5. The width of linkage, corridor or chokepoint would be reduced to less than the sufficient width for movement of the target species (the species relying upon the connectivity feature). The adequacy of the width shall be based on the biological information for the target species; the quality of the habitat within and adjacent to the linkage, corridor, or chokepoint; topography; and adjacent land uses.
6. For wildlife relying on visual cues for movement, visual continuity (i.e., lines-of-sight) across highly constrained wildlife corridors, such as highway crossing structures or stepping stones, would not be maintained.

Impacts (NI). The proposed decommissioning of the No. 2 Debris Basin would not involve any barriers to wildlife movement, remove native vegetation or introduce any incompatible land uses that would involve lighting, noise or domestic animals. In addition, highway crossing structures or stepping stones would not be adversely affected.

ISSUE 5: AGRICULTURAL RESOURCES

Part 5.a Agricultural Soils

Setting. The project site is located in an area mapped as "Urban and Built-up Land" by the California Department of Conservation. The nearest farmlands (row crops) are located approximately 1,900 feet to the southwest, which have been designated as "Prime" farmland. However, avocado orchards are located on rural residential properties in the area, including immediately west of the Arroyo Santa Rosa Tributary channel and across Santa Rosa Road.

The soils of the No. 2 Debris Basin have been mapped as Hambright very rocky loam, 15-75 percent slopes, and the channel downstream of the Debris Basin has been mapped as Rincon silty clay loam, 2-9 percent slopes (Edwards et al. 1970).

Significance Thresholds. The project would have a significant impact if it would either directly or indirectly result in the loss of important agricultural soils exceeding thresholds in the Ventura County ISAG, including 10 acres of farmlands classified as "Prime" or "Statewide Importance" in open space/rural areas.

Impacts (NI). Project-related soil disturbance would be limited to the existing disturbed site. No loss of any crops, agricultural soils or farmlands would occur.

Part 5.b Land Use Incompatibility

Setting. The nearest farmland are row crops located approximately 1,900 feet southwest of the project site. This area has been classified as "Prime" farmland by the California Department of Conservation. The nearest agricultural zoned land (AE) is located 0.8 miles to the southwest.

Significance Thresholds. The project would have a potentially significant impact if it would be located within 300 feet of classified farmland (without vegetative screening), unless it qualified for a waiver or deviation from the distance standard. Issues to be considered in determining the significance of land use incompatibility include construction-related dust suppression, storage of wood that may spread sudden oak death disease and depletion of a water source intended for agricultural irrigation.

Impacts (NI). The project site is not located within 300 feet of classified farmland. The project would not interfere with the existing zoning or designated land uses for this area or the adjacent properties. In addition, construction-related dust would be suppressed as discussed under Issue 1 (Air Quality). Storage of firewood would not occur on the site, and the project would not require irrigation (except temporarily for two years to establish drought-tolerant erosion control plantings). Therefore, the project would not result in impacts to agriculture relating from land use incompatibilities.

ISSUE 6: SCENIC RESOURCES

Setting. There are no County-designated Scenic Resource Areas or scenic resource protection areas in the project area. The Ventura County General Plan Resources Appendix designates Santa Rosa Road as an eligible County Scenic Highway. The project site is located immediately north of Santa Rosa Road. However, views of the project site from Santa Rosa Road are obscured by trees along the northern roadway shoulder, except for a 75-foot-wide opening for the Arroyo Santa Rosa Tributary channel and access road.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to scenic resources include:

1. Is located within an area that has a scenic resource that is visible from a public viewing location; and would physically alter the scenic resource either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable future projects.
2. Would substantially obstruct, degrade, or obscure a scenic vista, either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable future projects.
3. Inconsistent with any of the scenic resources policies of the Ventura County General Plan Goals, Policies and Programs or policies of the applicable Area Plan.

Impacts (LS). The project would not adversely affect any scenic resources, or be inconsistent with General Plan Policies (Section 5). The southern portion of project site is briefly visible through an opening in roadside trees by motorists on Santa Rosa Road, an eligible County Scenic Highway. The proposed decommissioning of the No. 2 Debris Basin would return landforms to near their natural state through the removal of the dam and recontouring slopes. In addition, slopes would be planted to address post-decommissioning erosion.

The project site is visible from a viewing area open to the public (Bridlewood Trail), and removal of 12 trees at the project site may degrade the visual quality of the site and result in an impact to scenic resources. However, these trees would be replaced with native trees (Section 2.3.2), which would avoid a significant impact to scenic resources. Overall, the project site would be returned to a more natural state and debris/sediment removal activities would be terminated, which would improve the visual quality of the site.

ISSUE 7: PALEONTOLOGICAL RESOURCES

Setting. A record search was conducted of the on-line collections data base of the University of California Museum of Paleontology. *Globothalamea* (foraminiferan, marine invertebrate) fossils have been reported from a road cut along Santa Rosa Road. The project site is underlain by surficial sediments (alluvium) of Quaternary age (Dibblee & Ehrenspeck 1990). Geologic formations of paleontological importance as defined in the ISAG do not occur at the project site.

Significance Thresholds. The project would have a significant impact if it would result in the loss of or damage to important paleontological resources. Paleontological resources are important if they are well preserved, identifiable, type/topotypic specimens, age diagnostic, useful in environmental reconstruction, represent rare and or endemic taxa, represent a diverse assemblage, or represent associated marine or non-marine taxa.

Impacts (NI). All ground disturbance associated with the proposed project would be located within areas previously disturbed by construction and maintenance of the No. 2 Debris Basin. Therefore, no disturbance of potentially fossil-bearing formations would occur. As such, project decommissioning activities would not result in impacts to known or suspected paleontological resources.

ISSUE 8: CULTURAL RESOURCES

Part 8.a Archaeological Resources

Setting. The project site lies within the historic territory of the Native American Indian group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands (Grant 1978). Chumash society developed within its historic boundaries for over 7,500 years based on the continuity of mortuary practices, as well as the development of artifacts used in social activities.

Prior to colonization by the Spanish, the long period of development of Chumash society was possible since the Santa Barbara Channel area contained a higher concentration of resources than adjacent areas, and the society occupying this area was more powerful than the surrounding societies. The length of time during which the indigenous Santa Barbara Channel society developed was long compared to the majority of extant societies, which acquired their territories more recently. At the time of the first European contact, Chumash society was uniquely adapted to its environments, and well organized as a result of their evolution over long periods of time.

Evidence of Earliest Occupation. Knowledge of occupations during the Pleistocene in the study area is very limited. This is due to the small size of early groups, and since charcoal, bones, and shells are not as likely to be preserved in earlier sites. Some early coastal sites were probably inundated or eroded away by the rise in sea level, associated with the melting of ice at the end of the Pleistocene. Also, it is difficult to define the earliest occupations at most early sites due to poor preservation of stratigraphic features.

The earliest date of human occupation in Ventura County has not been determined, although it is believed that the area was settled prior to 11,000 years ago, since archaeological evidence does exist elsewhere throughout North America. The end of the Pleistocene was marked by climatic warming and resulting changes in environmental conditions, which led to extinction or geographical displacement of most large Pleistocene animals. The changes in plants and animals caused by a changing environment, coupled with the growth of human populations, resulted in changes in subsistence patterns.

Early Period. This period dates to approximately 6000-600 B.C., is the first period identified by archaeologists in California that contains the preserved remains of permanent settlements with associated cemeteries. Types of ornaments, charms, and other artifacts changed little throughout the period, although the numbers of artifact types increased, indicating a growth in social complexity. Several cemetery and residential contexts have been excavated in Chumash territory that are approximately 7000 years old. Artifacts and food remains recovered from these contexts indicate that people living along the cost were fishing with bone hooks, using boats or rafts to trade with the Channel Islands, and occasionally were taking sea mammals and large fish. The presence of deer bones, other animal bones, stone points, and knives indicates that hunting was also important.

Most early settlements consisted of small hamlets defensively situated on elevated landforms. During the Early Period, some settlements increased in size with the largest containing several hundred people. Large settlements were often less defensively situated than their smaller predecessors. Analysis of artifacts used to maintain social relationships and their distribution in mortuary contexts indicates that political power was largely dependent on the acquisition of wealth and ritual power (King 1990 and 2000).

Differences in the contents of burial lots found at large and small Early Period settlements on Santa Cruz Island indicate that the occupants of large ceremonial centers had more valuable ceremonial regalia than those of small settlements. The inhabitants of small villages probably lived at more than one settlement during the year, and the inhabitants of large settlements may have maintained only one residence. Although the Early Period settlement pattern apparently resulted in the formation of many sites which were not continuously inhabited, the degree to which the population was sedentary may differ little from the Protohistoric Period.

Middle Period. The end of the Early Period and the beginning of the Middle Period (ca. 600 B.C.) is marked by changes in ornaments and other artifacts, as well as changes in the organization of cemeteries, which indicate the development of hereditary control of political and economic power. The presence of separate cemetery areas containing a predominance of either ritual objects or wealth objects at early Middle Period sites indicates the presence of a system of checks and balances between chiefs and priest-judge executioners. At the beginning of the Middle Period, the more powerful ritual objects, such as stone pipes, libation vessels, stone effigies, and pointed charmstones, were owned by people who were not political leaders but who had inherited rights to perform rituals. Similar systems of checks and balances were necessary to maintain stability in social systems throughout California, and these systems evolved shortly after the development of hereditary leadership positions. Similar changes in social organization occurred at the time of the Early-Middle period transition throughout North America and were accompanied by migrations into areas that were marginal to major population centers.

Late Period. Differentiation of bead types indicates the development of new economic subsystems. After ca. A.D. 1000, there was a rapid growth of systems which culminated in the highly developed economic system observed by the Spanish explorers. After the 1542 Cabrillo voyage, many small Chumash settlements were abandoned and some of the largest historic towns were founded. This change in population distribution can be attributed to growth in importance of trade centers and the development of more integrated political confederations, which were necessary to encourage trade. Since environments of people living in inland valleys lacked marine resources, fish and other sea foods were obtained from people living on the coast and from islanders trading at mainland coastal villages. The pooling of resources, which resulted from the development of their economic system, served to reduce the negative effects of local crop failures (King 1976 and 1990).

Religious institutions regulate behavior by molding perceptions of society and the physical world. Changes in the types and distributions of objects used in ritual contexts indicate corresponding changes in religious systems. The rarity of ritual objects in Late Period burial lots reflects control over religion by institutions that owned the ritual objects. By the Late Period, more powerful objects were controlled by institutions. Changes in whistles, historically used in the organization of ceremonies, indicate a growth in the importance of organized ceremonies. Objects associated with supernatural power, such as charmstones, effigies, and sunstick stones, did not change greatly over time. It appears that most Chumash religious ceremonies had their roots in the Early Period when objects similar to those used historically were regularly placed in mortuary associations and owned by religious leaders.

Ethnography. At the time of historic contact, the project area (Ventura County) was occupied by the Ventureño branch of the Chumash, who were a Hokan speaking people. The Chumash achieved a cultural complexity unique for hunter and gatherer groups in California. They possessed a stratified society containing an upper, middle, and lower class. Moreover, attributes usually attributed to chiefdom societies, such as ownership of resources/property, craft specialists, large permanent population centers (villages), a sodality consisting of religious elitists (Antap), and a market economy, were all a part of Chumash culture at the time of historic contact (Blackburn 1974).

Politically, there were at least six ethnographically known Chumash provinces. The following are the provinces from north to south and their corresponding capitals, respectively: 1) Gaviota (capital at *Shisholop or Upop)*; 2) Dos Pueblos (capital at *Mikiw)*; 3) Santa Barbara (capital at *Synhten)*; 4) Ventura (capital at *Shishopop)*; 5) Mugu (capital at *Muwu or Simomo*); and 6) Malibu (capital at *Humaliwu*). In addition, there were apparently two religious federations, *Muwu* and *Upop* (Hudson and Underhay 1978).

All high status (Wots and shamans) or wealthy people were required to join a religious sodality known as the *Antap*. The *Antap* was the principal religious cult which dominated all aspects of Chumash religious and political society at the time of Spanish contact. Chumash religion could be accurately described as celestial, revolving around the worship of the sun, and various stars and planets comprising the Chumash pantheon (Blackburn 1975).

Traditionally, the Chumash were noted by the Spanish for their large domed houses, wood and stone craftsmanship, basketry, and foremost for the plank canoe (*tomol*). The implementation of the Spanish Mission system brought about a precipitous decline in the Chumash culture, with a disruption of the traditional social structure and a steady demise of the native population, caused in part by European diseases. This cultural decimation continued and perhaps was amplified during the post mission or Mexican period, until their near cultural extinction in the later Anglo (American) period. Chumash culture has been documented by John P. Harrington and C. Hart Merriam, and well summarized by Blackburn, Hudson, and others.

Records Search. A records search conducted by the South-Central Coast Information Center was received on October 18, 2017. The records search included a review of all recorded historic-era and prehistoric archaeological sites within a 1/8-mile radius of the project site as well as a review of known cultural resource surveys and technical reports. The State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Points of Historic Interest, and the California Office of Historic Preservation Archaeological Determinations of Eligibility also were analyzed. The records search did not identify any previously recorded cultural resources within the project site or within a 1/8-mile radius of the project site.

Tribal Consultation. On September 28, 2017, the District formally notified Ms. Julie Tumamait-Stenslie of the Barbareno/Ventureno Band of Mission Indians and Mr. Rudy Ortega of the Fernandeno-Tataviam Band of Mission Indians via certified mail of the decision to undertake the proposed project to allow the tribes to request consultation under Section 21080.3.1(d) of the Public Resources Code. These two tribal representatives are the only traditionally and culturally affiliated contacts that have requested consultation notification from Ventura County. The requisite 30-day time period for the tribal contacts to request consultation coordination with the District on this project expired on November 2, 2017 without a request from either tribal contact. A lack of response within the 30-day time period concludes the tribal consultation process and thus no formal tribal consultation for this project is required.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to archaeological resources include:

1. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not archaeologically or culturally significant; or
2. Demolishes or materially alters in an adverse manner those physical characteristics of an archaeological resource that convey its archaeological significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Impacts (PS-M). The record search did not identify any archaeological resources within the project's area of potential effect. The record search and notification of affiliated tribal contacts did not identify any tribal cultural resources near the project site. All ground disturbance associated with the proposed project would be located within areas previously disturbed by construction and maintenance of the existing No. 2 Debris Basin. Therefore, impacts to cultural resources are not anticipated. However, unknown buried cultural resources may be encountered during excavation at the project site.

Mitigation. The following mitigation measures are consistent with the guidelines of the State Office of Historic Preservation and shall be incorporated into the project to prevent significant impacts, should resources be found during excavation.

- Should any buried archaeological materials be uncovered during project activities, such activities shall cease within 100 feet of the find. Prehistoric archaeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the District has been notified and an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.
- If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and deposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Implementation of the above measures would reduce impacts to archaeological resources to a level of less than significant.

Part 8.b Historical Resources

Setting. By 1846, most of the arable land in Ventura County had been parceled out into nineteen large ranchos, ranging in size from Rancho Simi (113,000 acres) to the Tico lot in San Buenaventura (29 acres) (Triem 1985). These ranchos involved a hacienda system of economic organization relying for the most part on native labor bound in debt peonage. The primary product of the ranchos was cattle and, to a lesser extent, sheep. Between 1848 and 1856, during the Gold Rush in the Sierra Foothills, the cattle market peaked and generated considerable wealth for many of the Spanish and Mexican rancho families in Ventura County. Thereafter, the ranchos slowly declined with the arrival of Anglo settlers and traders who brought with them a more developed system of resource exploitation.

This, combined with the difficulties in providing legal title to the land grants with the advent of the Land Act of 1851, served to weaken Hispanic control over the local economy. By the 1870's, a majority of the rancho lands were in the hands of Anglos who transformed the face of Ventura County. The cattle industry declined and was quite rapidly replaced by agriculture and an increasing interest in oil exploration and production.

Until 1873, Ventura County was attached to Santa Barbara County, but the difficulties of traveling to Santa Barbara and the natural geographic cohesiveness of the Ventura County region was recognized early on. With oil, agriculture and shipping taking the lead, the 1870's gave rise to much of the structure which characterizes the County to this day. Many of the communities were founded during the 1870's, including Santa Paula (which was the second largest town after San Buenaventura by 1879), and Port Hueneme. Thomas Bard, the County's only United States Senator, laid out the port in 1869 and had grand plans for a western rail hub. His wharf, completed in 1871, instead became a focus of harvest time agricultural shipments to the East. Oxnard did not get its start until 1889 with the completion of the Oxnard Brother's sugar beet factory, and was incorporated in 1903. The 1870's also saw Nordhoff laid out, later changed back to its original name of Ojai. The railroads, which arrived in 1886, spurred the growth of the Santa Clara River towns of Fillmore, Bardsdale and Piru, and helped increase County population from 5,073 in 1880 to 10,071 in 1890. Santa Paula also prospered from the railroad. The oil industry grew quickly in the 1880's, especially in and around the Ojai and Sespe fields, which continue in production today. Other important industries established prior to the turn of the century were citrus ranching, especially navel oranges, and tourism, centered on Ojai and Santa Paula's natural hot spring resorts.

A second tier of towns was laid out with the completion of a faster San Francisco - Los Angeles rail link through Santa Susana Pass in 1901. Camarillo, Moorpark and Santa Susana (later, Simi Valley) all were founded and grew up around the Southern Pacific depots of the railroad line. Newbury Park and the Conejo Valley had a somewhat different origin, having developed as dry farming and cattle ranching areas serviced by an overland stage coach line.

In 1916, the Ventura oil field in the Ventura Avenue area, was discovered. This created a development boom in Ventura and to a lesser extent, in the Santa Paula and Fillmore areas which also increased their oil production. The decade of the 1920's saw increased building activity and the development of the California bungalow as a distinct architectural style as large areas were built up for oil field worker housing. The disaster of the stock market crash of 1929 was preceded by another disaster in Ventura County which has yet to be rivaled. On March 12, 1928, the Saint Francis Dam in San Francisquito Canyon near Castaic, gave way, killing 400 people and destroying more than 1,200 homes and 7,900 acres of farmland in the Santa Clara River Valley (Triem 1985).

The Depression of the 1930's, although difficult for Ventura County farmers and businesses, has left the County with a wealth of architectural monuments. Particularly, through the many New Deal relief programs instituted after 1933, a good deal of the County's infrastructure in the form of roads, post offices, fire stations, schools and public art works was created. In addition, an influx of immigrants from the hard hit central and southern United States put down roots in Ventura County during this period. And beginning in 1940 with the completion of the U.S. Navy's deep-water port facilities in Port Hueneme, the military and, to a lesser extent, the fishing industry, became important elements in the rich economic mix of southern Ventura County.

The nearest Ventura County designated landmarks are the Moorpark First Baptist Southern Church and High Street Pepper Trees, both located approximately three miles north of the project site.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to historic resources include:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.
3. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Impacts (NI). No historic structures or properties would be adversely affected by implementation of the proposed project.

ISSUE 9: COASTAL BEACHES AND SAND DUNES

Setting. The nearest coastal beach (at Yerba Buena Road) is located approximately 13.9 miles to the south-southwest of the project site. The nearest sand dunes are located near Point Mugu, approximately 14.9 miles south-southwest of the project site.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to coastal beaches and sand dunes include:

1. Any project that causes a direct or indirect adverse physical change to a coastal beach or sand dune, which is inconsistent with any of the coastal beaches and coastal sand dunes policies of the California Coastal Act, corresponding Coastal Act regulations, Ventura County Coastal Area Plan, or Ventura County General Plan Goals, Policies and Programs.
2. Any project, when considered together with one or more recently approved, current, and reasonably foreseeable probable future projects, would result in a direct or indirect, adverse physical change to a coastal beach or sand dune.

Impacts (NI). The proposed project would not directly affect any beaches or sand dunes. The project involves removal of the No. 2 Debris Basin dam, which currently traps small amounts of sediment, which may result in an increase in downstream sediment transport. Due to the very small amount of sediment trapped and distance to beach areas, potentially beneficial sediment transport to beaches is anticipated to be negligible.

ISSUE 10: FAULT RUPTURE HAZARD

Setting. The entire Southern California region, including the Ventura area, is located within a seismically active area. The nearest fault (Simi) is located approximately one mile north of the project site (Dibblee & Ehrenspeck 1990). Surface evidence north of Simi Valley and within Santa Rosa Valley indicates this fault has been active during Holocene time (0-11,000 years before present) (Ventura County General Plan Hazards Appendix). No faults are known to pass through the project site, and it is not located within a designated Alquist-Priolo Special Studies Zone.

Significance Thresholds. The project would have a significant impact if it would place persons or property at risk of loss of life or damage due to fault rupture.

Impacts (NI). As described above, the project site is not within an Alquist-Priolo Special Study Zone or seismic hazard zone. The proposed project does not involve the construction of any structures that may be damaged by fault rupture, and would not increase the number of persons exposed to fault rupture hazards.

ISSUE 11: GROUND-SHAKING HAZARD

Setting. Ground-shaking is the cause of most damage during earthquakes. The project area has a 10 percent chance of exceeding a peak ground acceleration of 0.60 g (alluvium conditions) in 50 years (California Department of Conservation 2002).

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts related to ground-shaking hazard include:

- Proposed structures <u>not</u> designed to be built in accordance with all applicable requirements of the Ventura County Building Code, which has the potential to expose people or other structures to potential significant adverse effects, including the risk of loss, injury or death involving ground shaking hazards.

- Significant impacts from ground-shaking hazards would result for projects involving high-rise structures, critical facilities, and projects of unique design not covered by ordinary provisions of the Uniform Building Code. Such projects may subject persons and property to greater risk of loss of life or substantial damage during strong ground-shaking events.

Impacts (NI). The proposed project does not involve the construction of any structures that may be damaged by ground-shaking, and would not increase the number of persons exposed to ground-shaking hazards.

ISSUE 12: LIQUEFACTION HAZARDS

Setting. Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The occurrence of liquefaction is highly dependent on local soil properties, depth to groundwater, and the strength and duration of a given ground-shaking event. The southern portion of the project site (near Santa Rosa Road) is located within a liquefaction hazard zone as designated by the California Department of Conservation (2002).

Significance Thresholds. The project would have a significant impact if liquefaction hazards would subject persons or property to loss of life or substantial injury or damage. Projects located within liquefaction hazard areas identified by the California Department of Conservation may result in significant adverse effects.

Impacts (NI). The proposed project does not involve the construction of any structures that may be damaged by liquefaction, and would not increase the number of persons exposed to liquefaction hazards.

ISSUE 13: SEICHE AND TSUNAMI HAZARDS

Setting. Tsunamis are seismically induced sea waves that can be of sufficient size to cause substantial damage to coastal areas. The last major tsunami in Southern California was in 1812, generated by an earthquake in the Santa Barbara Channel. The largest tsunami wave amplitude recorded by modern instrumentation in Ventura County was 8.8 feet, associated with the Chilean earthquake of 1960. The most recent tsunami was in 2010, caused by an earthquake in Chile which caused minor damage to structures and vessels in the Ventura Harbor. The nearest tsunami inundation hazard area is located approximately 14.8 miles south-southwest of the project site (California Emergency Management Agency 2009).

Seiches are oscillating waves that occur in enclosed or semi-enclosed bodies of water such as lakes and bays. Seiches are commonly caused by earthquakes. There is no record of a seiche occurring in Ventura County. The nearest body of water that may be subject to seiches is Lake Bard, located approximately 3.0 miles east of the project site.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts related to seiche and tsunami hazards include:

1. The proposed project is located within about 10 to 20 feet of vertical elevation from an enclosed body of water such as a lake or reservoir. The height of hazard above the water level is dependent on the ground motion intensity, duration of shaking, and subsurface topography of the lake or reservoir and surface topography of the shoreline.
2. The proposed project is located in a mapped area of tsunami hazard as shown on Tsunami Inundation Maps prepared by the California Emergency Management Agency.

Impacts (NI). The proposed project is not located in a tsunami hazard zone and would not increase the severity or the number of persons potentially affected by a tsunami. The proposed project is not located in a seiche hazard zone and would not increase the severity or the number of persons potentially affected by a seiche.

ISSUE 14: LANDSLIDES/MUDFLOW HAZARD

Setting. Areas of high landslide or mudflow potential are typically hillside areas with slopes of greater than 10 percent. The project site is not located within a seismically-induced landslide hazard area (California Department of Conservation 2002).

Significance Thresholds. A project would have a significant impact if the project site would be affected by a landslide/mudflow hazard or contribute to landslides/mudslides that could not be mitigated. The threshold for landslide/mudflow hazard is determined by the Public Works Agency Certified Engineering Geologist based on the location of the site or project within, or outside of mapped landslides, potential earthquake induced landslide zones, and geomorphology of hillside terrain.

Impacts (NI). The proposed project would involve construction of channel side slopes exceeding 10 percent. However, these slopes would face the proposed low-flow channel and would not be located adjacent to any other land uses. Therefore, the project would not result in any hazards associated with landslides or mudslides.

ISSUE 15: EXPANSIVE SOILS HAZARDS

Setting. Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. Based on the regional soil map, soils at the project site are mapped as Hambright very rocky loam and Rincon silty clay loam with a moderate shrink-swell potential (Edwards et al. 1970).

Significance Thresholds. The determination of a significant soils expansion effect shall be based upon an inquiry of whether a proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving soil expansion if it is located within an expansive soils hazard zone or where soils with an expansion index greater than 20 are present.

Impacts (NI). Soils at the project site are not highly expansive. The proposed project does not involve the construction of any structures that may be damaged by expansive soils, and would not increase the number of persons exposed to these hazards.

ISSUE 16: SUBSIDENCE HAZARD

Setting. Subsidence is generally related to over-pumping of groundwater or petroleum reserves from deep underground reservoirs. Subsidence of up to 2.2 feet occurred in the Pleasant Valley area by the early 1970's due to over-pumping of groundwater in this area (Fox Canyon Groundwater Management Agency 2007). The project site is not located within a probable subsidence zone identified in the Ventura County General Plan Hazards Appendix (amended 2013).

Significance Thresholds. The determination of a significant subsidence effect is based upon an inquiry of whether a proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving subsidence if it is located within a subsidence hazard zone.

Impacts (NI). Groundwater levels in the area are not declining and subsidence is not anticipated. As such, the project would neither cause nor be subjected to ground subsidence, and would have no impact.

ISSUE 17: HYDRAULIC HAZARDS

Part 17.a Non-FEMA (Erosion & Siltation)

Setting. Generally speaking, erosion is the wearing away of soil and rock by weathering, mass wasting, and the action of streams, glaciers, waves, wind and underground water. The process of deposition of sediment from a state of suspension in water or air is referred to as sedimentation or siltation. There are no non-FEMA flood control facilities in the project area.

Significance Thresholds. The project would have a significant impact if it would cause substantial erosion or siltation. Potential erosion/siltation hazards and flooding hazards are addressed through compliance with the Ventura County Watershed Protection District's Standards and Specifications Design Manual. Erosion/siltation hazards and the effects of flooding hazards are required to be considered within the existing framework of grading and building code ordinances, which apply to all sites and projects.

Impacts (NI). As proposed decommissioning activities would be limited to the FEMA-regulated floodplain, no impacts to non-FEMA facilities would occur.

Part 17.b FEMA

Setting. As a flood control facility, the project site is located within a FEMA-regulated floodplain (1% annual chance), and the Arroyo Santa Rosa Tributary downstream of the dam is a designated floodway (Flood Insurance Rate Map panel 06111C0957E, effective January 20, 2010).

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG:

- No Impact: If the entire development is located outside of the boundaries of a Special Flood Hazard Area and is located entirely within a FEMA-determined 'X-Unshaded' flood zone (beyond the 0.2% annual chance floodplain: beyond the 500-year floodplain).
- Less than Significant: If the entire development is located outside of the boundaries of a Special Flood Hazard Area and is located entirely within a FEMA-determined 'X-Shaded' flood zone (within the 0.2% annual chance floodplain: within the 500-year floodplain). If the proposed development, in part or in whole, is located within the boundaries of a Special Flood Hazard Area, but is located outside of the boundaries of the Regulatory Floodway, if it can be demonstrated that the proposed development can be designed and constructed, as part of the Floodplain Development Permit and Building Permit processes, to be in compliance with all applicable floodplain management standards and measures.
- Potentially Significant – Mitigation Incorporated: Potentially significant impacts from the 1% annual chance flood can be mitigated through project design or measures, such as but not limited to, relocating the proposed development elsewhere on the property where the risk of flood damage is potentially lower, implementing FEMA-supported building construction and grading technologies that mitigate flood damage and thereby reducing the risk of the flood hazard.
- Potentially Significant: If the proposed development, in part or in whole, is located within the boundaries of the Regulatory Floodway, as determined using the 'Effective' and latest available Flood Insurance Rate Maps.

Impacts (LS). The proposed project involves removal of the dam and decommissioning of the No. 2 Debris Basin. Based on the Preliminary Design Study prepared for the project by West Consultants, the storm water detention effect of the No. 2 Debris Basin is negligible. The dam's emergency spillway is activated during a storm in the range of a 5- to 10-year event (approximately 600 cfs peak flow). A 10-year storm event would overtop the spillway by about 4 feet, while the 50- and 100-year events would overtop the spillway crest by about 6 feet. The emergency spillway on the dam is an unprotected earthen structure and could potentially fail from erosion and scour with virtually any sustained flow. Removing the debris basin and dam removes this dam breach risk. Hydraulic modeling for the project indicates the extent of inundation would be virtually the same following dam removal, with the same number of potentially inundated structures as under existing conditions (Figures 6 and 7). Specifically, a 10-year event would cause inundation of two structures under existing conditions or with the dam removed, and a 100-year event would cause inundation of 12 structures under existing conditions or with the dam removed.

Hydraulic modeling conducted for the Preliminary Design Study indicates if the No. 2 Debris Basin dam were breached during a 10-year (or 50-year or 100-year) flood event it would cause Santa Rosa Road to be overtopped by 7 feet of water, and would result in inundation of 17 structures during a 10-year event (or 29 and 30 structures during a 50-year or 100-year event, respectively). Thus, the proposed dam removal would eliminate this flood hazard and risk of additional property loss associated with dam breaching during major storm events.

Sediment transport modeling conducted for the Preliminary Design Study indicates that higher storm flow velocities associated with dam removal would prevent excess sediment deposition. Therefore, dam removal would not produce areas of excessive sediment deposition.

ISSUE 18: FIRE HAZARDS

Setting. Ventura County Building Code, Article III Section 702A identifies High Fire Hazard Areas/Fire Hazard Severity Zones as "geographical areas in unincorporated Ventura County designated by the Ventura County Fire Protection District pursuant to California Public Resources Codes Sections 4201 through 4204 and classified as Very High, High, or Moderate in State Responsibility Areas or as Local Agency Very High Fire Hazard Severity Zones designated pursuant to California Government Code, Sections 51175 through 51189. The Fire Code also defines Hazardous Watershed Fire Areas as a location within 500 feet of a forest or brush, grass, or grain covered land, exclusive of small individual lots or parcels of land located outside of a brush, forest, or grass covered area.

The project site is located a within very high fire hazard severity zone as designated by CalFire. Santa Rosa Valley (including the project site) is served by Ventura County Fire Department Station 52, which is staffed by three firefighters, a medic/engine, reserve engine and reserve squad. Station 52 is located approximately 6.6 road miles west of the project site. Fuel reduction activities (including track-walking the dam and basin side slopes with a dozer) are conducted periodically by the District at the project site.

Significance Thresholds. Projects located within High Fire Hazard Areas/Fire Hazard Severity Zones or Hazardous Watershed Fire Areas may have a significant fire hazard impact. The fire hazard impact can be mitigated by compliance with Building and Safety requirements for structures and the Fire Protection District Hazard Abatement program which calls for the clearing of brush, flammable vegetation, or combustible growth located within 100 feet of structures or buildings. Projects not located within High Fire Hazard Areas/Fire Hazard Severity Zones or Hazardous Watershed Fire Areas will not have a significant impact.

Impacts (LS). Project-related ignition sources are limited to construction equipment and vehicles. All construction equipment and vehicles would be equipped with manufacturer-supplied mufflers, and water applied for dust control (see emissions reduction measures under Issue 1.a) would minimize the potential for ignition of nearby vegetation.

Property owners in the vicinity of the No. 2 Debris Basin currently have the responsibility to clear flammable vegetation within 100 feet of structures on their property as required by Appendix W of the Ventura County Fire Code. This fire prevention responsibility would remain the same following completion of proposed decommissioning activities. Proposed erosion control plantings would be designed to minimize fuel loads near habitable structures. Overall, potential increases in fire hazard are considered less than significant.

ISSUE 19: AVIATION HAZARDS

Setting. The project site is located approximately 10.8 miles east of the Camarillo Airport, and outside the Airport's sphere of influence.

Significance Thresholds. A review of a project's potential aviation hazards, as those hazards relate to proposed development of properties near County public airports, will focus on that project's compliance with the County's Airport Comprehensive Land Use Plan and pre-established federal criteria set forth in Federal Aviation Regulation Part 77 (Obstruction Standards), as well as those recommendations for good land-use planning made by state and county governments. The Airport Land Use Commission will give special attention to all residential development within the sphere of influence of County airports, as well as churches, schools and high commercial purpose buildings within the same sphere of influence. Projects which do not meet these applicable criteria may have the potential to cause a significant aviation impact.

Impacts (NI). The project would not adversely affect aircraft operations or implementation of the Airport Comprehensive Land Use Plan. The project would not involve any activities or structures that are incompatible with the safe operation of aviation facilities, and impacts to aviation safety would not occur.

ISSUE 20: HAZARDOUS MATERIALS/WASTE

Part 20.a Materials

Setting. A "hazardous material" means any material that, because of its quantity, concentration, physical or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. A review of the State Water Resources Control Board's GeoTracker data base identified one hazardous materials site within one mile of the project site. An underground storage tank leaked gasoline at Santa Rosa School and resulted in soil contamination. This site was cleaned up and closed by the State Water Resources Control Board in 1996. No other hazardous materials sites are located in the project area.

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG:

- No Impact: the proposed project will not utilize hazardous materials.

- Less than Significant: A project will utilize hazardous materials that are subject to regulation by the Environmental Health Division and/or Ventura County Fire Protection District (VCFPD). Compliance with applicable state regulations enforced by the Environmental Health Division and/or VCFPD will reduce potential project related and cumulatively impacts to a less than significant level. A determination of less than significant will be made when the project will utilize hazardous materials and will be connected to an onsite sewage disposal system. For development in areas without public sewer service, intentional or unintentional discharges of hazardous materials into a building's plumbing system may result in groundwater contamination. State regulations have been enacted to ensure that public health, the environment and natural resources are protected from potential adverse impacts from the improper storage, handling and disposal of hazardous materials. Compliance with these State regulations will reduce potential impacts to a less than significant level.
- Potentially Significant - Mitigation Incorporated: Project related and cumulatively potentially significant impacts from hazardous material(s) can be successfully mitigated to a less than significant level by project design or measures using currently acceptable technology and/or through adoption of specific project condition. Compliance with applicable regulations enforced by the Environmental Health Division and through adoption of a specific project conditions will mitigate existing underground tanks not in compliance to a less than significant level.
- Potentially Significant: Project related and cumulatively significant or potentially significant impacts from hazardous materials cannot be feasibly mitigated to a less than significant level using currently available information.

Impacts (NI). Due to the lack of past or present industrial or commercial land uses at or near the project site, hazardous materials are not anticipated to be encountered during project-related earthwork. Fueling and maintenance of heavy equipment used at the project site would be conducted in areas away from the Arroyo Santa Rosa Tributary, such that discharge of these materials to the watershed is not anticipated. In addition, a SWPPP would be implemented, including standard best management practices to avoid discharges of fuel and other hydrocarbons.

Part 20.b Hazardous Waste

Setting. Hazardous materials are defined as any substance, which if improperly handled, can be damaging to the health and well-being of humans (Ventura County General Plan Hazards Appendix, amended 2013). Hazardous materials become hazardous waste when the material has been used for its original intended purpose and is going to be discarded or recycled.

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG:

- No Impact: The proposed project will not produce hazardous waste.

- Less than Significant: The project will produce hazardous waste that is subject to State regulations enforced by the Environmental Health Division. The project will produce hazardous waste and will be connected to an onsite sewage disposal system. A determination of less than significant will be made when the project will utilize hazardous materials and will be connected to an onsite sewage disposal system. For development in areas without public sewer service, intentional or unintentional discharges of hazardous materials into a building's plumbing system may result in groundwater contamination. State regulations have been enacted to ensure that public health, the environment and natural resources are protected from potential adverse impacts from the improper storage, handling and disposal of hazardous materials. Compliance with these State regulations will reduce potential impacts to a less than significant level.
- Potentially Significant - Mitigation Incorporated: The project will produce hazardous waste, and the Environmental Health Division identifies that a potentially project related and cumulative significant impact is present which can be successfully mitigated to a less than significant level by project design or measures using currently acceptable technology and/or through adoption of specific project condition.
- Potentially Significant: If the Environmental Health Division finds that the character and quantity of the hazardous waste produced by the project and cumulative projects may seriously degrade groundwater that cannot be feasibly mitigated to a less than significant level.

Impacts (NI). The proposed project is limited to decommissioning of an existing earthen debris basin. Therefore, no hazardous waste would be generated, and no impacts would occur.

ISSUE 21: NOISE AND VIBRATION

Setting. Noise is generally defined as unwanted or objectionable sound. Noise levels are measured on a logarithmic scale because of physical characteristics of sound transmission and reception. Noise energy is typically reported in units of decibels (dB). Noise levels diminish (or attenuate) as distance to the source increases according to the inverse square rule, but the rate constant varies with the type of sound source. Sound attenuation from point sources such as industrial facilities is about 6 dB per doubling of distance. Heavily traveled road with few gaps in traffic behave as continuous line sources and attenuate at 3 dB per doubling of distance. Noise from more lightly traveled roads is attenuated at 4.5 dB per doubling of distance.

Community noise levels are measured in terms of the A-weighted decibel (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. Noise is more disturbing at night and noise indices have been developed to account for the time of day and duration of noise generation. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (DNL or Ldn) are such indices. These indices are time-weighted, and average acoustic energy values over a 24-hour period. The CNEL index penalizes nighttime noise (10 p.m. to 7 a.m.) by adding 10 dB and evening noise (7 p.m. to 10 p.m.) by adding 5 dB to account for increased sensitivity of the community during these hours. The Ldn index penalizes nighttime noise the same as the CNEL index, but does not penalize evening noise.

The dominant source of noise in the project area is motor vehicle traffic on local roadways (primarily Santa Rosa Road) and occasional use of agricultural and landscape maintenance equipment. Consistent with the Ventura County ISAG, noise sensitive uses are considered dwellings, schools, hospitals, nursing homes, churches and libraries. Existing noise sensitive uses within a one-mile radius of the project site are limited to nearby dwellings and the Santa Rosa Elementary School, located 1,440 feet east of the project site.

Noise levels were measured at the project site (adjacent to the residence immediately east of the site) on October 5, 2017 from 7:32 to 7:52 a.m., which represents peak hour for traffic noise on Santa Rosa Road. The noise measurement location is approximately 330 feet from the center-line of Santa Rosa Road, and the measurement was conducted using a Larson-Davis LXT Type 1 Precision Integrating Sound Level Meter. The Meter was calibrated using a Larson-Davis CAL200 Calibrator at 114 dBA. The measured noise value was 54.6 dBA Leq, indicating noise levels at the project site are moderate, but higher than most rural areas due to proximity to Santa Rosa Road.

Significance Thresholds. Policy 2.16.2-1 of the Ventura County General Plan provides the following thresholds:

> Noise-sensitive uses proposed to be located near highways, truck routes, heavy industrial activities and other relatively continuous noise sources shall incorporate noise control measures so that:
>
> - Indoor noise levels in habitable rooms do not exceed 45 dBA CNEL; and
> - Outdoor noise levels do not exceed 60 dBA CNEL or 65 dBA Leq during any hour.
>
> Noise generators proposed to be located near any noise sensitive use shall incorporate noise control measures so that ongoing outdoor noise levels received at the noise receptor, measured at the exterior wall of the building do not exceed any of the following standards:
>
> - Leq1H of 55 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 6 a.m. and 7 p.m.

- Leq1H of 50 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 7 p.m. and 10 p.m.
- Leq1H of 45 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 10 p.m. and 6 a.m.

General Plan Policy 2.16.2-1(5) requires construction noise to be evaluated and mitigated in accordance with the Construction Noise Threshold Criteria and Control Plan prepared by Advanced Engineering Acoustics (2010). Based on this document, noise-sensitive receptors include:

- Hospitals and nursing homes (sensitive 24 hours/day);
- Residences (sensitive during evening and nighttime – 7 pm to 7 am);
- Hotels and motels (sensitive during evening and nighttime); and
- Schools, churches and libraries (daytime and evening, when in use).

Demolition (using typical construction equipment) would occur from 7 a.m. to 4 p.m.; therefore, local schools would be in use and considered noise-sensitive receptors, and the following daytime construction noise thresholds would apply:

- 60 dBA Leq OR ambient noise level + 3 dBA, for construction duration of 2 to 8 weeks; and
- 55 dBA Leq OR ambient noise level + 3 dBA, for construction duration greater than 8 weeks.

Impacts (LS). The proposed project would generate noise during proposed decommissioning activities. Potential noise sensitive receptors in the project area are limited to adjacent residences and the nearby Santa Rosa Elementary School. Decommissioning-related noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model, based on a peak day, composed of simultaneous operation of a dozer, scraper and soil compactor. The results of the noise modelling are presented in Table 5. Work would not be conducted during the evening or nighttime; therefore, local residences are not considered noise-sensitive receptors.

Santa Rosa Elementary School is considered a noise sensitive receptor; however, the modelled noise value (53.4 dBA Leq) is less than the 55 dBA Leq daytime construction noise threshold. Therefore, noise impacts are considered less than significant.

Table 5. Project Noise Modeling Results*

Receptor	Distance to Work Area (feet)	Modelled Peak Noise Level (dBA Leq)
Nearest residence	45	79.9
Santa Rosa Elementary School	1440	53.4

*Project-specific results from the Roadway Construction Noise Model

Decommissioning-related vibration was estimated using methodology provided by the Federal Transit Administration (2006), which indicates construction-related vibration at the nearest structure (minimum 45 feet away) would be 79 Lv[1], which is less than the vibration damage criteria for non-engineered timber and masonry buildings (94 Lv). Therefore, vibration impacts would be less than significant.

ISSUE 22: DAYTIME GLARE

Setting. Sources of light in the immediate project area are limited to exterior lighting at adjacent residential land uses, and vehicle headlights on Santa Rosa Road. The project site does not have any existing lighting or reflective surfaces.

Significance Thresholds. The project would have a significant impact if the post-project luminance histogram (generated by a computer-based comparison of before and after digital photographs) would be greater than 3 times the median background.

Impacts (NI). Proposed decommissioning activities would be conducted during daytime and would not involve any lighting.

ISSUE 23: PUBLIC HEALTH

Setting. A public health issue is defined by the County's ISAG as a human health related issue, such as, but not limited to, vectors, bioaerosols, and other pathogens or environmental factors that may pose a substantial present or potential hazard to public health. Note that hazardous materials or waste that may adversely affect human health are addressed under Issue 20.

Significance Thresholds. Significance for public health related impacts must be determined on a case-by-case basis, and is related to project type, location, and other environmental factors.

Impacts (NI). Currently, the No. 2 Debris Basin does not impound surface water for sufficient periods to allow mosquito reproduction. The proposed project involves removing the existing dam and eliminating any impoundment of surface water. The project would not generate or be exposed to vectors, bioaerosols, and other pathogens or environmental factors that may pose a substantial present or potential hazard to public health.

ISSUE 24: GREENHOUSE GASES

Setting. Climate change, often referred to as "global warming" is a global environmental issue that refers to any significant change in measures of climate, including temperature, precipitation, or wind. Climate change refers to variations from baseline conditions that extend for a period (decades or longer) of time and is a result of both natural factors, such as volcanic eruptions, and anthropogenic, or man-made, factors including changes in land-use and burning of fossil fuels. Anthropogenic activities such as deforestation and fossil fuel combustion emit heat-trapping greenhouse gases (GHG), defined as any gas that absorbs infrared radiation within the atmosphere.

[1] L_v: Root mean square velocity in decibels referenced to 1 micro-inch/second

According to data from the National Oceanic and Atmospheric Administration, the 2017 average global temperature across land and ocean surface areas was 0.84°C (1.51°F) above the twentieth-century average of 13.9°C (57.0°F), making it the third-warmest year on record behind 2016 (warmest) and 2015 (second warmest). 2017 was the warmest non-El-Niño year in the record. Since the start of the twenty-first century, the annual global temperature record has been broken five times. From 1900 to 1980 a new temperature record was set on average every 13.5 years; however, since 1981 the average period between temperature records has decreased to every 3 years.

In efforts to reduce and mitigate climate change impacts, state and local governments are implementing policies and initiatives aimed at reducing GHG emissions. California, one of the largest state contributors to the national GHG emission inventory, has adopted significant reduction targets and strategies. The primary legislation affecting GHG emissions in California is the California Global Warming Solutions Act (Assembly Bill [AB] 32). AB 32 focuses on reducing GHG emissions in California, and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. In addition, two State-level Executive Orders have been enacted by the Governor (Executive Order S-3-05, signed June 1, 2005, and Executive Order S-01-07, signed January 18, 2007) that mandate reductions in GHG emissions.

In June 2008, CARB developed a Draft Scoping Plan for Climate Change, pursuant to AB 32. The Scoping Plan was approved at the Board hearing on December 12, 2008. The Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. Key elements of the Scoping Plan for reducing California's greenhouse gas emissions to 1990 levels by 2020 include:

- Expansion and strengthening of existing energy efficiency programs and building and appliance standards.
- Expansion of the Renewables Portfolio Standard to 33 percent.
- Development of a California cap-and-trade program that links with other Western Climate Initiative Partner programs to create a regional market system.
- Implementation of existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.
- Targeted fees to fund the State's long-term commitment to AB 32 administration.

The Climate Change Scoping Plan was updated in May 2014, and again in November 2017. In 2016, the State Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. The 2017 update to the Scoping Plan indicates the State is on track to reduce GHG emissions to 1990 levels by the 2020 target, and focuses on strategies to achieve the 2030 target set by Executive Order B-30-15 and codified by SB 32.

The CARB developed regulations for mandatory reporting of greenhouse gas emissions in 2007, which incorporated by reference certain requirements promulgated by the USEPA in its Final Rule on Mandatory Reporting of Greenhouse Gases (Title 40, Code of Federal Regulations, Part 98). These regulations were revised in 2010, 2012, 2013, and 2014, with the current regulations becoming effective on January 1, 2015. The proposed project would not be subject to these regulations, as it does not involve any industrial processes and does not meet the 10,000-metric ton CO_2E reporting threshold.

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that greenhouse gas emissions and the effects of GHG emissions are appropriate for CEQA analysis. It directs the California Office of Planning and Research (OPR) to develop guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division." (Pub. Res. Code § 21083.05(a)).

In December of 2009, the California Natural Resources Agency adopted amendments to the CEQA Guidelines (Title 14, Cal. Code of Regulations, §15000 et seq.) to comply with the mandate set forth in Public Resources Code §21083.05. These revisions became effective March 18, 2010. According to the 2019 State CEQA Guidelines (Section 15064.4), a lead agency may use a model or methodology to estimate GHG emissions, has the discretion to select the most appropriate model or methodology, and must support the selection of the model or methodology with substantial evidence.

Many California counties have developed a climate change action plan focusing on reducing GHGs from local sources, to facilitate meeting the State reduction targets of AB 32. To date, Ventura County has not published any draft documents related to GHG emissions reduction in the County.

Significance Thresholds. To date, GHG thresholds of significance have not been adopted by Ventura County. On November 8, 2011, the Ventura County APCD completed a staff report assessing several options and strategies in developing GHG thresholds for land development projects. Although no GHG thresholds were developed, the November 8, 2011 staff report stated that consistency with any GHG thresholds developed by the South Coast Air Quality Management District (SCAQMD) is preferred. On December 5, 2008, the SCAQMD governing board adopted an interim GHG significance threshold of 10,000 metric tons per year CO_2 equivalent (including amortized construction emissions) for industrial projects. Due to the lack of any other applicable threshold, this value is used in this analysis to determine the significance of the contribution of the project to global climate change.

Impacts (LS). GHG emissions associated with the project were estimated using the OFFROAD and EMFAC2014 models. These models were selected as they were developed by CARB for the preparation of emissions inventories and are appropriate for the emissions sources associated with the project. Total project annual greenhouse gas emissions would be 69.0 metric tons CO_2 equivalent. Since annual GHG emissions would be less than the significance threshold, global climate change impacts are considered less than significant.

ISSUE 25: COMMUNITY CHARACTER

Setting. The project site is located entirely within an existing flood control easement granted to the District in 1957, and encompasses portions of Assessor's Parcel Numbers 519-0-133-04, 519-0-133-05, 519-0-133-06, 519-0-133-07, 519-0-133-08, 519-0-133-09 and 519-0-030-15. The existing flood control easement is an easement and right-of-way in, on, over, under and across the described property for all purposes of constructing a thereon a debris dam and basin with appurtenant structures for periodic inundation resulting from temporary impounding of water from time to time. The easement also establishes the right to establish a borrow pit, permit silt and debris to accumulate, the right to remove silt and debris, and construction, maintenance and repair of facilities. As indicated in Table 1, zoning is Rural Residential.

Significance Thresholds. The project would have a significant impact to community character if it was:

1. A project that is inconsistent with any of the policies or development standards relating to community character of the Ventura County General Plan Goals, Policies and Programs or applicable Area Plan, is regarded as having a potentially significant environmental impact; and/or
2. A project has the potential to have a significant impact on community character, if it either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable probable future projects would introduce physical development that is incompatible with existing land uses, architectural form or style, site design/layout, or density/parcel sizes within the community in which the project site is located.

Impacts (NI). The project is consistent with applicable Ventura County General Plan policies (Section 5.0). The proposed project involves decommissioning the No. 2 Debris Basin, which would return the site to a more natural appearance consistent with the character of the surrounding rural residential area. With the debris basin and associated dam removed from the site, the Bridlewood HOA would be responsible to maintain its easement for equestrian use over the new trail configuration shown on Figure 2.

ISSUE 26: HOUSING

Setting. The project site is surrounded by rural residences, on parcels at least one acre in size.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to housing include:

1. Elimination of three or more dwelling units that are affordable to households with moderate income levels (coastal zone) or lower income (entire County) is considered a significant project-specific and cumulative impact on existing housing.
2. Projects that result in 30 or more new full-time-equivalent ("FTE") lower-income employees.

Impacts (NI). The project would not involve the removal of any existing housing. However, any project that would involve construction has the potential to generate a demand for construction worker housing. Any employment opportunities associated with proposed decommissioning activities are not expected to generate demand for housing, due to the short-term nature (about 70 working days) and small number of workers needed (about 10). Therefore, these services are anticipated to be supplied by existing construction workers within the County, and an impact on housing demand is not anticipated.

ISSUE 27: TRANSPORTATION/CIRCULATION

The following analysis is consistent with the Ventura County ISAG, which have not been updated to address revisions to the State CEQA Guidelines (Section 15064.3) regarding determining the significance of transportation impacts. These revisions focus on increases in vehicle miles travelled associated with proposed changes in land use. The proposed project does not involve any change in land use as the project site would remain within a flood control easement and would not generate any vehicle miles.

Setting. The quality of traffic service provided by a roadway system can be described through the Level of Service (LOS) concept. LOS is a standardized means of describing traffic conditions by comparing traffic volumes in a roadway system with the system's capacity. An LOS rating of A-C indicates that the roadway is operating efficiently. Minor delays are possible on an arterial with a LOS of D. Level E represents traffic volumes at or near the capacity of the highway, resulting in possible delays and unstable flow.

The project site is served by a circulation system comprised of highways, arterial streets, and collector streets. The project site is accessed from Santa Rosa Road, a 2-lane County roadway linking the City of Camarillo to the cities of Thousand Oaks and Moorpark (via Moorpark Road). Santa Rosa Road is also a city thoroughfare within the City of Camarillo, where it is a 4-lane facility, except east of Upland Road where it transitions into a 2-lane rural highway.

Traffic volumes recorded in 2018 on Santa Rosa Road (west of Moorpark Road) were 22,100 vehicles per day, which is considered LOS E (Ventura County Resource Management Agency 1988, amended 2015). LOS E is considered acceptable on the Ventura County portion of Santa Rosa Road (see Ventura County ISAG).

Part 27.a Roads and Highways

Roadway Significance Thresholds. The minimum acceptable level of service for County maintained local roads is LOS C, and LOS D for County thoroughfares and state highways. However, the minimum acceptable LOS is E for five specified roadway segments, including the segment of Santa Rosa Road adjacent to the project site. The project would have a significant impact on roads and highways if it would:

- Add one or more peak hour trip to a roadway currently operating at an unacceptable LOS.
- Cause a roadway to fall below an acceptable LOS.

Intersection Significance Thresholds. The project would have a significant impact on intersection if it would:

- Increase volume/capacity ratios (V/C) by 0.20 for intersections operating at LOS A;
- Increase V/C by 0.15 for intersections operating at LOS B;
- Increase V/C by 0.10 for intersections operating at LOS C;

27.a(1) Roads and Highways Level of Service

Impacts (LS). The proposed project would generate short-term vehicle traffic on Santa Rosa Road, with up to 20 one-way trips on a peak day. However, many of these trips would occur during off-peak hours because proposed decommissioning activities would generally begin prior to a.m. peak hour and typically end at or before p.m. peak hour. In any case, Santa Rosa Road operates at an acceptable LOS, and the project would not cause LOS to fall below acceptable levels to LOS F, or 27,000 vehicles per day. Therefore, project impacts to roadway level of service would be less than significant.

27.a(2) Safety and Design of Public Roads

Impacts (NI). The project does not involve construction of a public road; therefore, no impacts to the safety and design of public roads would occur. Any project-related damage to public roadways would be repaired to County standards by the decommissioning contractor.

27.a(3) Safety and Design of Private Access

Impacts (NI). The project does not involve construction of a private road; therefore, no impacts to the safety and design of private access roads would occur.

27.a(4) Tactical Access

Setting. Tactical access describes an organized system of roads that provides access to and from a project site in the event of any emergency or disaster. The project may have a significant impact with respect to tactical access if it would involve the construction of a public or private road with single access that is over 800 feet in length.

Impacts (NI). The project site does not support any habitable structures requiring emergency access. In any case, the existing access road would be maintained during decommissioning activities. Surrounding residences have private driveways that would not be affected by the project. Therefore, adequate emergency access to the site and adjacent land uses would be provided.

Part 27.b Pedestrian/Bicycle Facilities

Setting. In the project area, Santa Rosa Road is provided with bike lanes along the roadway shoulder (Class II facility).

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to pedestrian/bicycle facilities include:

1. A project that would cause actual or potential barriers to existing or planned pedestrian/bicycle facilities.
2. Projects that generate or attract pedestrian/bicycle traffic volumes meeting requirements to provide protected highway crossings or pedestrian and bicycle facilities (pedestrian overcrossings, traffic signals, and bikeways).

Impacts (NI). The proposed project would not adversely affect the use of Santa Rosa Road or any designated bikeways by bicyclists and pedestrians.

Part 27.c Bus Transit

Setting. Bus service in the project area is provided along U.S 101 and State Route 34. Regular bus transit service is not provided along Santa Rosa Road.

Significance Thresholds. A project may have a significant impact if it would substantially interfere with existing bus transit facilities or routes, or create a substantial demand for bus transit facilities or services.

Impacts (NI). The project would not involve the construction of housing, provide long-term employment opportunities or otherwise increase the population in the area. Therefore, the project would not result in an increase in demand for bus transit services, or adversely affect bus transit facilities. Project-related decommissioning activities would not hamper access to bus stops or bus service.

Part 27.d Railroads

Setting. The nearest tracks (Union Pacific Railroad/Metrolink) are located approximately 2.8 miles north of the project site.

Significance Thresholds. A project would normally have a significant impact on a railroad if it would substantially interfere with an existing railroad's facilities or operations.

Impacts (NI). The proposed project would not generate rail traffic or interfere with railroad operations. No impacts to railroads would occur.

Part 27.e Airports

Setting. The nearest airport is the Camarillo Airport, located approximately 10.7 miles west of the project site.

Significance Thresholds. Incompatible uses (such as tall buildings, residential units, refineries, churches and schools) within the airport sphere of interest may cause a significant impact. Generally, projects with the potential to generate complaints and concerns, or which are within the sphere of influence of a County-operated airport, would interfere with the County's mission and be deemed as having a significant project-specific and/or cumulative impact.

Impacts (NI). The project site is not located within the airport sphere of interest or height restriction zone, and does not involve any new structures. The project would not conflict with airport operations, or adversely affect airport facilities.

Part 27.f Harbor Facilities

Setting. The nearest harbor is in Port Hueneme, located approximately 19.2 miles to the southwest.

Significance Thresholds. The significance of impacts to harbors is determined by the harbor operator, which is the Oxnard Harbor District for the Port Hueneme harbor.

Impacts (NI). The project would not increase harbor traffic, or adversely affect harbor facilities.

Part 27.g Pipelines

Setting. There are pipelines in the project area, including water supply and natural gas. A standard utility investigation (i.e., Digalert, utility company contact) would be conducted to identify any pipelines within construction work areas.

Significance Thresholds. A project would have a significant impact if it would substantially interfere with, compromise the pipeline integrity or otherwise affect the operations of an existing pipeline.

Impacts (NI). The project would not interfere with the operation of existing pipelines.

ISSUE 28: WATER SUPPLY

Setting. The potable water needs of the area are served by local groundwater and imported water provided by the Camrosa Water District.

Part 28.a Quality

Setting. Domestic water is defined by the County of Ventura ISAG as a supply of potable water used for human consumption or connected to domestic plumbing fixtures in which the supply is obtained from an approved individual water supply system or a public water system operating with an unrevoked permit from the Ventura County Environmental Health Division or the California State Department of Health Services.

Significance Thresholds. The project would have a significant impact if it would result in the use of domestic water that does not meet applicable State Drinking Water Standards as described in Title 22 of the California Code of Regulations, as well the Ventura County Building Code and Ordinance Code.

Impacts (NI). The proposed project would utilize water during decommissioning activities provided by the Camrosa Water District that meets all applicable water quality standards. Therefore, no impacts to domestic water quality would result.

Part 28.b Quantity

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to water supply include:

1. Projects without a demonstrated permanent supply of water.
2. Any project that is inconsistent with any County policies or development standards relating to water supply.
3. Either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable probable future projects would introduce physical development that would adversely affect the water supply of the hydrologic unit in which the project site is located.

Impacts (NI). The proposed project would not require a permanent water supply. The proposed project would use small amounts of water on a temporary basis for dust control and compaction during decommissioning activities, and temporary irrigation of erosion control plantings for approximately two years until established. Drought-tolerant plants that do not require long-term irrigation would be selected for use.

Part 28.c Fire Flow

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to fire water flow include:

1. Projects that cannot meet the required fire flow.
2. Served by a private water system that cannot meet flow, duration or reliability requirements of the Ventura County Waterworks Manual and VCFPD Code.

Impacts (NI). The project would not require fire protection or a source of fire water. As such, no impacts with respect to fire flow are expected.

ISSUE 29: WASTE TREATMENT AND DISPOSAL FACILITIES

Part 29.a Individual Sewage Disposal Systems

The project would not involve the use of any individual septic systems, and would have no impacts in this respect.

Part 29.b Sewage Collection/Treatment Facilities

Setting. The project site does not generate sewage. Domestic wastewater produced by surrounding residences are treated by individual private septic systems.

Significance Thresholds. The project would have a significant impact if it would individually or cumulatively generate sewage effluent which would be discharged to and exceed the capacity of an existing sewer main or sewage treatment plant. If the project description includes improvements to existing, or construction of new sewer mains and/or sewage treatment plants which would then be capable of serving the project and other cumulative development, there would be a less than significant impact.

Impacts (NI). The proposed project would not contribute wastewater to any wastewater treatment or disposal facilities.

Part 29.c Solid Waste Management

Setting. Solid waste generated in the project area is disposed at the Toland Road Landfill by E.J. Harrison & Sons, with recyclables transported to the Gold Coast Transfer Station for sorting and recovery.

Significance Thresholds. Any project that generates solid waste would have an impact on the demand for solid waste disposal capacity in Ventura County. However, unless the County has reason to believe that there is less than 15 years of disposal capacity available for County disposal, no individual project would have a significant impact on the demand for solid waste capacity.

The Countywide Siting Element approved by the California Integrated Waste Management Board on June 20, 2001 demonstrates that the approval of extension of the existing Solid Waste Facility Permit for the Simi Valley Landfill and Recycling Center, combined with the existing permitted capacity of the Toland Road Landfill would provide Ventura County with sufficient disposal capacity beyond the 15-year planning period mandated by State law. Therefore, no individual project would have a significant impact on the demand for solid waste capacity.

Impacts (LS). The proposed project may generate a small amount of solid waste associated with disposal of removed metal and concrete piping, concreted rock and sandbags, and green-waste from tree removal. The project would comply with the requirements of the Ventura County Public Works Integrated Waste Management Division, including recycling demolition debris, using recyclable construction materials, segregation of green-waste, and recycling and reusing soil and green-waste. Solid waste impacts would be less than significant.

Part 29.d Solid Waste Facilities

Setting. Solid waste generated in the project area is disposed at the Toland Road Landfill.

Significance Thresholds. Solid waste facilities shall be in compliance with the following statutes and regulations and are subject to enforcement by the Ventura County Environmental Health Division, the Local Enforcement Agency:

- California Health and Safety Code, Parts 13 and 14.
- California Code of Regulations, Title 14.
- California Code of Regulations, Title 27.

- California Public Resources Code, Division 30.
- Ventura County Ordinance Code.

Impacts (NI). The proposed project does not involve a solid waste operation or facility, and would not have an impact on solid waste facilities within the region.

ISSUE 30: UTILITIES

Energy: Impacts (LS). The proposed project would consume non-renewable energy in the form of fuels for vehicles and equipment used to conduct decommissioning activities. This energy use would not be wasteful, inefficient or unnecessary.

Electricity: Impacts (NI). The project site is not currently provided with electricity service, and proposed decommissioning activities would not require electricity service. Therefore, no impacts to electricity service would result.

Natural Gas: Impacts (NI). The project site is not currently provided with natural gas service, and proposed decommissioning activities would not require natural gas service. Therefore, no impacts to natural gas service would result.

Communications: Impacts (NI). The project site is not currently provided with communications service, and proposed decommissioning activities would not require communications service. Therefore, no impacts to communications service would result.

ISSUE 31: FLOOD CONTROL FACILITIES/WATERCOURSES

Part 31.a Watershed Protection District Facilities/Watercourses

Setting. The project site (No. 2 Debris Basin) is a District facility, including the affected reach of the Arroyo Santa Rosa Tributary.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to County-maintained water courses include:

1. Reducing the capacity of flood control facilities and watercourses, including planting of vegetation within the watercourse or on the banks thereof.
2. Eroding watercourse bed and banks due to high velocities, changes in adjacent land use, encroachments into the channel such as bridges, and loading the top of the channel embankment with structures.
3. Deposition of any material of any kind in a watercourse.
4. Placement of a structure that encroaches on a flood control facility or that does not have sufficient setback from a watercourse.

Impacts (LS). The proposed project involves removal of the dam and decommissioning of the No. 2 Debris Basin. Based on the Preliminary Design Study prepared for the project by West Consultants, the storm water detention effect of the No. 2 Debris Basin is negligible because hydraulic modeling indicates the extent of inundation would be virtually the same following dam removal, with the same number of potentially inundated structures as under existing conditions (Figures 6 and 7). Specifically, a 10-year event would cause inundation of two structures under existing conditions or with the dam removed, and a 100-year event would cause inundation of 12 structures under existing conditions or with the dam removed.

Hydraulic modeling conducted for the Preliminary Design Study indicates if the No. 2 Debris Basin dam were breached during a 10-year (or 50-year or 100-year) flood event it would cause Santa Rosa Road to be overtopped by 7 feet of water, and would result in inundation of 17 structures during a 10-year event (or 29 and 30 structures during a 50-year or 100-year event, respectively). Thus, the proposed dam removal would eliminate this flood hazard and risk of additional property loss associated with dam breaching during major storm events.

Sediment transport modeling conducted for the Preliminary Design Study indicates that higher storm flow velocities associated with dam removal would prevent excess sediment deposition. Therefore, dam removal would not produce areas of excessive sediment deposition.

The proposed project includes the extension of the existing box culvert under Santa Rosa Road and construction of a transition structure between the upstream earthen channel and box culvert. These project components would not adversely affect the capacity of the earthen channel or culvert.

Overall, the proposed project would not substantially reduce the capacity of the Arroyo Santa Rosa Tributary channel, substantially increase erosion or sedimentation, or encroach into a flood control facility. Therefore, impacts to District facilities would be less than significant.

Part 31.b Other Facilities/Watercourses

Setting. The project site is located in the Arroyo Santa Rosa Tributary watershed, which includes District-maintained, privately maintained and unmaintained channels. The Tributary empties into Arroyo Santa Rosa approximately 2.1 stream miles downstream of the project site. Arroyo Santa Rosa empties into Conejo Creek approximately 1.1 stream miles downstream of its confluence with the Arroyo Santa Rosa Tributary.

The Santa Rosa Road No. 2 Debris Basin is located near the upper end of the Arroyo Santa Rosa Tributary watershed, which totals approximately 18,580 linear feet of channels, and parallels Santa Rosa Road in a northeast to southwest direction. The Tributary channel begins several hundred feet east of the intersection of Moorpark Road and Santa Rosa Road, and traverses approximately 6,500 linear feet as a small natural channel with several bridge and culvert features. The District does not own or have easements to maintain any of the upper reach as a facility.

Moving downstream, the next 500 feet of channel falls within the maintained portion of the District's No. 2 Debris Basin facility, which abuts the 200-foot (upstream to downstream) earthen dam. Downstream (south) of the dam, the channel is maintained by the District as an earthen trapezoidal channel for about 350 feet to the culvert under Santa Rosa Road. The culvert outlets south of the road into a nearly 3,500 foot-long concrete box channel built in 1969 that parallels Santa Rosa Road.

The Arroyo Santa Rosa Tributary channel then separates southward from Santa Rosa Road into a wide earthen channel which is maintained by the District. These reaches are maintained by the District via maintenance agreements over land owned by other parties.

Downstream of this point, the Arroyo Santa Rosa Tributary channel traverses many private properties for about 1.3 linear miles to the confluence with Arroyo Santa Rosa. This reach is maintained by the property owners, as the District lacks maintenance easements.

The Arroyo Santa Rosa upstream and downstream of the confluence with the Tributary comprises mostly District-maintained reaches, with earth, rock and concrete treatments. The Arroyo Santa Rosa terminates at its confluence with Conejo Creek approximately 1.1 miles downstream of its confluence with the Arroyo Santa Rosa Tributary.

Significance Thresholds. The project would have a significant impact if it would substantially change the flow rate (i.e., increased runoff), velocity, erosion potential, or capacity of flood control channels. In reviewing a project for impacts, the following are to be given consideration:

- Deposition of sediment and debris materials within existing channels and allied obstruction of flow.
- Capacity of the channel and the potential for overflow during design storm conditions.
- Increased runoff and the effects on areas of special flood hazard and regulatory channels both on and off site.

Impacts (NI). After decommissioning the Santa Rosa Road No. 2 Debris Basin, the District would continue to maintain concrete rectangular and earthen trapezoidal facilities downstream of Santa Rosa Road for approximately 0.8 linear miles. Because flooding and sediment loading would not change substantially, the maintenance requirements of non-District-maintained facilities is not expected to change.

ISSUE 32: LAW ENFORCEMENT/EMERGENCY SERVICES

Setting. The project area is served by the Ventura County Sheriff Department's East Valley Station at 2101 E. Olsen Road, Thousand Oaks, located approximately 5.5 road miles from the project site. Emergency (paramedic) services would be provided from Ventura County Fire Department Station 52, located approximately 6.6 road miles west of the project site.

Significance Thresholds. Projects that do not include adequate measures to address increased demand for law enforcement or emergency services would have a potentially significant project-specific and cumulative impact.

Impacts (NI). The proposed project does not involve any habitable structures or other facilities requiring law enforcement or emergency services.

ISSUE 33: FIRE PROTECTION SERVICES

Part 33.a Distance and Response

Setting. Fire protection services would be provided from Ventura County Fire Department Station 52, located approximately 6.6 road miles west of the project site.

Significance Thresholds. Projects located greater than five miles (measured from the apron of the fire station to the structure or pad of the proposed structure) from a full time paid fire department is considered a significant impact.

Impacts (NI). The proposed project does not involve any habitable structures or other facilities requiring fire protection services.

Part 33.b Personnel, Equipment and Facilities

Impacts (NI). Additional Ventura County Fire Department personnel, equipment or facilities would not be needed to serve the proposed project.

ISSUE 34: EDUCATION

Part 34.a Schools

Setting. The term "schools" includes public elementary, secondary and college level educational facilities. This issue entails the direct impact to, and demand for school facilities. Schools in the project area include California Lutheran University, Las Colinas Middle School, Somis Elementary School, Santa Rosa Elementary School, Arroyo West Elementary School, Moorpark High School, Mountain Meadows Elementary School, Peach Hill Elementary School, Mesa Verde Elementary School, Flory Elementary School and Chaparral Middle School. The nearest school is Santa Rosa Elementary, located approximately 0.3 miles east of the project site.

Significance Threshold. A project will normally have a significant impact on school facilities if it would substantially interfere with the operations of an existing school facility.

Impacts (NI). The proposed project is non-residential and would not provide any long-term employment opportunities, or otherwise create any demand for schools. The proposed project would not interfere with the operations of any school.

Part 34.b Public Libraries

Setting. The term "public libraries" includes public library facilities and services. This issue entails the direct impact to, and demand for, public library facilities and services. The nearest public library is the Moorpark City Library, located approximately 2.9 miles north of the project site.

Significance Threshold. A project has a significant project-specific impact on public library facilities and services if it would substantially interfere with the operations of an existing public library facility, put additional demands on a public library facility which is currently deemed overcrowded, or limit the ability of individuals to access public library facilities by private vehicle or alternative transportation modes. A project has a cumulative impact on public library facilities and services if the project, in combination with other approved projects in its vicinity, would cause a public library facility to become overcrowded.

Impacts (NI). The proposed project is non-residential and would not provide any long-term employment opportunities, or otherwise create any demand for public libraries or services. The proposed project would not interfere with the operations of any public library.

ISSUE 35: RECREATION FACILITIES

Local Parks/Facilities

Setting. The nearest local park in the area is Peach Hill in the City of Moorpark, located approximately 1.7 miles north-northeast of the project site.

Significance Thresholds. A project would have a significant impact on recreation if it would cause an increase in the demand for recreation when measured against the following standards:

- Local Parks/ Facilities: 5 acres of developable land (less than 15% slope) per 1000 population.
- Regional Parks/Facilities: 5 acres of developable land per 1000 population.
- Regional Trails/Corridors: 2.5 miles per 1000 population.

A project would have a significant impact on recreation if it would impede future development of Recreation Parks/Facilities and/or Regional Trails/Corridors.

Impacts (NI). The proposed project is not a new or expanded development and would not create a demand for recreational facilities, or affect access or future development of existing facilities. Therefore, the project would not impact local parks/facilities.

Regional Parks/Facilities

Setting. A regional park is defined as an extent of land that, by its unique, natural character or unusual or extensive development, offers recreation opportunities that attract patronage from beyond the local vicinity without regard to physical, political, or municipal boundaries. The nearest regional park in the project area is Wildwood Regional Park in the City of Thousand Oaks, located approximately 0.7 miles to the south of the project site.

Impacts (NI). The proposed project would not create a demand for recreational facilities and would not impede the use of any park. Therefore, no impacts to regional parks would occur.

Regional Trails/Corridors

Setting. Regional trails are intended to accommodate non-motorized recreational travel through areas removed from vehicular traffic. Regional trails/corridors should link major park and recreation facilities. Regional trails in the project area include those in Wildwood Park (Santa Rosa, Lower Santa Rosa, Mount Clef Ridge), located as close as 0.5 mile south of the project site.

The access road along the eastern side of the No. 2 Debris Basin is part of the Bridlewood Trail managed by the Bridlewood Homeowners Association. This primarily equestrian trail is located on private property, with the public provided access under the provisions of California Civil Code Section 846. In the vicinity of the No. 2 Debris Basin, the trail extends north from Santa Rosa Road along the west side of the channel, then crosses to the east side just downstream of the dam, then north along the east side of the project site and the No. 2 Debris Basin (Figure 5). The trail then curves north and east along the Arroyo Santa Rosa Tributary channel to Vista Grande Street.

Impacts (PS-M). The project includes the permanent realignment of the Bridlewood Trail across the proposed box culvert extension at Santa Rosa Road to the east side of the Arroyo Santa Rosa Tributary (Figure 5). For public safety reasons, access to the portion of the Bridlewood Trail within the project site would be closed for approximately three months during decommissioning activities. This temporary loss of recreational use of a portion of the Bridlewood Trail is considered a potentially significant impact.

Mitigation. The following measures shall be implemented to minimize the temporary loss of use of the Bridlewood Trail within the project area during decommissioning activities:

- The project schedule (projected work start and end dates) shall be provided to the Bridlewood Homeowners Association at least two weeks prior to beginning decommissioning activities.
- Signage shall be provided on the Trail both north and south of the project site at least one week prior to the initiation of decommissioning activities, notifying Trail users of planned temporary Trail closures, and the alternative Trail route along Vista Arroyo Drive.
- Vista Arroyo Drive shall be available as an alternative temporary detour equestrian trail route from Santa Rosa Road north to the existing off-street connector trail just northeast of Saddleridge Court (Figure 5). Note that Vista Arroyo Drive is considered an existing trail in the Santa Rosa Valley Trail Master Plan.

Implementation of the above measures would reduce impacts related to loss of equestrian trail usage to a level of less than significant.

5.0 CONSISTENCY WITH THE VENTURA COUNTY GENERAL PLAN

Section 15063(d) of the State CEQA Guidelines requires a discussion of the consistency of the proposed project with existing zoning, plans and other applicable land use controls. Table 6 provides a discussion of project consistency with the policies of the Ventura County General Plan.

Table 6. Summary of Project Consistency with Applicable Policies of the Ventura County General Plan

Policy Area	Consistency Determination
RESOURCES	
1.1 General Goals, Policies and Programs	Consistent: This Initial Study/Mitigated Negative Declaration was prepared for the project in compliance with CEQA, and mitigation is provided to reduce all impacts to less than significant levels.
1.2 Air Quality	Consistent: the project is consistent with the AQMP, impacts have been identified and emissions reduction measures provided (see Issue 1), the project is not subject to APCD permit authority.
1.3 Water Resources	Consistent: the project would not require a permanent water supply and complies with all State and County regulations, does not involve irrigated landscaping, surface water diversion, mining, wells or golf courses (see Issue 2).
1.4 Mineral Resources	Consistent: the project does not involve mineral or petroleum extraction/production, or affect a mineral resource area (see Issue 3).
1.5 Biological Resources	Consistent: on site biological resources (including wetland habitats) have been evaluated, significant impacts would be mitigated, no significant wetland habitat would be affected, wildlife passage would not be substantially affected (see Issue 4).
1.6 Farmland Resources	Consistent: the project does not involve loss of farmland, hillside agricultural grading or development adjacent to agricultural-designated lands or greenbelts (see Issue 5).
1.7 Scenic Resources	Consistent: the project would not degrade visual resources, or adversely affect a scenic resource area (see Issue 6).
1.8 Paleontological and Cultural Resources	Consistent: impacts to these resources have been evaluated (see Issues 7 and 8). No prehistoric resources have been reported at or near the site; however, measures are provided to address evaluation and disposition of any cultural resources found during proposed decommissioning activities.
1.9 Energy Resources	Consistent: the proposed project would not consume energy, including electricity and natural gas.
1.10 Coastal Beaches and Sand Dunes	Consistent: the project would not affect beaches or sand dunes, or involve shoreline structures or mining (see Issue 9).
HAZARDS	
2.1 General Goals, Policies & Programs	Consistent: due to the nature of the project (decommissioning) geologic or soil engineering reports are not needed (see Issues 10-12).
2.2 Fault Rupture	Consistent: the project site is not located on an active fault and is not located in a fault hazard area (see Issue 10).

Table 6. Continued

Policy Area	Consistency Determination
2.3 Ground Shaking	Consistent: the project does not involve any habitable structures that could be affected by ground shaking (see Issue 11).
2.4 Liquefaction	Consistent: the project does not involve any habitable structures, essential facilities, or hazardous materials storage facilities that could affected by liquefaction (see Issue 12).
2.5 Seiche	Consistent: the proposed project is not located in a seiche hazard area (see Issue 13).
2.6 Tsunami	Consistent: the proposed project is not located in a tsunami hazard area (see Issue 13).
2.7 Landslides/Mudslides	Consistent: the project would not be located in a landslide/mudslide hazard area or hillside areas (see Issue 14).
2.8 Expansive Soils	Consistent: the proposed project does not involve any new or modified structures or individual sewage disposal systems, and is not subject to County and State building codes (see Issue 15).
2.9 Subsidence	Consistent: the project does not involve any new or modified structures, extraction wells, or any public safety or emergency services facilities (see Issue 16).
2.10 Flood Hazards	Consistent: the proposed project does not involve any habitable structures, is designed to withstand inundation and would not alter floodplain limits (see Issue 17).
2.11 Inundation from Dam Failure	Consistent: the project involves the removal of a small dam, which would remove the potential for inundation associated with dam failure.
2.12 Coastal Wave and Beach Erosion Hazards	Consistent: the project is not located on the coast.
2.13 Fire Hazard	Consistent: the project is located in a high fire hazard area, but does not involve any new or modified structures requiring fire protection or emergency access (see Issue 18).
2.14 Transportation Related Hazards	Consistent: the project is not located in proximity to an airport, railroad or truck route (see Issue 19).
2.15 Hazardous Materials and Waste	Consistent: the project would not generate or utilize hazardous materials, and would not be implemented at a waste site (see Issue 20).
2.16 Noise	Consistent: the project is not a noise-sensitive use, and would not exceed the construction noise thresholds at adjacent land uses (see Issue 21).
2.17 Civil Disturbance	Consistent: the project would have no effect on law enforcement resources to be used to restore the peace.
LAND USE	
3. General Goals, Land Use Designations, Population & Housing, Employment	Consistent: the project is consistent with the existing land use designation and zoning, and does not involve any commercial or industrial development (see Issues 25 and 26).

Table 6. Continued

Policy Area	Consistency Determination
PUBLIC FACILITIES AND SERVICES	
4.1 General Goals, Policies and Programs	Consistent: public improvements would not be needed to serve the project site. The project does not involve annexation or change in sphere or area of interest.
4.2 Transportation/ Circulation	Consistent: the project would generate a small amount of traffic during the 3-month decommissioning process, but would not cause or contribute to roadways or intersections operating at an unacceptable level of service (see Issue 27). The project does not include a change in land use designation or zoning, or other feature that would result in long-term traffic generation.
4.3 Water Supply Facilities	Consistent: the project would not require a potable water supply (see Issue 28).
4.4 Waste Treatment and Disposal Facilities	Consistent: the project would not generate wastewater, is not located near a waste treatment or disposal site, and any solid waste generated during decommissioning would be recycled to the extent feasible (see Issue 29).
4.5 Public Utilities	Consistent: the project would not require any public utilities or involve any new transmission lines (see Issue 30).
4.6 Flood Control and Drainage Facilities	Consistent: the project would decommission an existing debris basin, and not require any new flood control facilities (see Issue 31).
4.7 Law Enforcement and Emergency Services	Consistent: the project does not involve any new or modified structures or other facilities requiring law enforcement or emergency services (see Issue 32).
4.8 Fire Protection	Consistent: the project does not involve any new or modified structures or other facilities requiring fire protection services (see Issue 33).
4.9 Education and Library Facilities and Services	Consistent: the project does not involve any schools or library facilities (see Issue 34).
4.10 Parks and Recreation	Consistent: the project would not generate any demand for recreational facilities and would not affect existing facilities (see Issue 35).
4.11 Other Public Buildings and Grounds	Consistent: the project would not affect any government-owned or leased facilities.

6.0 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable.

6.1 CUMULATIVE PROJECTS DESCRIPTION

The following provides a list of other planned or recently approved projects in adjacent areas of Ventura County and the cities of Moorpark and Thousand Oaks that may contribute to cumulative environmental impacts.

6.1.1 Ventura County

Based on the February 2019 list of pending and approved projects, the following projects within about 5 miles involving substantial physical changes to the environment are under review by the Resource Management Agency:

- 15 lot residential subdivision on 50 acres in Santa Rosa Valley (Tentative Tract Map 4410).
- Telecommunications tower at Ventavo Road, Moorpark.
- Lumber yard expansion near Somis including detention basin, wastewater treatment system and parking reconfiguration.
- Lot line adjustment on a 5-acre parcel along Santa Rosa Road.

6.1.2 City of Moorpark

Based on the City's Quarterly Status Report for October 2018, the following projects involving substantial physical changes to the environment are under review or have been recently approved:

- 284 single-family residences on Championship Drive.
- 755 single-family residences west of Casey Road.
- 110 single-family residences east of Walnut Canyon Road.
- 60 condominium units at Walnut Canyon Road/Everett Street.
- 390-unit senior retirement community north of Casey Road.
- 200-unit apartment complex south of Casey Road.
- 21 single-family residences at Marine View Drive.
- 69 condominium units at 635 Los Angeles Avenue.
- 95-unit townhouse complex at Spring Street/Los Angeles Avenue.
- 133 single-family residences at 5979 Gabbert Road.

- 17 lot industrial tract map west of Gabbert Road.
- Motion picture studio complex on Los Angeles Avenue.

6.1.3 City of Thousand Oaks

Based on the City's February 2019 Development Activity Report, the following projects involving substantial physical changes to the environment are under review or have been recently approved:

- Mixed use with 142 apartment units and retail uses on Thousand Oaks Boulevard.
- Nine single-family residences on East Hillcrest Drive.
- Three single-family residences on Highgate Road.
- Five single-family residences on Skyline Drive.
- Hotel expansion on South Westlake Boulevard.
- Demolition and construction of a new industrial building on Lawrence Drive.
- Fifteen new industrial buildings on Rancho Conejo Boulevard.

6.2 CUMULATIVE IMPACT ANALYSIS

6.2.1 Air Quality

Each of the projects listed in Section 6.1 would generate short-term construction emissions. Project decommissioning activities would contribute to cumulative short-term construction emissions, should construction of these projects occur at the same time as the proposed project. However, construction emissions of both the proposed project and other projects would be mitigated by standard measures required by the Ventura County APCD. Implementation of these measures is considered to prevent significant project-specific and cumulative air quality impacts from construction. Therefore, the incremental contribution of the project to cumulative air quality impacts from construction is considered less than significant.

Each of the projects listed in Section 6.1 would generate motor vehicle emissions associated with operation, and some of the industrial projects may generate point source air pollutant emissions. The proposed project would not generate any long-term emissions and would not contribute to cumulative long-term vehicle emissions. Overall, the incremental contribution of the project to cumulative air quality impacts would not be considerable.

6.2.2 Water Resources

Each of the projects listed in Section 6.1 would involve construction and may result in storm water run-off during the construction period, contributing to surface water quality impacts. The proposed project would be conducted during the dry season and is unlikely to contribute to storm water-related surface water quality impacts. In any case, each of these projects would be subject to the General Permit for Discharges of Storm Water Associated with Construction and Land Disturbance Activities and would implement a SWPPP.

The cumulative projects would be subject to the County's stormwater quality management program developed for the Ventura County Municipal Separate Storm Sewer System Permit (Order R4-2010-0108, NPDES Permit No. CAS004002). Implementation of the storm water pollution prevention plan and monitoring required under the General Permit, and compliance with the Storm Sewer System Permit would prevent significant impacts to surface water quality.

In addition, the proposed project would require execution of a Streambed Alteration Agreement from CDFW which typically restricts fueling and maintenance of equipment and vehicles near the drainage, and other measures to prevent water quality impacts. The project's incremental contribution to surface water quality impacts would not be cumulatively considerable.

Most of the projects listed in Section 6.1 would require a permanent potable water supply for domestic uses. The proposed project would not require a permanent potable water supply and would not incrementally contribute to the water supply demand.

6.2.3 Biological Resources

Some of the cumulative projects listed above would result in the loss of native vegetation and wildlife habitat, and may significantly impact special-status species, sensitive ecological communities or wetlands. The proposed project would not result in the loss of sensitive ecological communities, and impacts to special-status species and temporary impacts to wetlands would be negligible. Therefore, the project's incremental contribution to cumulative impacts to biological resources would not be considerable.

6.2.4 Cultural Resources

Cumulative projects listed in Section 6.1 may adversely affect intact and/or known archaeological resources. In addition, similar to the proposed project, isolated and/or unreported resources may be inadvertently discovered during construction-related ground disturbance. The proposed project may contribute to this cumulative impact; however, mitigation measures are provided to avoid and minimize potential impacts to discovered archaeological resources.

The cumulative projects may adversely affect historic resources. The proposed project would not contribute to such impacts.

6.2.5 Noise

Most of the projects listed in Section 6.1 may generate both short-term construction noise and long-term traffic noise. The proposed project would contribute to short-term cumulative noise impacts. However, the proposed project is not located in close proximity to other projects and would not have a considerable incremental contribution to impacts at noise sensitive receptors affected by these projects.

6.2.6 Traffic and Circulation

Only one cumulative project (Tentative Tract Map 4410) would directly contribute traffic on Santa Rosa Road. Due to the small number of proposed residences (15), the combination of these vehicle trips with project-related decommissioning vehicle trips could not increase existing traffic volumes (22,100 vehicles per day) to 27,000 which would cause Santa Rosa Road to operate at an unacceptable level of service (LOS F). Therefore, the project's contribution to traffic impacts would not be cumulatively considerable.

7.0 GROWTH INDUCEMENT

Projects have the potential to foster economic or population growth, which may cause indirect impacts associated with construction of housing and/or community service facilities (Section 15126.2(d) of the State CEQA Guidelines). A project would have a significant impact if it would induce substantial growth. A project would have the potential to induce substantial growth if it would eliminate or remove an impediment to growth in the area. This includes both physical impediments (lack of roads, flood control facilities, sewers, water lines, etc.) and policy impediments (e.g., existing land use and zoning designations, General Plan policies, etc.).

The proposed project would not provide long-term employment opportunities or housing, and would not draw people to the area and increase population.

The proposed project would not involve expansion of any service infrastructure that could support future development and induce population growth. In addition, the project would not require the amendment of existing land use designations, zoning designations, General Plan policies, ordinances, development guidelines, or any other policies that would allow for increased development of the area.

The proposed project does not include residential units or commercial land uses that may generate substantial employment opportunities; therefore, it would not directly increase population levels, or create a demand for goods or services. Since the proposed project would not affect existing physical and/or policy impediments to growth, it would not induce population growth.

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APPENDIX A

INITIAL STUDY CHECKLIST

INITIAL STUDY CHECKLIST

The Initial Study Checklist was prepared following the format adopted by the County of Ventura (2011).

	ISSUE	PROJECT IMPACT DEGREE OF EFFECT *				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	PS-M	PS	N	LS	PS-M	PS
RESOURCES:	1. Air Quality:								
	a. Regional	☐	☒	☐	☐	☐	☒	☐	☐
	b. Local	☐	☒	☐	☐	☐	☒	☐	☐
	2. Water Resources:								
	a. Groundwater Quantity	☐	☒	☐	☐	☐	☒	☐	☐
	b. Groundwater Quality	☒	☐	☐	☐	☒	☐	☐	☐
	c. Surface Water Quantity	☒	☐	☐	☐	☒	☐	☐	☐
	d. Surface Water Quality	☐	☒	☐	☐	☐	☒	☐	☐
	3. Mineral Resources:								
	a. Aggregate	☐	☒	☐	☐	☐	☒	☐	☐
	b. Petroleum	☒	☐	☐	☐	☒	☐	☐	☐
	4. Biological Resources:								
	a. Species	☐	☐	☒	☐	☐	☐	☒	☐
	b. Ecological Communities	☒	☐	☐	☐	☒	☐	☐	☐
	c. Waters and Wetlands	☐	☒	☐	☐	☐	☒	☐	☐
	d. Coastal Habitat	☒	☐	☐	☐	☒	☐	☐	☐
	e. Habitat Connectivity	☒	☐	☐	☐	☒	☐	☐	☐
	5. Agricultural Resources:								
	a. Soils	☒	☐	☐	☐	☒	☐	☐	☐
	b. Land Use Incompatibility	☒	☐	☐	☐	☒	☐	☐	☐
	6. Scenic Resources:	☐	☒	☐	☐	☐	☒	☐	☐
	7. Paleontological Resources:	☒	☐	☐	☐	☒	☐	☐	☐
	8. Cultural Resources:								
	a. Archaeological	☐	☐	☒	☐	☐	☐	☒	☐
	b. Historical	☒	☐	☐	☐	☒	☐	☐	☐
	9. Coastal Beaches & Sand Dunes:	☒	☐	☐	☐	☒	☐	☐	☐

	ISSUE	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	PS-M	PS	N	LS	PS-M	PS
HAZARDS:	10. Fault Rupture Hazard:	☒	☐	☐	☐	☒	☐	☐	☐
	11. Ground-shaking Hazard:	☒	☐	☐	☐	☒	☐	☐	☐
	12. Liquefaction Hazard:	☒	☐	☐	☐	☒	☐	☐	☐
	13. Seiche & Tsunami:	☒	☐	☐	☐	☒	☐	☐	☐
	14. Landslides/Mudflow Hazard:	☒	☐	☐	☐	☒	☐	☐	☐
	15. Expansive Soils Hazard:	☒	☐	☐	☐	☒	☐	☐	☐
	16. Subsidence Hazard:	☒	☐	☐	☐	☒	☐	☐	☐
	17. Hydraulic Hazards:								
	a. Non-FEMA	☒	☐	☐	☐	☒	☐	☐	☐
	b. FEMA	☐	☒	☐	☐	☐	☒	☐	☐
	18. Fire Hazards:	☐	☒	☐	☐	☐	☒	☐	☐
	19. Aviation Hazards:	☒	☐	☐	☐	☒	☐	☐	☐
	20. Hazardous Materials/Waste:								
	a. Hazardous Materials	☒	☐	☐	☐	☒	☐	☐	☐
	b. Hazardous Waste	☒	☐	☐	☐	☒	☐	☐	☐
	21. Noise and Vibration:	☐	☒	☐	☐	☐	☒	☐	☐
	22. Daytime Glare:	☒	☐	☐	☐	☒	☐	☐	☐
	23. Public Health:	☒	☐	☐	☐	☒	☐	☐	☐
	24: Greenhouse Gases:	☐	☒	☐	☐	☐	☒	☐	☐
LAND USE:	25. Community Character:	☒	☐	☐	☐	☒	☐	☐	☐
	26. Housing:	☒	☐	☐	☐	☒	☐	☐	☐
PUBLIC FACILITIES:	27. Transportation/Circulation								
	a. Roads and Highways								
	(1) Level of Service	☐	☒	☐	☐	☐	☒	☐	☐
	(2) Safety/Design of Public Roads	☒	☐	☐	☐	☒	☐	☐	☐
	(3) Safety/Design of Private Access	☒	☐	☐	☐	☒	☐	☐	☐
	(4) Tactical Access	☒	☐	☐	☐	☒	☐	☐	☐
	b. Pedestrian/Bicycle	☒	☐	☐	☐	☒	☐	☐	☐
	c. Bus Transit	☒	☐	☐	☐	☒	☐	☐	☐
	d. Railroads	☒	☐	☐	☐	☒	☐	☐	☐
	e. Airports	☒	☐	☐	☐	☒	☐	☐	☐
	f. Harbor Facilities	☒	☐	☐	☐	☒	☐	☐	☐
	g. Pipelines	☒	☐	☐	☐	☒	☐	☐	☐

	ISSUE	PROJECT IMPACT DEGREE OF EFFECT *				CUMULATIVE IMPACT DEGREE OF EFFECT *			
		N	LS	PS-M	PS	N	LS	PS-M	PS
PUBLIC FACILITIES:	28. Water Supply								
	a. Quality	☒	☐	☐	☐	☒	☐	☐	☐
	b. Quantity	☒	☐	☐	☐	☒	☐	☐	☐
	c. Fire Flow	☒	☐	☐	☐	☒	☐	☐	☐
	29. Waste Treatment/Disposal								
	a. Individual Sewage Disposal System	☒	☐	☐	☐	☒	☐	☐	☐
	b. Sewage Collection/Treatment Facilities	☒	☐	☐	☐	☒	☐	☐	☐
	c. Solid Waste Management	☐	☒	☐	☐	☐	☒	☐	☐
	d. Solid Waste Facilities	☒	☐	☐	☐	☒	☐	☐	☐
	30. Utilities	☐	☒	☐	☐	☐	☒	☐	☐
	31. Flood Control/Watercourses								
	a. WPD Facilities/Watercourses	☐	☒	☐	☐	☐	☒	☐	☐
	b. Other Facilities/Watercourses	☒	☐	☐	☐	☒	☐	☐	☐
	32. Law Enforcement/Emergency Svs.	☒	☐	☐	☐	☒	☐	☐	☐
	33. Fire Protection	☒	☐	☐	☐	☒	☐	☐	☐
	a. Distance/Response Time	☒	☐	☐	☐	☒	☐	☐	☐
	b. Personnel/Equipment/Facilities	☒	☐	☐	☐	☒	☐	☐	☐
	34. Education								
	a. Schools	☒	☐	☐	☐	☒	☐	☐	☐
	b. Libraries	☒	☐	☐	☐	☒	☐	☐	☐
	35. Recreation								
	1. Local Parks/Facilities	☒	☐	☐	☐	☒	☐	☐	☐
	2. Regional Parks/Facilities	☒	☐	☐	☐	☒	☐	☐	☐
	3. Regional Trails/Corridors	☐	☐	☒	☐	☐	☐	☒	☐

*Explanation: Degree of Effect

N = No Effect
LS = Less Than Significant Effect
PS-M = Potentially Significant Impact Unless Mitigation is Incorporated
PS = Potentially Significant Impact

MANDATORY FINDINGS OF SIGNIFICANCE

		Yes/Maybe	No
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X	—
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).	—	X
3.	Does the project have impacts which are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effect of other current projects, and the effect of probable future projects. (Several projects may have relatively small individual impacts on two or more resources, but the total of those impacts on the environment is significant).	—	X
4.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X	—

DETERMINATION OF ENVIRONMENTAL DOCUMENT

On the basis of this evaluation:

[ ] I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.

[X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 of the Initial Study will be applied to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.

[ ] I find that the proposed project, individually or cumulatively, MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required*.

[ ] I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been adequately addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ventura County Watershed Protection District Director

3/19/19
Date