehicle and bicycle travel and safety, improve the freight movement corridor, increase connectivity for bicycle riders, and complete vehicle and bicycle improvements consistent with the General Plan on Hueneme Road from Edison Drive to Rice Avenue.



Legend

- Resource Study Area
- Project Footprint
- Schools
- Libraries
- Parks
- Religious Facilities

RESOURCE KEY
 L-1: South Oxnard Library
 P-1: Southwinds Park
 P-2: Garden City Acres Park
 R-1: United Pentecostal Church
 R-2: Calvary Missionary Baptist Church
 S-1: Art Haycox Elementary School
 S-2: Tierra Vista Elementary School
 S-3: Ocean View Junior High School
 S-4: Mar Vista Elementary School
 S-5: Ocean View Early Education



Source: ESRI 2024.

**FIGURE 8. COMMUNITY FACILITIES
 Hueneme Road Widening Project**

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. The power poles along Hueneme Road are located within County ROW; however, coordination and preplanning would be needed with Southern California Edison 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, recycled water lines, or sewer mains. However, the project would require the relocation of two well stations. Any disruptions to utility services would be scheduled and coordinated to ensure they would not adversely affect the surrounding community. With implementation of avoidance and minimization measures, impacts on utilities would be minimized and would not contribute to cumulative impacts.

4.3.3. Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measure will be implemented to reduce impacts on community facilities:

CIA-3: Early coordination and communication with utility service providers will be conducted to ensure that impacts from the disruption of services is minimized.

4.4. Relocations and Real Property Acquisition

4.4.1. Affected Environment

The project area is located within a rural agricultural portion of unincorporated Ventura County. Within this area, most of the land is undeveloped and under agricultural use, but there are several interspersed residential properties associated with the agricultural land. The project area is also adjacent to the cities of Port Hueneme and Oxnard. Community information is discussed further under Section 4.1 and 4.2.

4.4.2. Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would not include transportation improvements within the CIA study area and would not require relocations or acquisition of property. Therefore, the No Build Alternative would have no impact on real property. However, the No Build Alternative would not meet the purpose and need of the project.

Alternative 2: Build Alternative

The Build Alternative would require ROW from 30 adjacent properties in the project area (see **Table 14** Project ROW Impacts). Permanent ROW acquisition required to complete the project would include sliver takes from parcels adjacent to the project area; no full acquisitions are anticipated. The project would require the removal of four facilities, including one produce stand (APN: 223-0-030-285), a portion of a plant nursery (APN: 223-0-030-275 & 285), one garage (APN 232-0-070-140), and an outside storage area (APN: 232-0-080-250). It is anticipated that all of these facilities could be relocated to other sections of the properties they are located on. If the facility relocations on existing 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 in accordance with the Uniform Act. It is important to note that there is a residence-type property (located on APN 223-0-030-275 & 285) and an auxiliary building (located on APN 232-0-080-050) located on two of these properties; however, construction and operation of the project would not impact either of these buildings. There is one residence (located on APN 232-0-031-205) that would be protected in place; however if construction impacts arise, there may be potential for temporary relocation. If temporary located is required it would be conducted in accordance with Caltrans Right-of-Way Manual 10.10.05.00. There are no additional residential properties that would require relocation and, therefore, no displaced residents. All remaining residences and businesses would be able to continue to operate throughout the construction period. Therefore, the project would not result in significant or adverse impacts related to real property and would not contribute to cumulative relocation impacts.

Table 14. Project ROW Impacts

Assessor's Parcel Number	Land Use Designation	ROW Area (ac)	Total Parcel Area (ac)	Remaining Acreage after ROW	Percentage of Land Remaining
223-0-030-145	Agricultural-Urban Reserve	0.3111	26.06	25.75	98.81%
231-0-020-300	Agricultural-Urban Reserve	0.8516	69.77	68.92	98.78%
232-0-031-205	Agricultural	1.1317	39.07	37.94	97.11%
232-0-032-090	Agricultural	0.4918	78.55	78.06	99.37%
232-0-070-130	Agricultural	0.4216	73.12	72.70	99.42%
223-0-030-285	Agricultural-Urban Reserve	0.0550	9.8	9.75	99.44%
223-0-030-320	Agricultural-Urban Reserve	0.0152	35.29	35.27	99.96%
232-0-080-215	Agricultural	0.0359	36.57	36.53	99.90%
232-0-080-290	Agricultural	0.3011	30.66	30.36	99.02%
223-0-030-225	Agricultural-Urban Reserve	0.0236	0.74	0.72	96.81%
223-0-030-255	Agricultural-Urban Reserve	0.0236	14.35	14.33	99.84%
231-0-020-045	Urban	0.0134	0.96	0.95	98.61%
231-0-020-185	Urban	0.1645	17.05	16.89	99.04%
231-0-020-270	Agricultural-Urban Reserve	0.5906	61.11	60.52	99.03%
231-0-020-315	Agricultural-Urban Reserve	0.5596	44.47	43.91	98.74%
231-0-020-280	Agricultural-Urban Reserve	0.1827	14.09	13.91	98.70%
231-0-020-290	Agricultural-Urban Reserve	0.3691	28.18	27.81	98.69%
232-0-031-190	Agricultural	0.2653	2.03	1.76	86.93%
232-0-031-210	Agricultural	0.8467	38.82	37.97	97.82%
232-0-080-285	Agricultural	0.3538	72.41	72.06	99.51%

232-0-080-265	Agricultural	0.0941	1.34	1.25	92.98%
232-0-080-270	Agricultural	0.0870	0.93	0.84	90.65%
232-0-080-305	Agricultural	0.0586	13.43	13.37	99.56%
232-0-070-150	Agricultural	0.3812	34.57	34.19	98.90%
232-0-070-140	Agricultural	0.2936	34.52	34.23	99.15%
232-0-033-045	Agricultural	0.8270	79.09	78.26	98.95%
232-0-033-050	Agricultural	0.2911	77.68	77.39	99.63%
232-0-032-100	Agricultural	0.2119	77.93	77.72	99.73%
223-0-030-275	Agricultural- Urban Reserve	0.0446	4.97	4.93	99.10%
223-0-030-295	Agricultural- Urban Reserve	0.0121	83.98	83.97	99.99%
232-0-080-315	Agricultural	0.0002	12.7	12.70	100%

4.4.3. Avoidance, Minimization, and/or Mitigation Measures

Property owners, tenants, businesses, or persons in possession of real property to be acquired who would be displaced from their current occupancies will qualify for relocation assistance benefits under the Uniform Relocation Assistance and Real Property Act of 1970, as amended.

Chapter 5 Traffic and Transportation/ Pedestrian and Bicycle Facilities

5.1. Affected Environment

5.1.1. Access, Circulation, and Parking

Hueneme Road

Hueneme Road is an approximately 7.5-mile long east-west Other Principal Arterial and a Major Collector, per the Ventura County Road Inventory and Index. Within the project corridor, Hueneme Road has two vehicle travel lanes, one lane in each eastbound and westbound direction, with dedicated left turn pockets at intersections. In the westbound direction at the intersections of Hueneme Road and Edison Drive and Hueneme Road and Olds Road are functional right turns due to the available shoulder width and confirmed by field observations. The posted speed limit within this stretch of Hueneme Road is 55 miles per hour.

Rice Avenue

Rice Avenue is an approximately 5.5-mile long north-south Major Collector, per the Ventura County Road Inventory and Index. Within the project corridor, Rice Avenue has four vehicle travel lanes, two lanes in each northbound and southbound direction with a flush median between the travel lanes. At the eastern limit of the project, Rice Avenue intersects and dead-ends at Hueneme Road, creating a “T” intersection with the existing through lanes turn into exclusive left- and right-turn lanes. The posted speed limit within this stretch of Rice Avenue is 55 miles per hour.

Edison Drive

Edison Drive is an approximately 1-mile long north-south Local Street, per the Ventura County Road Inventory and Index. Within the project corridor, Edison Drive has two vehicle travel lanes, one in each northbound and southbound direction with dedicated left turn pockets at intersections and major driveways. At the western limit of the project, Hueneme Road intersects with Edison Drive. The current configuration at the Edison Drive and Hueneme Road intersection includes four vehicle travel lanes on Hueneme Road west of Edison Drive and two vehicle travel lanes on Hueneme Road east of Edison Drive. In the southbound direction at the intersection of Edison Drive and Hueneme Road is a functional right turn due to the available paved shoulder width and confirmed by field observations. The posted speed limit within this stretch of Edison Drive is 25 miles per hour.

Arnold Road

Arnold Road is an approximately 1.5-mile long north-south Local Street, per the Ventura County Inventory and Index. Within the project corridor, Arnold Road has two vehicle travel lanes, one in each northbound and southbound direction. In the north, Arnold Road intersects and dead ends at Hueneme Road, creating a “T” intersection. The posted speed limit within this stretch of Arnold Road is 25 miles per hour.

Olds Road

Olds Road is an approximately 1-mile long north-south Major Collector, per the Ventura County Road Inventory and Index. Within the project corridor, Olds Road has two vehicle travel lanes, one in each northbound and southbound direction with dedicated bicycle lanes starting at Sanford Street, dedicated left turn pockets at Ocean View Junior High School and Etting Road, and flush medians between the travel lanes at around Ocean View Junior High School. In the south, Olds Road intersects and dead-ends at Hueneme Road, creating a “T” intersection. The posted speed limit within this stretch of Olds Road is 25 miles per hour.

Casper Road

Casper is an approximately 1.5-mile long north-south Local Road, per the Ventura County Road Inventory and Index. Within the project corridor, Casper Road has two vehicle travel lanes, one in each northbound and southbound direction. In the north, Casper Road intersects and dead-ends at Hueneme Road, creating a “T”. The posted speed limit within this stretch of Casper Road is 25 miles per hour.

5.1.2. Public Transportation

Gold Coast Transit operates the public bus system in the project area. There are two bus routes Route 23 (NBVC- Esplanade) and Route 1A (Port Hueneme- Oxnard Transit Center) (Gold Coast Transit, 2024). Route 23 runs approximately 1 mile west of the intersection of Hueneme Road and Edison Drive, and Route 1A runs approximately 1.2 miles west of the intersection of Hueneme Road and Edison Drive (see **Figure 9**, Transportation Facilities).

5.2. Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would not include traffic or transportation improvements or improvements in pedestrian or bicycle facilities in the CIA study area. This alternative would not improve safety or address future traffic and circulation issues forecasted in the CIA study area and would not the purpose and need of the project.

Alternative 2: Build Alternative

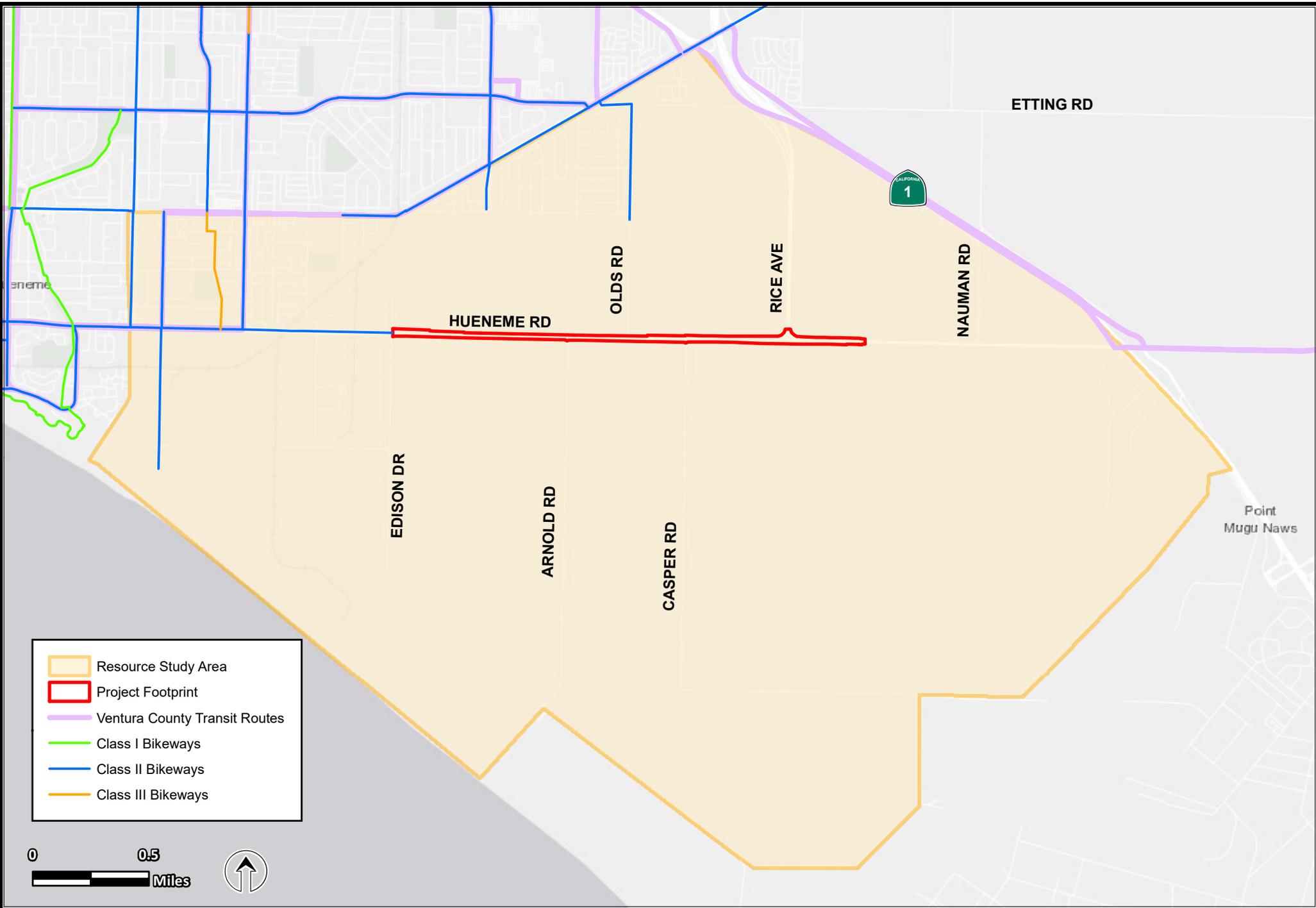
Construction of the Build Alternative would not require temporary detours or street closures, and access along Hueneme Road would remain open throughout construction. The project would not eliminate parking or access to surrounding properties. Additionally, since the project would not require any detours or street closures it is anticipated that all public transportation routes would remain in service.

As described in the Traffic Impact Study prepared for the project, existing traffic conditions at the intersections all currently operate at a LOS of “D” or better (Kimley Horn, 2023). According to the Build Alternative the LOS by Year 2050 would remain at a “D” or better; whereas the No Build Alternative for Year 2050 would operate at a LOS “F” or better.



Source: Ventura County 2024; ESRI 2024.

**Figure 9a. Transportation Facilities
Hueneme Road Widening Project**



Source: Gold Coast Transit 2024; SCAG 2024; ESRI 2024.

**Figure 9b. Transportation Facilities
Hueneme Road Widening Project**

The purpose of this project is to improve vehicle and bicycle travel and safety, improve the freight movement corridor, increase connectivity for bicycle riders, and complete vehicle and bicycle improvements consistent with the General Plan on Hueneme Road from Edison Drive to Rice Avenue. The project is included in the County's General Plan as a segment of the proposed multi-modal coastal trail and would include the addition of two 6-foot bike lanes on either side of the roadway. These bike lanes would improve connectivity in the community and enhance safety for bicyclists traveling along Hueneme Road. Therefore, the Build Alternative would not contribute to cumulative impacts on traffic and would be expected to improve traffic operation within the CIA study area and region greater than the No Build Alternative.

5.3. Avoidance, Minimization, and/or Mitigation Measures

The project would not result in substantially adverse impacts on traffic and would improve transportation and bicycle facilities; therefore, no avoidance, minimization, and/or mitigation measures are required.

Chapter 6 Public Involvement

Once the Draft EIR is completed and approved by the County and Caltrans, GPA would coordinate with the County to circulate the Draft EIR to the public for the 30-day public review period. The document would be posted with the State Clearinghouse under the most current electronic submittal requirements. GPA would deliver hard copies of the document to area libraries and would maintain a file of any comments received during the circulation period for preparing the final document. It is assumed that there will be one public hearing during the circulation period of the Draft EIR to fulfill the requirements of both NEPA and CEQA, and to receive public comments for incorporation into the final document. The meeting would be held either virtually or at County Board of Supervisors Chambers. Following circulation of the Draft EIR, GPA would coordinate with the County and Caltrans to prepare responses to any public comments received and incorporate the responses and any required revisions into the document.

6.1. Stakeholders

Stakeholders include the universe of those whose influence can veto or significantly affect the efforts of the proposed project. Stakeholders include individuals, community-based organizations, neighborhood groups, etc., and governmental agencies. Governmental agencies get a special mention here since there have been instances where it is assumed the project is compatible with another agency's mission statement when in fact there might be differences to discuss.

- Ventura County
- SCAG
- Caltrans
- SOAR
- City of Oxnard
- City of Port Hueneme

6.2. Outreach to Minority and Low-Income Communities

Rights of Entry packets were sent to each of the properties that would be impacted by project construction. These packets contained information on the project as well as a Right of Entry Agreement for site investigations, studies and surveys. The packet also contained information on Title VI in both English and Spanish. The public hearing will also be available to any members of the community that wish to attend during the circulation period once the Draft EIR is complete.

6.3. Results

Comments received from the public during the public circulation draft of the Initial Study were regarding Native American consultation, Section 106 environmental review, and traffic improvements in the project area. These comments would be taken into consideration and addressed during the preparation of the EIR.

Community based organizations and stakeholders would continue to be included in the planning process and would be given the opportunity to review and comment on the draft environmental document. All past and future comments would be taken into consideration during ongoing public outreach.

Chapter 7 References

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Appendix A AD 1006 Form

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request May 6, 2024				
Name of Project Hueneme Road Widening Project		Federal Agency Involved Federal Highway Administration				
Proposed Land Use Transportation		County and State Ventura County, CA				
PART II (To be completed by NRCS)		Date Request Received By NRCS: May 7, 2024		Person Completing Form: Peter Fahnestock		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated 98,074	Average Farm Size 122	
Major Crop(s) strawberries, lemons, celery	Farmable Land In Govt. Jurisdiction Acres: 263,493 %: 22.4		Amount of Farmland As Defined in FPPA Acres: 215,868 %: 18.3			
Name of Land Evaluation System Used	Name of State or Local Site Assessment System Storie		Date Land Evaluation Returned by NRCS June 24, 2024			
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		9.2				
B. Total Acres To Be Converted Indirectly		7.3				
C. Total Acres In Site		16.5				
PART IV (To be completed by NRCS) Land Evaluation Information		Site A	Site B	Site C	Site D	
A. Total Acres Prime And Unique Farmland		7.63				
B. Total Acres Statewide Important or Local Important Farmland		8.87				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.0006				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		41.5				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		46				
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	11			
2. Perimeter In Non-urban Use		(10)	5			
3. Percent Of Site Being Farmed		(20)	1			
4. Protection Provided By State and Local Government		(20)	20			
5. Distance From Urban Built-up Area		(15)	0			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	0			
9. Availability Of Farm Support Services		(5)	5			
10. On-Farm Investments		(20)	17			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	59	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	46	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	59	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	105	0	0	0
Site Selected: A		Date Of Selection 06/24/24		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: After consultation with NRCS. Site A was determine to have a score less than 260 (105). Site A was selected.						
Name of Federal agency representative completing this form: FHWA					Date: 06/24/24	