

Hueneme Road Widening Project

Initial Study

State Clearinghouse # _____

Prepared for:

Ventura County Department of Public Works
800 South Victoria Avenue
Ventura, CA 93009



Prepared by:

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List of Acronyms

AB	Assembly Bill
AE-40	Agricultural Exclusive, 40-acre minimum parcel size
AG	Agriculture
ARB	Air Resources Board
AQMP	Air Quality Management Plan
Basin Plan	Los Angeles Regional Water Quality Control Board Basin Plan
BRA	Biological Resource Assessment
BSA	Biological Study Area
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
County	County of Ventura (Lead Agency)
county	county of Ventura (location)
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibels
dBA	a-weighted decibels
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
General Plan	Ventura County 2040 General Plan
GHG	Greenhouse gas
HCP	Habitat Conservation Plan
IPaC	Information for Planning and Consultation
IS	Initial Study
ISA	Initial Site Assessment
L	Local roadways
LOS	Level of service
L _{eq}	Equivalent continuous sound level
L _{eq} (h)	Hourly equivalent noise level
L _{max}	Maximum level noise source or environment
LUST	Leaking Underground Storage Tank
MMRP	Mitigation Monitoring and Reporting Program
MNC	Minor Collector
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NO _x	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

NTC	Noise Threshold Criteria
O ₃	Ozone
PM ₁₀	Particulate matter 10 micrometers or less in diameter
ppd	Pounds per day
PRC	Public Resource Code
ROC	Reactive organic compounds
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SCCAB	South Central Coast Air Basin
SCE	Southern California Edison
SMARA	Surface Mining and Reclamation Act of 1975
SOAR	Save Open Space and Agricultural Resources
SR	State Route
TCE	Temporary construction easement
U.S.	United States
USFWS	United States Fish and Wildlife Service
VCAPCD	Ventura County Air Pollution Control District
VCWPD	Ventura County Watershed Protection District
VIA	Visual Impact Assessment
VMT	Vehicles miles traveled

I. INTRODUCTION

The Ventura County (County) Department of Public Works has prepared this Initial Study (IS) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the proposed Hueneme Road Widening Project (project). This document was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.).

1. Introduction

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

2. Legal Authority and Findings

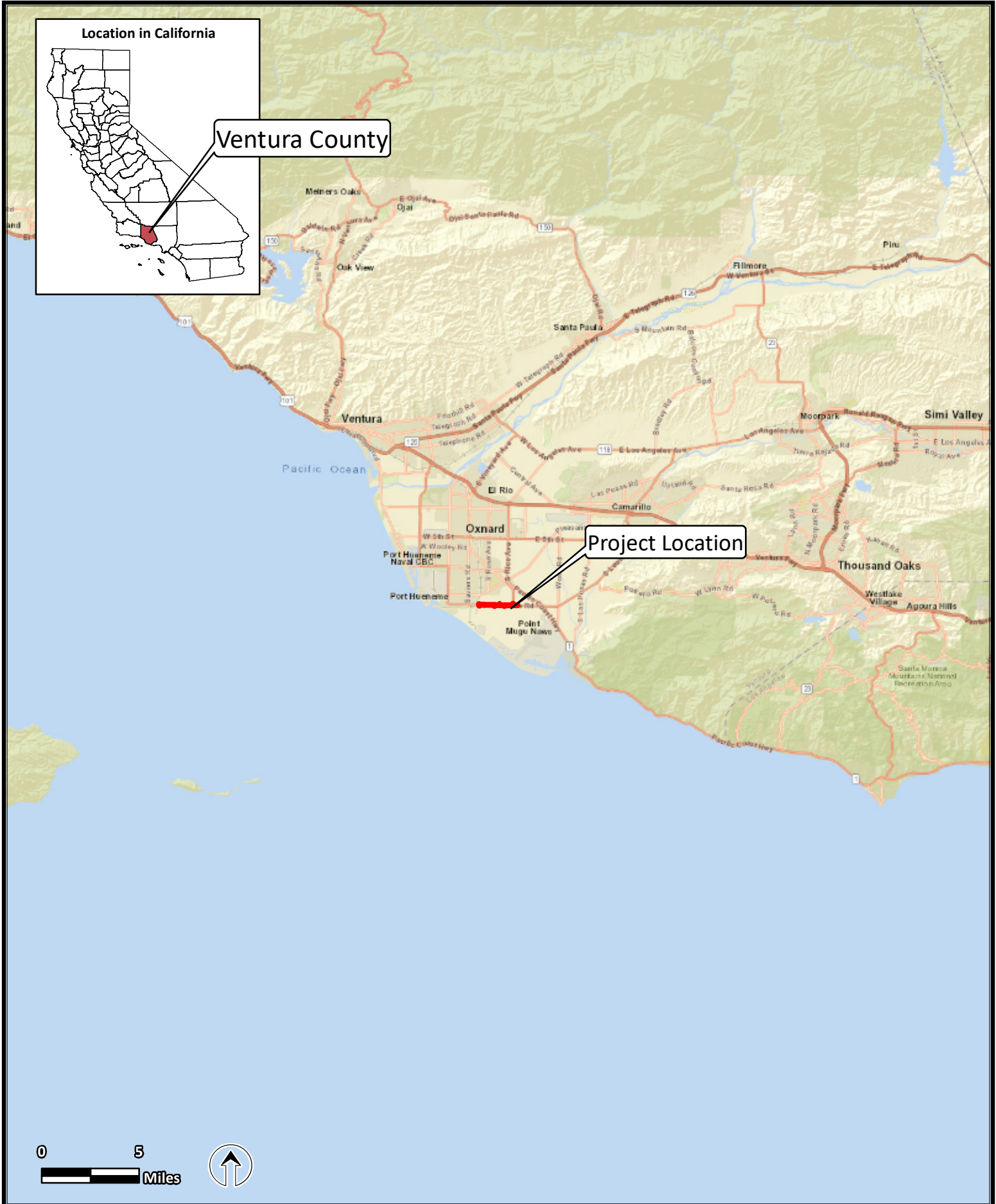
The County is the Lead Agency pursuant to CEQA. The County has prepared this IS in accordance with the Guidelines for the Implementation of CEQA (CEQA Guidelines) (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000 et seq.). Although consultants assisted in the preparation of this IS, all analysis, conclusions, findings, and determinations presented in the IS represent the County, acting as the Lead Agency under CEQA. In accordance with the provisions of CEQA and the state and local CEQA Guidelines, the County, as the Lead Agency, is responsible for reviewing the potential environmental effects, and after consideration, approving or denying the project.

3. Intent and Scope of this Document

This IS has been prepared in accordance with CEQA, under which the project constitutes a “project.” The County will consider the potential environmental impacts of project activities when it considers whether to approve the project. This IS is an informational document to be used in the local planning and decision-making process. The IS does not recommend approval or denial of the project.

The IS describes the project and its environmental setting, including the project area’s existing conditions and applicable regulatory requirements. This IS also includes an evaluation of potential environmental impacts of the project on the following resources:

Aesthetics	Greenhouse Gas Emissions	Public Services
Agricultural and Forestry Resources	Hazards and Hazardous Materials	Recreation
Air Quality	Hydrology and Water Quality	Transportation
Biological Resources	Land Use and Planning	Tribal Cultural Resources
Cultural Resources	Mineral Resources	Utilities and Service Systems
Energy	Noise	Wildfire
Geology and Soils	Population and Housing	Mandatory Findings of Significance



Sources: ESRI 2022.

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



FIGURE 2. PROJECT LOCATION
Hueneme Road Improvements Project

4. Organization of this Document

This IS contains the following sections:

Section I, Introduction: This section provides an overview of the project and the CEQA environmental documentation process.

Section II, Project Description: This section provides a description of the project location, project background, and project components.

Section III, Environmental Factors Potentially Affected: This section presents the environmental checklist used to evaluate the project's potential environmental effects. The checklist is based on the information provided in Appendix G of the state's CEQA Guidelines and the County's CEQA Guidelines.

Section IV, Determination: This section provides the recommended environmental documentation for the project.

Section V, Evaluation of Environmental Impacts: This section provides a detailed discussion of the environmental factors that could be affected by this project. Any mitigation measures that would be implemented to ensure that potential adverse impacts of the project would be reduced to a less-than-significant level are also included in this section.

Section VI, References: This section provides a list of reference materials used during the preparation of this report.

5. Terminology

This IS uses the following terminology to describe the environmental effects of the project:

- A finding of no impact applies where the impact simply does not apply to projects like the one involved. For example, if the project area is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as "No Impact."
- An impact is considered less than significant if the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development which would only slightly increase the amount of surface water runoff generated at a project area would be considered to have a less than significant impact on surface water runoff.
- An impact is considered potentially significant with mitigation incorporated if the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided which explains how the measures reduce the impact to a less than significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduces all impacts to levels that are less than significant.
- An impact is considered potentially significant if the project has the potential to cause significant and unmitigable environmental impact. If there are one or more items marked as "Potentially Significant Impact," an Environmental Impact Report (EIR) is required.
- This IS identifies particular mitigation measures that are intended to reduce project impacts. The state CEQA Guidelines [Section 14 of the California Code of Regulations (CCR) 15370] define mitigation as:
 - Avoiding the impact altogether by not taking a certain action or parts of an action;

- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- Compensating for the impact by replacing or providing substitute resources or environments.

II. PROJECT DESCRIPTION

1. Project Title

Hueneme Road Widening Project

2. Lead Agency Name and Address

Ventura County Department of Public Works
800 South Victoria Avenue
Ventura, CA 93009

3. Contact Person

Matt Maechler, P.E.
Matthew.Maechler@ventura.org
(805) 477-1911

4. Project Applicant and Sponsor

Ventura County Department of Public Works
800 South Victoria Avenue
Ventura, CA 93009

5. Project Location

The project is located on Hueneme Road within unincorporated Ventura County (county). The project is adjacent to the limits of the City of Oxnard and the City of Port Hueneme from Edison Drive to 1,200 feet East of Rice Avenue.

6. General Plan Designation

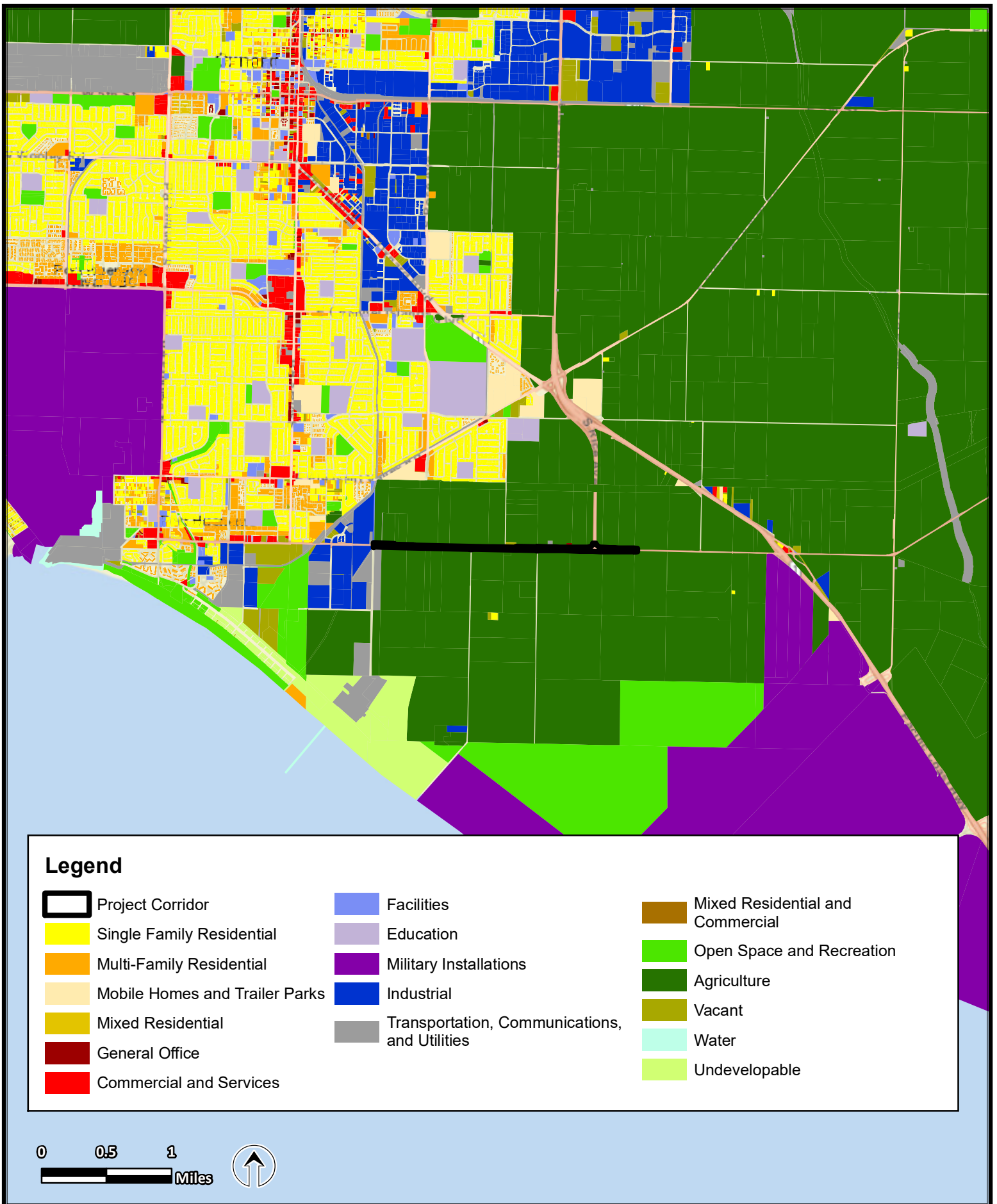
The Ventura County 2040 General Plan (General Plan) designation for land in the project area is Agriculture (AG). The General Plan describes the designation AG as being applied to lands that are suitable for the cultivation of crops and the raising of livestock (Ventura County, n.d). Though the General Plan designation is AG, the project area is primarily comprised of a transportation facility.

7. Zoning

The current zoning designation for the project area is Agricultural Exclusive, 40-acre minimum parcel size (AE-40) (Ventura County, n.d). The county's Non-Coastal Zoning Ordinance describes the purpose of Agricultural Exclusive zoning as to preserve and protect commercial agricultural lands as a limited and irreplaceable resource, to preserve and maintain agriculture as a major industry in the county, and to protect these areas from the encroachment of nonrelated uses which, by their nature, would have detrimental effects upon the agriculture industry (Ventura County, 2021).

8. Surrounding Land Uses and Setting

The project area is surrounded by land designated as AG and zoned AE-40 (see **Figure 3**, Land Use Map).



Sources: SCAG 2019; ESRI 2022.

FIGURE 3. LAND USE
Hueneme Road Improvements Project

9. Project Description

Project Purpose

The purpose of this project is to improve vehicle and bicycle travel and safety, improve the freight movement corridor, increase connectivity for bicycle riders, and complete vehicle and bicycle improvements consistent with the General Plan on Hueneme Road from Edison Drive to Rice Avenue.

Existing Conditions

According to the General Plan, Hueneme Road is identified as an Other Principal Arterial and Major Collector and a City of Port Hueneme and City of Oxnard Commercial Vehicle Route within the project area (County of Ventura, 2020). Between Edison Drive and Rice Avenue, Hueneme Road includes two vehicle travel lanes, one in the eastbound direction and one in the westbound direction. At the western terminus of the project, Hueneme Road intersects with Edison Drive; the current configuration includes four vehicle travel lanes on Hueneme Road west of Edison Drive, two vehicle travel lanes on Hueneme Road east of Edison Drive, and two vehicle travel lanes on Edison Drive to the north and south of Hueneme Road. There are dedicated left-turn lanes in each direction at the intersection of Hueneme Road and Edison Drive. At the eastern terminus of the project, Hueneme Road intersects with Rice Avenue, creating a “T” intersection, where Rice Avenue dead-ends at Hueneme Road and the existing through lanes turn into left- and right-turn lanes. The current configuration includes four vehicle travel lanes on Rice Avenue, north of the “T” intersection, two vehicle travel lanes on Hueneme Road west of Rice Avenue, and two vehicle travel lanes of Hueneme Road east of Rice Avenue.

There is an existing non-contiguous drainage ditch on the north side of Hueneme Road that is approximately four feet deep; in the project area, stormwater generally sheet flows from north to south. In large storm events, water will sheet flow into the drainage ditch, eventually overtopping the ditch and flowing over the existing road onto adjacent parcels to the south. There are several utility poles on the north and south sides of the roadway. There are several trees adjacent to the roadway, and row crops/buildings located on parcels adjacent to the project area. According to the General Plan, adjacent land uses consist of AG Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential. According to the California Department of Conservation (CDOC) the project area includes Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land (California Department of Conservation, California Important Farmland Finder, 2016).

Proposed Project

The project would include four 12-foot through lanes (two in the eastbound direction and two westbound direction), a 14-foot paved median, two 6-foot bike lanes on either side of the roadway with a 2-foot buffer between the bicycle lanes and the traffic lanes, and two 4-foot shoulders on either side of Hueneme Road between Edison Drive and Rice Avenue. All existing left-turn lanes would be retained as part of the project. The total width of the new roadway would vary between 63 to 72 feet. The widened roadway would taper to the existing configuration of one travel lane in each direction approximately 1,200 feet east of Rice Avenue.

The existing centerline of the road would be shifted as part of the roadway widening. Construction of the widened roadway would require a maximum ground disturbance of approximately 12 to 14 inches in depth to install the new roadbed. Widening of the roadway would result in approximately 339,000 square feet of increased impervious surface area. The surface runoff resulting from increased impervious surface would be directed toward existing and relocated roadside drainage. It is anticipated that the existing drainage ditch on the north side of the roadway would be shifted north to accommodate the widening of

the road. The limits of the relocated ditch would not extend beyond the new county right-of-way (ROW) line.

Construction of the project is anticipated to last approximately 12 months. The project would require three traffic signal modifications, drainage pipe and drainage inlet relocations, culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. The power poles along Hueneme Road are located within county ROW; however, coordination and preplanning would be needed with Southern California Edison (SCE) to relocate the poles prior to widening the roadway and the relocations are likely to take place outside of the estimated 12-month construction duration. Additionally, there are Frontier Communications (Telecommunications) facilities on the SCE overhead poles and underground lines along Hueneme Road. Sempra Utilities (Gas Company) has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where drainage and/or water facilities are relocated. Signal pole relocations would require ground disturbance at a maximum depth of 16 feet. The project would not include the relocation of any water lines, recycled water lines, or sewer mains.

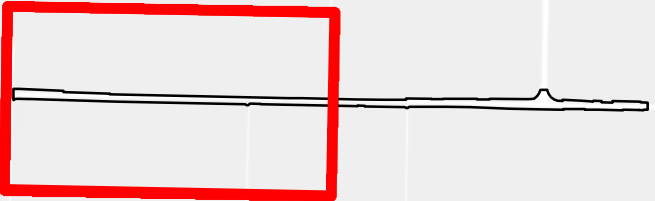
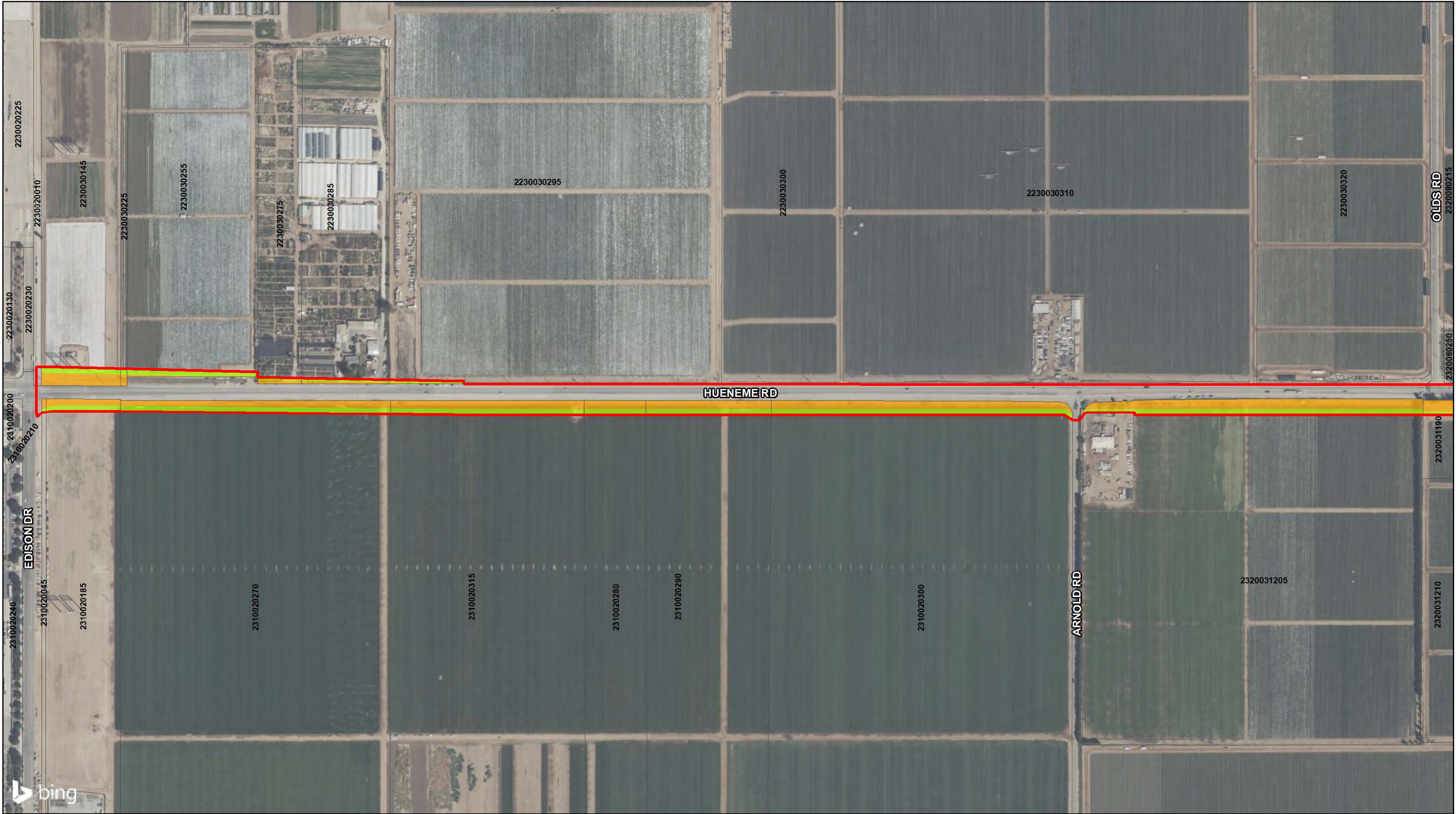
The project may include conforming 23 driveways located within the project area to the new roadway configuration. Construction would be staged to provide continuous access to each private parcel at all times. In addition, at least one lane would be open to provide continuous access for vehicles through the project area and no detours to adjacent roadways would be required. Due to traffic volumes in the area, night work is anticipated to avoid traffic impacts during construction.

The proposed improvements would require ROW and temporary construction easements (TCE). The project would require approximately 9.3 acres of permanent ROW from 30 adjacent properties (see **Figure 4**, Project Footprint). This would include 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acres of Urban and Built-Up Land and Other Land. Additionally, the project would require TCE from 3.53 acres of Prime Farmland, 3.73 Acres of Farmland of Statewide Importance, and 0.14 acres of Urban and Built-Up Land and Other Land.

Permanent ROW acquisition required to complete the project would include sliver takes from parcels adjacent to the project area; no full acquisitions are anticipated. The roadway widening may require removal of four buildings, including two fruit stands, one residence, and one garage. Vegetation removal would be required to accommodate the widening, and approximately 329 eucalyptus trees would also need to be removed. Tree removal would result in a vertical ground disturbance of approximately two feet below existing grade; a stump grinder would be used to remove the trunk and roots.

10. Other Public Agencies Whose Approval is Required

The County is the CEQA lead agency for the proposed project. The discretionary and ministerial actions associated with the development of the project would include but would not be limited to the adoption of an EIR and the Mitigation Monitoring and Reporting Program (MMRP) pursuant to CEQA.



-  Project Footprint
-  Proposed ROW
-  Parcels
-  Proposed TCE

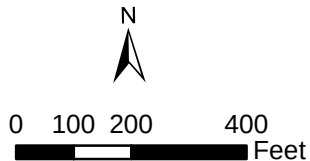
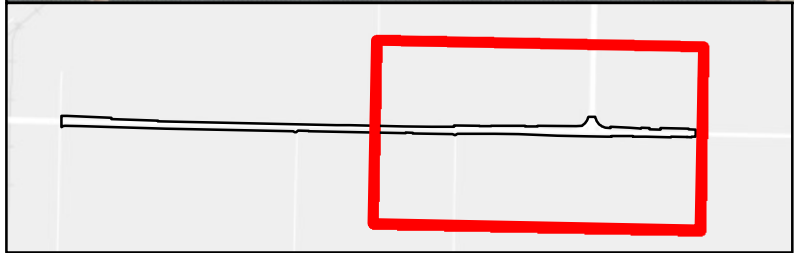
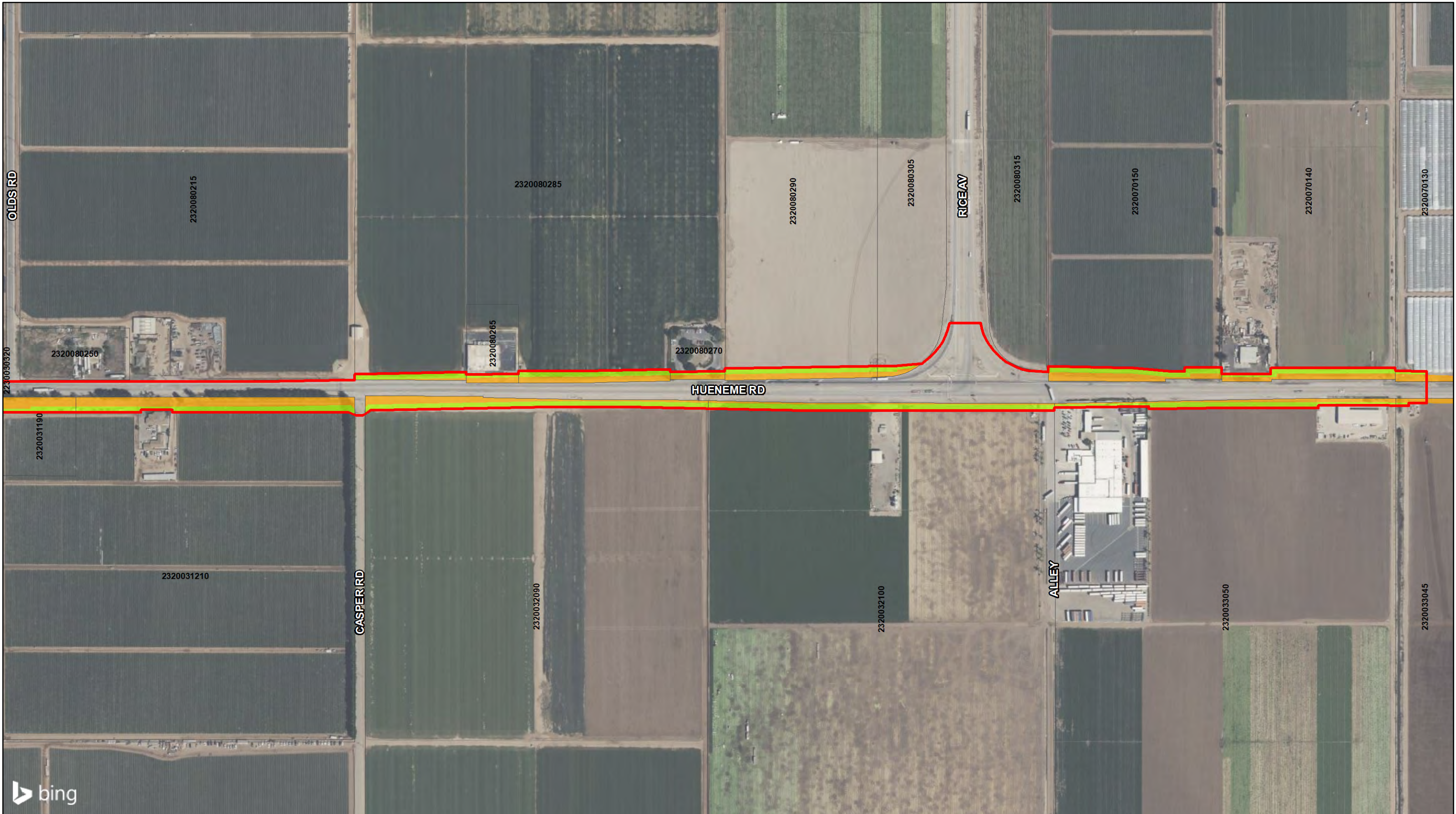


FIGURE 4. PROJECT FOOTPRINT (Sheet 1 - West)
Hueneme Road Widening Project
Ventura County



-  Project Footprint
-  Proposed ROW
-  Parcels
-  Proposed TCE

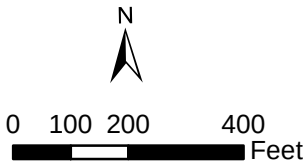


FIGURE 4. PROJECT FOOTPRINT (Sheet 2 - East)
Hueneme Road Widening Project
Ventura County

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in the following Evaluation of Environmental Impacts section.

- | | | |
|---|---|--|
| ☐ Aesthetics | ☒ Greenhouse Gas Emissions | ☐ Public Services |
| ☐ Agriculture & Forestry Resources | ☒ Hazards & Hazardous Materials | ☐ Recreation |
| ☒ Air Quality | ☒ Hydrology & Water Quality | ☒ Transportation |
| ☒ Biological Resources | ☐ Land Use & Planning | ☒ Tribal Cultural Resources |
| ☒ Cultural Resources | ☐ Mineral Resources | ☒ Utilities & Service Systems |
| ☐ Energy | ☒ Noise | ☐ Wildfire |
| ☐ Geology & Soils | ☐ Population & Housing | ☒ Mandatory Findings of Significance |

IV. DETERMINATION

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the General Plan, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

On the basis of this initial evaluation:

- ☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- ☒ I find that the 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 addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the 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 Project, nothing further is required.

Signature



8/14/23

Date

Matt Maechler, P.E.

Printed Name

V. EVALUATION OF ENVIRONMENTAL IMPACTS

Potential environmental effects of the project are classified and described within the CEQA Environmental Checklist under the following general headings:

“No Impact” applies where the impact simply does not apply to projects like the one involved. For example, if the project area is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as “No Impact.”

“Less Than Significant Impact” applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development which would only slightly increase the amount of surface water runoff generated at a project area would be considered to have a less than significant impact on surface water runoff.

“Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided which explains how the measures reduce the impact to a less than significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduces all impacts to levels that are less than significant.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an Environmental Impact Report is required.

1. Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

A Visual Impact Assessment (VIA) Memorandum was prepared for this project to assess the project's visual impacts on the project area. The project area includes a transportation facility. In addition, there is an existing non-contiguous drainage ditch located on the north side of Hueneme Road, as well as several utility poles on the north and south sides of the roadway. There are approximately 329 eucalyptus trees being used as a windbreak, and row crops/buildings located on parcels adjacent to the project area (GPA Consulting, 2023).

According to the Background Report for the General Plan, there are no scenic resources within the project area (Ventura County, 2020). In addition, according to the California Department of Transportation (Caltrans) California State Scenic Highway System Map, the project area is not adjacent to a state scenic highway (California Department of Transportation, 2020). The nearest officially designated state scenic highway is State Route (SR) 33 from Post Mile 17.6 to 34.5 in the county. SR 33 is located approximately 26 miles northwest of the project area. The nearest eligible state highway system is SR 1, located approximately 1.4 miles east of the project area.

Discussion of Checklist Responses

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the General Plan, there are no scenic vistas within or adjacent to the project area. In addition, no scenic resources are within or adjacent to the project area. According to Figure 8-7 of the Background Report for the General Plan, the closest designated scenic resource area is located approximately seven miles northeast of the project area (Ventura County, 2020); however, the scenic resource area is not visible from the project area. Therefore, the project would result in no impact on a scenic vista.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no scenic highways located in or near the project area. Therefore, the project would result in no impact on a state scenic highway.

c. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point).

Less Than Significant Impact. The project area is visible from nearby rural residential and agricultural properties. Views of the project area include agricultural land, a transportation facility, and mountains. The roadway would be widened to match existing conditions at the western terminus of the project area, and the roadway corridor would remain the same length, material, and general alignment. According to the VIA Memorandum, proposed improvements such as the addition of two through lanes, turn lanes, and buffered bike lanes, would match the conditions of Hueneme Road, west of the Edison Drive and Hueneme Road intersection. No vertical structures are proposed; however, utility poles would be relocated along the roadway. These utility poles would alter views; however, the change would be negligible considering the utility poles already exist in the surrounding area. Vegetation removal would be required to accommodate the widening, and approximately 329 eucalyptus trees would also need to be removed with no plans for replacement. However, most of the trees that would be removed are currently being used as a windbreak for the surrounding agricultural land; they are not considered ornamental and do not enhance visual character (GPA Consulting, 2023). Therefore, the project would result in less than significant impacts on visual character and quality.

d. New Sources of Light or Glare?

Less Than Significant Impact. Light and glare sources within the project area include traffic signals, vehicles, and surrounding residential and agricultural properties. The project would require three traffic signal modifications and 41 power pole relocations. According to the VIA Memorandum prepared for this project, lighting and glare within the project area would not be altered permanently by these improvements (GPA Consulting, 2023). Lighting and glare from vehicles would be visible in the project area; however, the lighting and glare sources would be similar to those on the existing roadway. Impacts related to construction lighting, including lighting needed for nighttime work, would be temporary and minimal. Therefore, the project would result in a less than significant impact on light and glare.

2. Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to nonagricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) section 12220(g)), timberland (as defined by PRC 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Environmental Setting

The current zoning designation for the project area is AE-40 (Ventura County, n.d). According to the General Plan, adjacent land uses consist of AG Industrial, Commercial and Services, Transportation, Communications and Utilities, and Single-Family Residential. According to CDOC, the project area includes Prime Farmland, Farmland of Statewide Importance, and Urban & Built-Up Land (California Department

of Conservation, California Important Farmland Finder, 2016).

Save Open Space and Agricultural Resources Ordinances

Save our Open Space and Agricultural Resources (SOAR) is a collection of ordinances and voter initiatives that require a public vote before agricultural land or open space can be developed (County of Ventura, 2016). SOAR requires a countywide vote before agricultural, rural, or open space land in the unincorporated county can be rezoned for development. The project would not conflict with existing zoning or result in any rezoning requirements.

Discussion of Checklist Responses

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

Less Than Significant Impact. The project would require permanent ROW, including approximately 9.3 acres from a total of 30 properties. This would include 4.7 acres of Farmland of Statewide Importance, 4.5 acres of Prime Farmland, and 0.13 acre of Urban and Built-Up Land and Other Land. Additionally, the project would require TCEs from 3.53 acres of Prime Farmland, 3.73 Acres of Farmland of Statewide Importance, and 0.14 acre of Urban and Built-Up Land and Other Land. Farmland requiring TCEs would be restored to existing conditions following construction, and therefore available for agricultural use following project construction. Ventura County has published guidelines for assessing the significance of impacts on farmlands under CEQA; the guidelines specify that any project resulting in the direct or indirect loss of 5 acres of Prime Farmland, 10 acres of Unique Farmland, or 15 acres of Farmland of Statewide Importance is considered a significant impact. The project would not result in the direct or indirect loss above the County's thresholds. Therefore, the project would result in a less than significant impact on Prime Farmland, Unique Farmland, and Farmland of Statewide Importance.

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

Less Than Significant Impact. TCEs and ROW acquisition would be required from APNs 232-0-080-285, 232-0-080-290, and 232-0-032-090, which are under a Williamson Act Contract (Ventura County, 2023). However, the project would not conflict with existing zoning or result in any rezoning requirements. Therefore, the project would result in a less than significant impact on lands under a Williamson Act contract.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

No Impact. The project area is not zoned for forest land. The project area does not include timberland production. Therefore, the project would result in no impact on forest land.

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

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

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

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

3. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Environmental Setting

Air Quality Standards and Attainment

The county is in the South Central Coast Air Basin (SCCAB), which is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD), the Santa Barbara County Air Pollution Control District, and the San Luis Obispo Air Pollution Control District. The project area is within the portion of the SCCAB that is overseen by the VCAPCD. The VCAPCD is a local air quality management agency required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. The County is then classified as being in “attainment” or “nonattainment” based on whether standards are met.

The County portion of the SCCAB is designated a nonattainment area for the federal and state 8-hour ozone (O₃) standards and the state 1-hour ozone and particulate matter with a diameter of 10 microns or less (PM₁₀) standards (Ventura County Air Pollution Control District). The County is in attainment of all other federal and state standards. The County is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

Air Quality Management

The VCAPCD’s 2016 Air Quality Management Plan (AQMP) is an update of the 2007 AQMP. The 2016 AQMP, adopted on February 14, 2017, incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2007 AQMP, including the approval of the new federal 8-hour O₃ standard of 0.070 parts per million that was finalized in 2015. The 2016 AQMP builds upon the approaches taken in the 2007 AQMP and includes attainment and reasonable further progress demonstrations of the new federal 8-hour O₃ standard (VCAPCD 2017).

Air Pollutant Emission Thresholds

The 2016 AQMP provides a strategy for the attainment of state and federal air quality standards. The VCAPCD considers construction-related air quality impacts to be significant if project construction (individually and cumulatively) would jeopardize attainment of the federal 1-hour standard by generating more than 25 pounds per day (ppd) of reactive organic compounds (ROC) or nitrogen oxides (NO_x).

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects (VCAPCD, 2003).

Significance Thresholds

The VCAPCD has adopted guidelines for quantifying and determining the significance of air quality emissions in its Air Quality Assessment Guidelines for construction and operation of a project (VCAPCD, 2003).

Operational air quality impacts are considered to be significant if a project would generate more than 25 ppd of the ozone precursors ROC or NO_x. A project with emissions that exceed two ppd of ROC or NO_x is found to be inconsistent with the AQMP and to have a cumulatively considerable contribution to a significant cumulative air quality impact related to ozone. Typically, inconsistent projects cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP (VCAPCD, 2003).

There are no established quantitative thresholds for PM for either construction or operation, but the VCAPCD provides guidance by stating that a project would have a significant impact if it would be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. Additionally, there is not an established quantitative threshold for carbon monoxide (CO) for either construction or operation. The VCAPCD guidance for CO, states that a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable ozone project significance thresholds (i.e., 25 ppd) that may substantially impact roadway intersections currently operating at, or that are expected to operate at, Level of Service (LOS) E or F. A CO hotspot screening analysis is recommended for any project-impacted roadway intersection at which a CO hotspot might occur (VCAPCD, 2003). If project emissions exceed these criteria and the screening analysis demonstrates there may be a CO hotspot, the VCAPCD recommends use of the CALINE4 model to determine whether the project would create or contribute to an existing CO hotspot.

Discussion of Checklist Responses

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

Potentially Significant Impact. An increase in vehicle miles traveled (VMT) would increase emissions, which would potentially affect attainment with the federal 1-hour standard according to the VCAPCD Air Quality Assessment Guidelines by generating more than 25 ppd of ROC and NO_x. It is currently unknown if the project would result in increased VMT. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to an air quality plan, which would be discussed further in the Air Quality Technical Report and EIR.

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

Potentially Significant Impact. An increase in VMT would increase emissions of criteria pollutants for which the County is in nonattainment. It is currently unknown if the project if the project would result in an increase in VMT. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to criteria pollutant emission, which would be discussed further in the Air Quality Technical Report and EIR.

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

Potentially Significant Impact. The nearest sensitive noise receptors are residences located approximately 30 feet from the project area. Dust emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Dust emissions depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. As discussed in response (a) and (b) above, project operation could potentially result in long-term emissions of additional air quality pollutants. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to substantial pollutant concentrations, which would be discussed further in the Air Quality Technical Report and EIR.

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

Potentially Significant Impact. The closest residence is located approximately 30 feet away from the project area. Because odors would be temporary and would disperse rapidly, construction-generated odors would not be anticipated to result in the frequent exposure of receptors to objectionable odorous emissions. As discussed in response (a), (b), and (c) above, the project operation could potentially result in long-term emissions, and it is currently unknown if the project could result in adverse effects on a substantial number of people. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to missions (such as odors) affecting a large number of people.

4. Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan; or other approved local, regional, or state HCP?	☐	☐	☐	☒

Environmental Setting

According to the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), and United States Fish and Wildlife Service (USFWS) Information and Planning and Consultation (IPaC) system databases 140 species have been recorded in the search area, including multiple federal, and state listed threatened or endangered species.

Ventura County General Plan

As outlined in the Conservation and Open Space Element of the General Plan, the County has policies related to biological resources (County of Ventura, 2020). The following policies would be applicable to the project:

- COS-1.1 The County shall ensure that discretionary development that could potentially impact sensitive biological resources be evaluated by a qualified biologist to assess impacts and, if necessary, develop mitigation measures that fully account for the impacted resource. When feasible mitigation measures should adhere to the following priority: avoid impacts, minimize impacts, and compensate for impacts. If the impacts cannot be reduced to a less than significant level, a finding of overriding consideration must be made by the decision-making body.

- COS 1.9 The County shall consult with the California Department of Fish and Wildlife (CDFW), the Regional Water Quality Control Board, the USFWS, National Audubon Society, CNPS, National Park Service for development in the Santa Monica Mountains or Oak Park Area, and other resource management agencies, as applicable during the review of discretionary development applications to ensure that impacts to biological resources, including rare, threatened, or endangered species, are avoided or minimized.

Discussion of Checklist Responses

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

Less Than Significant Impact. The CDFW, CNDDDB, CNPS, and USFWS IPaC system databases were queried for the proposed project. One hundred and forty species have been recorded in the search area, including the following federally or state listed threatened or endangered species: tricolored blackbird (*Agelaius tricolor*), Braunton's milk-vetch (*Astragalus brauntonii*), Ventura Marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), Crotch bumble bee (*Bombus crotchii*), Santa Ana sucker (*Catostomus santaanae*), western snowy plover (*Charadrius nivossus nivossus*), salt marsh bird's beak (*Chloropyron maritimum* ssp. *maritimum*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), monarch-California overwintering population (*Danaus plexippus plexippus* pop. 1), Verity's dudleya (*Dudleya verityi*), southwestern willow flycatcher (*Empidonax traillii extimus*), tidewater goby (*Eucyclogobius newberryi*), unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*), California black rail (*Laterallus jamaicensis coturniculus*), steelhead – southern California DPS (*Oncorhynchus mykiss irideus* pop. 10), Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), coastal California gnatcatcher (*Polioptila californica californica*), light-footed Ridgway's rail (*Rallus obsoletus levipes*), California red-legged frog (*Rana draytonii*), bank swallow (*Riparia riparia*), California least tern (*Sternula antillarum browni*), least Bell's vireo (*Vireo bellii pusillus*). According to the USFWS IPaC database there are no species with designated critical habitats within the project area.

According to the CNPS search, six special-status plants including Baunton's milk-vetch (*Astragalus brauntonii*), Ventura Marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), salt marsh bird's-beak (*Chloropyron maritimum* ssp. *maritimum*), Vetiy's dudleya (*Dudleya verityi*), conejo buckwheat (*Eriogonum crocatum*), and California Seablite (*Suaeda californica*) have the potential to be in the search area based on recorded geographical distribution. Biological surveys for this project were conducted by qualified biologists May 3, 2023 through May 5, 2023. During these surveys no special status species or sensitive natural communities were found in the project area. Due to these findings, it is unlikely that the project would result in impacts on any species identified as a candidate, sensitive, or special status species (GPA Consulting, 2023). Therefore, the project would have a less than significant impact related to special status species.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Less Than Significant Impact. The project area is surrounded mostly by agricultural land. There is an existing irrigation ditch located north of Hueneme Road. However, during biological surveys there were no sensitive natural communities found in the project area (GPA Consulting, 2023). Therefore, the project would have a less than significant impact related to riparian habitats.

- c. Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Potentially Significant Impact. Based on an aerial imagery search, and the USFWS National Wetland Inventory Mapper, there are no protected wetlands in the project area. The nearest waterway is a riverine located approximately 0.33 mile west of the project area. There is a drainage ditch located in the project area that could be jurisdictional. Results of the biological surveys indicate that the hydrological connectivity and conveyance of flows in the ditch along Hueneme Road is not discrete and continuous and there are several interruptions in the flow. However, the flows within the Biological Survey Area (BSA) drain into Mugu Drain and ultimately into the Pacific Ocean. These flows could potentially be Waters of the United States (U.S.). Therefore, the project could have a potentially significant impact related to state or federally protected wetlands which would be discussed further in the Biological Resources Assessment (BRA) and EIR.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Potentially Significant Impact. The project area is not likely used as a regional wildlife movement corridor because the project area and surrounding vicinity are developed with agricultural, residential, and commercial uses. According to the CDFW Biographic Information and Observation System, the project area is not listed as a designated corridor for any sensitive natural communities. However, the project area may be used for local wildlife movement and foraging. The widening of Hueneme Road may make crossings for species more difficult due to increased paved roadway. This may impact any wildlife species migrating through the project area. The project would require tree removal which could potentially impact the roosting and foraging of migratory birds. Therefore, the project could have a potentially significant impact related to migratory or native wildlife which would be discussed further in the BRA and EIR.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less Than Significant Impact. As outlined under the environmental setting portion of this section, the General Plan Conservation and Open Space Element has policies related to biological resources (County of Ventura, 2020). Local or regional jurisdiction would be followed to comply with COS 1.1 and 1.9. The majority of the trees in the project area would not meet the requirements of a protected tree; however, if any trees were protected the project would comply with the County's tree removal ordinance by obtaining any necessary permits for tree removal. Therefore, the project would have a less than significant impact related to local policies and ordinances.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan; or other approved local, regional, or state HCP?**

No Impact. The proposed project area is not within an approved HCP, natural community conservation plan, USFWS vernal pool recovery plan, or a grasslands ecological area. Therefore, the project would result in no impact related to a habitat plan.

5. Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Environmental Setting

According to the California Office of Historic Preservation, there are no properties within or adjacent to the project area listed on the California Register of Historic Resources (CRHR) (California Office of Historic Preservation, n.d.). There are two properties within or adjacent to the project area that were previously identified as potentially eligible for local designation as a Ventura County Landmark (San Buenaventura Research Associates, 2014).

Discussion of Checklist Responses

a. Would the project cause a substantial adverse change in the significance of a historical resource, pursuant to Section 15064?

Potentially Significant Impact. At least 14 parcels containing built structures would be affected by ROW acquisition and/or TCEs. The available Ventura County Assessor data indicates at least five parcels include structures more than 45 years of age; therefore, these properties may need to be evaluated to determine their eligibility for listing in the CRHR. Construction date information was not available for all parcels, so there may be additional parcels with structures over 45 years in age. The project may include removal of four structures including two fruit stands, a residence, and a garage. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to cultural resources, which would be discussed further in the Historical Resources Evaluation Report and EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064?

Potentially Significant Impact. The project would require excavation and other ground-disturbing activities, including disturbance of some areas that have not been previously disturbed. These activities could directly impact unknown buried cultural resources. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to archaeological resources, which would be discussed further in the Archeological Survey Report and EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. The project is located in a rural portion of the county that is not near or within a formal cemetery. The land within and adjacent to the project area been largely disturbed; however, construction of the project would include ground-disturbing activities that could unearth

previously undiscovered human remains interred outside of a formal cemetery. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to human remains, which would be discussed further in the Archeological Survey Report and EIR.

6. Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Environmental Setting

The project area includes an existing transportation facility. The roadway does not currently require energy resources to operate.

Ventura County General Plan

As outlined in the Public Facilities, Service, and Infrastructure Element of the General Plan, the County would implement energy conservation through design features during construction (Ventura County, 2020).

Goals:

- To be a regional leader in energy efficiency.

Policies:

- The County shall prioritize energy efficiency and water conservation as key design features when constructing, purchasing, leasing, retrofitting or expanding County facilities.

Discussion of Checklist Responses

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The project area is primarily used for transportation. During the 12-month construction period, construction vehicles, worker vehicles, and equipment (e.g., generators) would require the use of fuel (gasoline and diesel) and electricity to operate.

Equipment used during construction and construction would be compliant with California Air Resources Board (CARB) Standards. Compliance with CARB emission standards and state anti-idling regulations would minimize wasteful or inefficient energy consumption during construction. The project would be constructed in compliance with applicable CARB regulations regarding retrofitting, repowering, or replacing diesel off-road construction equipment. In addition, project construction would comply with state regulations (CCR Title 13, Motor Vehicles, Section 2449(d)(3)) that limit the construction vehicle idling times to no more than five minutes.

The project would not include the addition of lighting, and operation of the project would not require long term energy input beyond that which is currently required. Therefore, the project would result in a less than significant impact on energy resources.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The California Long-Term Energy Efficiency Strategic Plan provides a roadmap for achieving maximum energy savings across all major sectors in California and identifies strategies for achieving goals for energy. As discussed in response (a) above, fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. In addition, project construction and operation would be compliant with CARB Standards. Compliance with CARB emission standards that would reduce energy consumption associated with the use of construction equipment. Once operational, the energy requirements for the project would be similar to existing energy usage. Therefore, the project would not conflict with or obstruct a state or local plan and would result in no impact on local plans for renewable energy or energy efficiency.

7. Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Environmental Setting

According to the U.S. Department of Agriculture Natural Resources Conservation Service the project area is underlain by Camarillo loam, 0 to 2 percent slopes, Camarillo loam, loamy substratum, 0 to 2 percent slopes, and Hueneme loamy fine sand, 0 to 2 percent slopes (Natural Resource Conservation Service, 2020). Based on their soil textures, these soils have a low to high potential for erosion. In addition, soil textures within the project area have a low to high shrink swell potential.

Discussion of Checklist Responses

- a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. According to the CDOC's California Geological Survey, the project area is not located within a known earthquake fault zone. The nearest fault zone is the Bailey Fault located 2.6 miles east of the project area (California Department of Conservation, 2010). Therefore, the project would result in no impact related to a known earthquake fault.

ii. Strong Seismic Ground shaking?

Less Than Significant Impact. There are no earthquake faults within the project area; however, similar to all of Southern California, active and/or potentially active faults in the region could generate strong ground shaking on the project area. The nearest fault zone is the Bailey Fault located 2.6 miles east of the project area (California Department of Conservation, 2010). The project would be designed to meet current seismic standards and would not increase exposure to existing hazards in the project area. Therefore, the project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismically Induced Ground Failure Including liquefaction?

Less Than Significant Impact. The land within the project area is classified as a liquefaction zone (California Department of Conservation, California Earthquake Hazards Zone Application, 2019). However, the project would be designed to accommodate anticipated levels of ground shaking experienced in the region, as well as the risk of liquefaction. Therefore, the project would result in a less than significant impact related to liquefaction.

iv. Landslides, Including Seismically Induced Landslides

No Impact. The project area and surrounding properties are relatively flat and there are no large geomorphic features that could pose a landslide threat within or near the project area. According to the Background Report for the General Plan, the project area is not within a landslide hazard area (Ventura County, 2020). Therefore, the project would result in no impact related to landslides.

b. Would the project result in Substantial Soil Erosion or Loss of Topsoil?

Less Than Significant Impact. Erosion is the movement of rocks and soil from the Earth's surface by wind, rain, or running water. Several factors influence erosion, such as the size of soil particles (larger particles are more prone to erosion), and vegetation cover, which prevents erosion. Soil textures in the project area have a low to high erosion potential. However, the project area consists mostly of an existing paved roadway that would be widened, which would likely not be subject to soil erosion. Therefore, the project would result in a less than significant impact related to soil erosion.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. See discussion in response (a.iii. and a.iv.).

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Soils in the project area have a low to high shrink to swell potential (National Resources Conservation Service, 2021). According to the Ventura County Building Code, in areas likely to have expansive soil, the building official requires soil tests to determine where such soils do exist. If the project is found to reside on expansive soils, the project is required to incorporate a special design consideration in accordance with Section 1808.6 of Ventura County Building Code (Ventura County Building and Safety Division, 2019). If the soils in the project area are expansive, the project would be

designed to comply with Section 1808.6 of the Ventura County Building Code. Therefore, the project would result in a less than significant impact related to expansive soil.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water?

No Impact. The project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the project would result in no impact related to septic tanks or alternative wastewater disposal systems.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The General Plan defines unique paleontological features as fossilized remains of plant and animal life; within the county paleontological remains include examples from most of geological history, including the Paleozoic Era (542 to 251 million years ago), the Mesozoic Era (251 to 65.5 million years ago), and the Cenozoic Era (65.5 million years ago to the present). According to the General Plan Resources Appendix, an inventory of paleontological resources has not been completed for the County. However, the project would include widening a roadway where a majority of the ground is previously disturbed. In addition, the General Plan Resources Appendix does not identify the project area as having any unique geological resources (Ventura County, 2019). According to research conducted by the project archaeologist, it is anticipated that the project area has a low sensitivity for paleontological resources. Therefore, the project would result in a less than significant impact on any unique paleontological resources or site or unique geologic features.

8. Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Environmental Setting

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate change conditions. The principal GHGs are carbon dioxide (CO₂), methane, nitrous oxide, sulfur hexafluoride, perfluorocarbons, hydrofluorocarbons, and water vapor. CO₂ is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential for different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. The Scoping Plan was approved by the ARB on December 11, 2008. According to the 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants and supporting economic growth (California Air Resources Board, 2017). The ARB published a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by AB 32 (California Air Resources Board, 2017).

According to the 2017 Climate Change Scoping Plan Update, the major source of GHGs in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 24 percent of the state's GHG emissions. Residential and commercial sources contribute only about six and five percent of the state's GHG emissions, respectively. These are less than the eight percent generated by agriculture (California Air Resources Board, 2017).

Discussion of Checklist Responses

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Impact. Construction equipment would emit greenhouse gases while in use.

However, project construction would comply with state regulations (CCR Title 13, Motor Vehicles, Section 2449(d)(3)) that limit the construction vehicle idling times to no more than five minutes which would reduce GHG emissions. It is currently unknown if the project would result in increased VMT during operation, which could generate greenhouse gas emissions. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to greenhouse gas emissions, which would be discussed further in the Air Quality Technical Report and EIR.

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

Potentially Significant Impact. As discussed in response (a) above, it is currently unknown if construction and operation of the project could contribute to an increase in GHG emissions. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to conflicts with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases.

9. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project Area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Environmental Setting

According to the State Water Resources Control Board, there are 58 hazardous waste sites located within 0.5 mile of the project area. Two Leaking Underground Storage Tank (LUST) sites are located within the project area; however, the status of the two LUST sites is closed (State Water Resources Control Board, 2021). Additionally, the project area is adjacent to agricultural land which is known to use hazardous materials such as arsenic, pesticides, and herbicides.

Discussion of Checklist Responses

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

Potentially Significant Impact. Project construction would require the transportation, use, and removal of construction materials and waste that could be hazardous. Agricultural land surrounds the project area; therefore, pesticides and herbicides could be present. It is currently unknown if the project would create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials; therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to hazardous waste, which would be discussed further in the Phase I Initial Site Assessment (ISA) and the EIR.

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

Potentially Significant Impact. See discussion in response (a) above.

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

No Impact. No schools are located within 0.25 mile of the project area. The nearest school to the project area is Tierra Vista School, approximately 0.5 mile away. Therefore, the project would result in no impact related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

- d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially Significant Impact. According to the State Water Resources Control Board, there are 58 hazardous waste sites within 0.5 mile of the project area. Two LUST sites are located within the project area. The case status of the two LUST site is closed (State Water Resources Control Board, 2021). Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to hazardous materials, which would be discussed further in the Phase I ISA and EIR.

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

No Impact. The closest airport is Oxnard Airport, approximately four miles northwest of the project area. There are no airports within two miles of the project area; therefore, the project would result in no impact on an airport land use planning area.

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The Ventura County Emergency Operation Plan includes steps for response in the case of an emergency (County of Ventura, Emergency Operations Plan, 2013). The steps are the following.

- Evacuation of threatened populations to safe areas
- Advising threatened populations of the emergency and apprising them of safety measures to be implemented
- Advising adjacent jurisdictions (Los Angeles and Santa Barbara Operational Areas) of the emergency
- Identifying the need for mutual aid and requesting such through the appropriate, established chain and the California Emergency Management Agency Southern Region
- Proclamation of a Local Emergency by the Sheriff (As Director of Emergency Services), ratified by the County Board of Supervisors

The project would not require any temporary road closures or detours that would interfere with emergency access. The roadway may be decreased to only one open lane during construction which may

delay emergency response times. However, any delays related to construction would be temporary and emergency access would be improved once construction is complete. Therefore, the project would result in a less than significant impact on an adopted emergency response plan or emergency evacuation plan.

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

No Impact. According to the Background Report of General Plan the project area does not have a history of wildfires and is not within a wildfire concern area (Ventura County, 2020). Therefore, the project would result in no impact related to wildland fires.

10. Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☒	☐	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☒	☐	☐	☐
i. Result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☒	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐
iv. Impede or redirect flood flows?	☒	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, rise release of pollutants due to project inundation?	☒	☐	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Environmental Setting

The project area is in the Calleguas Creek watershed (HUC 18070103) (United States Department of Agriculture, Natural Resources Conservation Service, 2019a). The project is located within the Oxnard Subbasin of the Santa Clara River Valley Groundwater Basin within the Los Angeles Regional Water (County of Ventura, 2019). According to the Environmental Protection Agency Watershed Assessment,

Tracking & Environmental Results System Geoviewer, the nearest waterway is an unidentified stream located 0.30 mile northwest of the project area (Environmental Protection Agency, 2023). Additionally, there are a total of 11 drainage features and one Fresh Water Marsh area within the BSA. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panels 06111C0918E and 06111C0920E (effective January 29, 2021), the project area is in Zone X, which is an area of minimal flood hazard (Federal Emergency Management Agency, 2021).

Ventura County General Plan

As outlined in the Water Resources Element of the General Plan, the following goals and policies would apply to the project (County of Ventura Resource Management Agency Planning Division, 2019):

Goals:

- Inventory and monitor the quantity and quality of Ventura County's water resources.
- Effectively manage the water resources of Ventura County by adequately planning for the development, conservation, and protection of water resources for present and future generations.
- Maintain and where feasible, restore the chemical, physical, and biological integrity of surface and groundwater resources.
- Protect and, where feasible, enhance watersheds and aquifer recharge areas.

Policies:

- Discretionary development shall comply with all applicable County and State water regulations.
- Discretionary development shall not significantly impact the quantity or quality of water resources within watersheds, groundwater recharge areas or groundwater basins.

Los Angeles Regional Water Quality Control Board Basin Plan

Section 13240 of the Porter-Cologne Water Quality Control Act requires each Regional Water Quality Control Board (RWQCB) to formulate and adopt water quality control plans, or basin plans, for all areas within the region. Water quality in the project area is regulated by the Los Angeles RWQCB through the Water Quality Control Plan (Basin Plan) (California Regional Water Quality Control Board, Los Angeles Region, 1994).

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

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

Ventura County Watershed Protection District

The Ventura County Watershed Protection District (VCWPD) provides for the control and conservation of flood and storm waters, and for the protection and maintenance of watercourses, watersheds, and life

and property within VCWPD jurisdiction from damage or destruction from storm flows or flooding (Ventura County Public Works, 2019). An encroachment permit is required from the VCWPD for any grading work that would be conducted within a channel under VCWPD jurisdiction.

Discussion of Checklist Responses

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Potentially Significant Impact. The project area is located in the Los Angeles RWQCB (Los Angeles RWQCB, 2023). According to the National Wetlands Inventory mapper there are no protected waterways located within or surrounding the project area. During construction, there is potential that exposed soils, construction debris, and other pollutants could enter storm water runoff that discharges in the drainage. The project would be required to comply with any applicable National Pollutant Discharge Elimination System (NPDES) Permits. It is currently unknown if the project would have significant impacts related to surface and groundwater quality. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts, which would be discussed further in the Water Quality Report (WQR) and EIR.

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

Less Than Significant Impact. The project would result in increased impervious surface area of approximately 339,000 square feet. The surface runoff resulting from increased impervious surface would either enter the relocated drainage ditch to the north, or sheet flow over the existing roadway to adjacent parcels to the south, which matches the existing condition. Implementation of the project would not result in a decrease in stormwater runoff into the existing waterways. Therefore, the project would result in a less than significant impact on groundwater recharge.

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

i. Result in substantial erosion or siltation on- or off-site;

Potentially Significant Impact. See discussion in response (a) above.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Potentially Significant Impact. The project would result in increased impervious surface area of approximately 339,000 square feet. The increase in impervious service could result in an increase rate or amount of surface runoff. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts, which would be discussed further in the WQR and EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

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

iv. Impede or redirect flood flows?

Potentially Significant Impact. According to the FEMA Flood Insurance Rate Map Panels 06111C0918E

and 06111C0920E (effective January 29, 2021), the project area is in Zone X, which is an area of minimal flood hazard (Federal Emergency Management Agency, 2021). However, the project would result in increased impervious surface area; therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts. This would be discussed further in the WQR and EIR.

d. In flood hazard, tsunami, or seiche zones, rise release of pollutants due to project inundation?

Potentially Significant Impact. According to the FEMA Flood Insurance Rate Map, the project area is within Zone X, which is an area of minimal flood hazard. However, the project would result in increased impervious surface area, which could potentially affect flood flows.

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. The project area is not within a tsunami hazard zone and would not be subject to inundation by tsunami (California Department of Conservation, n.d.). In addition, the project area is not located near a large inland body of water that could generate a seiche during seismic ground shaking.

The project is not in a tsunami or seiche zones; however, the project would result in approximately 339,000 square feet of increased impervious surface area. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts, which would be discussed further in the WQR and EIR.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The project would be conducted in compliance with all applicable water quality control or sustainable groundwater management plans. Therefore, the project would result in no impact related to water quality control or sustainable groundwater management plans.

11. Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Environmental Setting

The current zoning designation for the project area is AE-40 (Ventura County, n.d). The Ventura County 2040 General Plan (General Plan) designation for land in the project area is AG.

SOAR Ordinances

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

Ventura County General Plan

The General Plan sets forth goals, policies, and programs that the County will implement to manage future growth and land uses within the county. The following Land Use and Circulation goals and policies would apply to the project (County of Ventura Resource Management Agency Planning Division, 2019).

Goals:

- To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.
- To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.

Policies:

- The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme.
- The County shall strive to eliminate “gaps” in roadways, bikeways, and pedestrian networks by planning for and seeking funding to construct necessary improvements to remove barriers and improve transportation system connectivity as well as connections that support first and last mile accessibility to and from public transportation.

Discussion of Checklist Responses

a. Would the project divide an Established Community?

Less Than Significant Impact. The project would include widening an existing road on a similar alignment;

therefore, operation of the project would not divide the existing community. During construction, it is anticipated that Hueneme Road would remain open to through-traffic to maintain continuous access, however, partial lane closure would be required throughout the anticipated 12-month construction duration. The project would not result in the construction of any new barriers that could potentially divide an established community. In fact, the project would improve connection along Hueneme Road between Port Hueneme and the Cities of Oxnard and Camarillo. Therefore, the project would result in a less than significant impact related to physically dividing an established community.

b. Would the project conflict with Land Use Plans or Policies?

No Impact. Roadways in Ventura County facilitate the movement of goods throughout the region and state. Hueneme Road serves as the primary freight route to and from Port of Hueneme, and a large percentage of traffic from the Oxnard city limit to Rice Avenue consists of trucks. Goal CTM-1 of the County's General Plan states "To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods." The project is intended to serve existing transportation demand, improve freight movement corridor, and improve vehicle and bicycle travel and safety. In addition, the project is included in the County's General Plan as a segment of the proposed multi-modal coastal trail. Proposed improvements, such as the addition of buffered bike lanes, would support the County's goal to "To provide a continuous trail route along coastal areas of Ventura County that forms a part of the statewide California Coastal Trail system and provides access to other trails, the shoreline, public recreational opportunities, and coastal points of interest." Therefore, the project would result in no impact related to applicable land use plans or policies.

12. Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Environmental Setting

State Regulations

The Surface Mining and Reclamation Act of 1975 ([SMARA], Public Resources Code, Sections 2710-2796) encourages the production, conservation, and protection of California's mineral resources. SMARA requires that the State Mining and Geology Board map areas throughout the State of California that contain regionally significant mineral resources. These mineral resources are classified based on the Mineral Resource Zone (MRZ) system, which classifies MRZs into four categories:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

According to the Background Report for the General Plan, the project area has been identified as a MRZ-1 (County of Ventura, 2020). The County has determined that the only land protected from incompatible land uses that would inhibit extraction of or access to the available mineral resources are those classified MRZ-2 (or otherwise designated as areas of statewide or regional significance for mineral resources).

Discussion of Checklist Responses

- a. **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

No Impact. As stated above, the project area has been zoned as MRZ-1 and the only land protected from incompatible land uses to the available mineral resources are those classified as MRZ-2. Therefore, the project would result in no impact on mineral resources.

- b. **Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact. See discussion in response (a) above.

13. Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, would the Project expose people residing or working in the Project Area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

The project area is in a rural portion of the county, approximately 30 feet away from the nearest sensitive noise receptor. The primary source of noise in the project area is traffic along Hueneme Road.

Local Regulations

The County Board of Supervisors adopted a Noise Ordinance intended to protect residential communities from loud or raucous nighttime noise. The Noise Ordinance outlines the following noise-related policies:

“No person shall create within any residential zone of the County of Ventura any loud or raucous noise which is audible to the human ear during the hours of 9 p.m. to 7 a.m. of the following day, at a distance of 50 feet from the property line of the noise source or 50 feet from any such noise source if the noise source is in a public right-of-way (County of Ventura, 1996).”

Ventura County Construction Noise Thresholds Criteria and Control Plan

The Ventura County Construction Noise Thresholds Criteria and Control Plan outlines the following noise-related policies:

“Daytime Construction: Daytime (7:00 a.m. to 7:00 p.m. Monday through Friday, and from 9:00 a.m. to 7:00 p.m. Saturday, Sunday, and local holidays) generally means any time period not specifically defined as a more noise-sensitive time period (see Table 1). Depending on project duration, the daytime noise threshold criteria is the greater of the fixed hourly equivalent noise level (Leq(h)) limit (which includes non-construction evening and nighttime noise) or the measured ambient Leq(h) plus three decibels (dB).”

Table 1 Daytime Noise Thresholds

Construction Duration Affecting Noise-sensitive Receptors	Noise Threshold Criteria shall be the greater of these noise levels at the nearest receptor area or 10 feet from the nearest noise-sensitive building	
	Fixed $L_{eq}(h)$, dBA	Hourly Equivalent Noise Level (L_{eq}), dBA ^{1,2}
0 to 3 days	75	Ambient $L_{eq}(h)$ + 3 dB
4 to 7 days	70	Ambient $L_{eq}(h)$ + 3 dB
1 to 2 weeks	65	Ambient $L_{eq}(h)$ + 3 dB
2 to 8 weeks	60	Ambient $L_{eq}(h)$ + 3 dB
Longer than 8 weeks	55	Ambient $L_{eq}(h)$ + 3 dB

Source: (County of Ventura, 2010)

Notes: 1. The instantaneous maximum level noise source or environment (L_{max}) shall not exceed the Noise Threshold Criteria (NTC) by 20 a-weighted decibels (dBA) more than eight times per daytime hour. 2. Local ambient Equivalent continuous sound level (L_{eq}) measurements shall be made on any mid-week day prior to project work.

Discussion of Checklist Responses

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

Potentially Significant Impact. The nearest sensitive noise receptors are residences located approximately 30 feet from the project area. Construction and operation of the project could potentially impact the nearest sensitive noise receptors. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to an increase of noise levels, which would be discussed further in the Noise Study Report (NSR) and EIR.

- b. Generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Activities with potential for adverse vibration impacts such as pile driving, structure demolition, and blasting would not be required. Construction and operation of the project could potentially generate groundborne vibration and/or noise. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to groundborne vibration, which would be discussed further in the NSR and EIR.

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

No Impact. The closest airport is Oxnard Airport, approximately four miles northwest of the project area. The project area would not be subject to high levels of aircraft noise and would not result in a safety hazard for individuals or construction workers located in the project area. Therefore, the project would result in no impact related to an airport land use plan.

14. Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Setting

According to the U.S. Census, the 2022 population estimate within the County was approximately 838,734 people and has increased steadily since 2010 (United States Census Bureau, 2022).

Discussion of Checklist Responses

a. Would the project induce Population Growth?

No Impact. The project would not include the construction of new homes and businesses. Construction workers would be present for a temporary period of time but are not expected to contribute to population growth in the project area. Construction activities would be limited to improvements to an existing transportation facility and the project would not result in the extension of roads or other infrastructure to undeveloped areas. The project would increase roadway capacity; however, the increased roadway capacity would be consistent with the General Plan circulation plans and would accommodate planned growth in the area. Direct and indirect population growth from construction of the proposed project is not anticipated. Therefore, the project would result in no impact on population growth.

b. Would the project displace Population or Housing?

Less Than Significant Impact. The project would require acquisition of one residence in the project area. It is unknown if the residence is currently occupied; therefore, occupant relocation may be required pending further investigation. The project would not require the acquisition of any other residences. Therefore, the project would result in a less than significant impact related to displacement or housing.

15. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☒	☐

Environmental Setting

The project area is in a rural area of the county. Emergency services that serve the project area include:

- **Fire Protection:** Ventura County Fire Department; 304 Second Street, Port Hueneme, CA 93041
- **Police Protection:** Ventura County Sheriff's Department; 800 South Victoria Avenue, Ventura, CA 93009

The nearest hospital to the project area is St. John's Regional Medical Center located approximately 4.5 miles north of the project area. The nearest school to the project area is Tierra Vista School, located approximately 0.5 mile north of the project area. The County currently operates 23 parks and recreation facilities (County of Ventura, Regional Recreation System, 2014). The nearest County-operated recreational facility to the project area is El Rio Community Center located approximately six miles north of the project area. The City of Oxnard, adjacent to the project area, operates and maintains 64 recreational facilities. The nearest recreational facility to the project area is Garden City Acres Park, located approximately 0.5 mile northwest of the project area (City of Oxnard, n.d.).

Discussion of Checklist Responses

a.i. Fire protection?

Less Than Significant Impact. Ventura County Emergency Operation Plan includes steps for response in the case of an emergency (County of Ventura, Emergency Operations Plan, 2013). The steps include evacuation of the threatened populations, advising on and implementing safety measures in the area and surrounding areas, identifying needs for mutual aid, and proclamation of any emergency by the Sheriff and County Board of Supervisors.

During construction, it is anticipated that Hueneme Road would remain open to through-traffic to maintain continuous access, however, partial lane closure would be required throughout the anticipated 12-month construction duration. Access would be improved following construction activities. The project would not induce growth or result in the need for new fire protection facilities. Therefore, the project would result in a less than significant impact on fire protection.

a.ii. Police protection?

Less Than Significant Impacts. See discussion in response (a.i.) above.

a.iii. Schools?

No Impact. There are no schools within 0.25 mile of the project area. The nearest school to the project area is Tierra Vista School, approximately 0.5 mile away. The project would not include residential development, would not result in an increase in population, and would not increase the potential number of students within the service area of the Ocean View District. Therefore, the project would result in no impact on schools.

a.iv. Parks?

No Impact. The closest park is Garden City Acres Park, located approximately 0.5 mile northwest of the project area. The project would not include residential development and would not increase the potential number of residents within the service area of the City of Oxnard Department of Parks and Recreation. In addition, the project would not increase the need for recreational facilities. Therefore, the project would result in no impact on parks.

a.v. Other Public Facilities?

Less Than Significant Impact. The project would not include residential development and would not increase the potential number of residents within the project vicinity that could result in an increase demand for other public services such as public libraries or hospitals. During construction, it is anticipated that Hueneme Road would remain open to through-traffic to maintain continuous access, however, partial lane closure would be required throughout the anticipated 12-month construction duration. The project would potentially cause delays due to the partial road closure during construction. However, access would be improved following construction activities. Therefore, the project would result in a less than significant impact on other public facilities.

16. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

The County currently operates 23 parks and recreation facilities (County of Ventura, Regional Recreation System, 2014). The nearest County operated recreational facility to the project area is El Rio Community Center located approximately six miles north of the project area. The City of Oxnard, adjacent to the project area, operates and maintains 64 recreational facilities. The nearest recreational facility to the project area is Garden City Acres Park, located approximately 0.5 mile northwest of the project area (City of Oxnard, n.d.).

Discussion of Checklist Responses

a. Increase Use of Existing Parks or Recreational Facilities?

No Impact. There are no parks or recreational facilities within or adjacent to the project area. The project would not result in population growth or generate increased demand for recreational facilities. Construction of the project also would not necessitate the closure of any parks. Therefore, the project would result in no impact related to the increased use of existing neighborhoods, regional parks, or recreational facilities.

b. Creation of New or Altered Recreational Facilities?

No Impact. See discussion in response (a) above.

17. Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

Site Access

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

Ventura County General Plan

Goals:

- To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.
- To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.

Policies:

- The County shall require evaluation of General Plan land use designation changes, zone changes, and discretionary development for their individual (i.e., project-specific) and cumulative transportation impacts based on VMT under CEQA pursuant to the methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines.
- The County shall maintain LOS standards for use as part of the County's transportation planning including the traffic impact mitigation fee program, and the County's review and consideration of proposed land use legislation and discretionary development. For purposes of County transportation planning and review and consideration of proposed land use legislation and discretionary development, the County shall use the following minimum acceptable LOS for road segment and intersection design standards within the Regional Road Network and all other County-maintained roadways:
 - LOS-'C' for all Federal functional classification of Minor Collector (MNC) and Local roadways (L); and
 - LOS-'D' for all Federal functional classifications except MNC and L, and Federal and State

highways in the unincorporated area, except as otherwise provided in subparagraph;

- LOS-'E' for SR 33 between the northerly end of the Ojai Freeway and the city of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, SR 34 north of the city of Camarillo, and SR 118 between Santa Clara Avenue and the city of Moorpark;
 - LOS 'F' for Wendy Drive between Borchard Drive to Lois Avenue; and
 - The LOS prescribed by the applicable city for all federal highways, state highways, city thoroughfares and city-maintained local roads located within that city, if the city has formally adopted and is implementing a General Plan policy, ordinance, or a reciprocal agreement with the County regarding development in the city that is intended to improve the LOS of County-maintained local roads and federal and state highways located within the unincorporated area of the county.
 - At any intersection between two or more roads, each of which has a prescribed minimum acceptable LOS, the lower LOS of the roads shall be the minimum acceptable LOS for that intersection.
- The County shall coordinate with Caltrans and cities to ensure that truck routes are appropriately designed and designated for the safe and efficient movement of goods throughout the county, particularly to the Port of Hueneme.
 - The County shall strive to eliminate “gaps” in roadways, bikeways, and pedestrian networks by planning for and seeking funding to construct necessary improvements to remove barriers and improve transportation system connectivity as well as connections that support first and last mile accessibility to and from public transportation.

Discussion of Checklist Responses

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

Less Than Significant Impact. The General Plan has policies related to transportation listed above. The project would include roadway widening and improvements such as a paved median, bicycle lanes, and widened shoulders. The project would be designed to improve local access and circulation for bicyclists, pedestrians, and motorists in the surrounding area; therefore, the project would be consistent with the General Plan. Additionally, improvements for Hueneme Road were included in the County’s Coastal Area Plan (County of Ventura, 2021). Therefore, the project would result in a less than significant impact related to circulation system policies.

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

Potentially Significant Impact. CEQA Guidelines section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts. Per CEQA Guidelines section 15064.3 subdivision (b), transportation projects that reduce or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact.

During construction, the project would not require any temporary road closures or detours. The project would include the widening of Hueneme Road from a 2-lane roadway to a four-lane roadway and the addition of buffered bike lanes, turn lanes, and a paved median. Project improvements would result in an increase to roadway capacity in the project area. Therefore, additional analysis is required to determine whether the project would have potentially significant impacts related to CEQA Guidelines 15064.3 subdivision (b) which would be discussed further in the Traffic Study and EIR.

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

Less Than Significant Impact. Proposed improvements would be designed to meet current safety and geometric standards. The project would include widening an existing roadway and improvements such as a paved median, bicycle lanes, and widened shoulders that would reduce geometric hazards and enhance safety on the roadway. There are several agricultural properties adjacent to the project area that require the use of farm equipment. Most of the surrounding properties have their own access roads and therefore, the project would not encourage the use of farm equipment on the widened roadway. Therefore, the project would result in a less than significant impact related to geometric hazards.

d. Result in inadequate emergency access?

Less Than Significant Impact. The project would not require any temporary road closures or detours that would interfere with emergency access. The roadway may be decreased to only one open lane during construction which could delay emergency response times; however, the County would coordinate with emergency services ahead of construction and any lane closures would be temporary. Emergency access would be improved following construction of the project. Therefore, the project would result in a less than significant impact related to emergency access.

18. Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☒	☐	☐	☐

Environmental Setting

Historical Resources

According to the California Office of Historic Preservation, there are no historic properties within or adjacent to the project area listed on the CRHR (California Office of Historic Preservation, n.d.).

Discussion of Checklist Items

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

Potentially Significant Impact. The project would require excavation and other ground-disturbing activities, including disturbance of some areas that have not been previously disturbed. These construction activities could directly impact unknown buried cultural resources. The County would conduct Native American outreach to determine if any Native American cultural resources or sacred places are identified in the project area. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to tribal cultural resources, which would be discussed further in the Archeological Survey Report and EIR.

- b. **Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred**

place, or object with cultural value to a California Native American tribe, and that is listed in Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Potentially Significant Impact. See discussion in response (a) above.

19. Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Setting

Frontier Communications (Telecommunications) facilities are located on the SCE overhead poles and there are underground lines along Hueneme Road. Sempra Utilities (Gas Company) has gas transmission mains along Hueneme Road near Edison Drive; the existing gas main may be impacted where the drainage ditch would be relocated.

Discussion of Checklist Responses

- a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact. The project would require three traffic signal modifications, three drainage pipe and drainage inlet relocations, seven culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. A gas transmission main owned by Sempra Utilities is located along Hueneme Road near Edison Drive; the gas transmission main may be impacted during construction. All utility relocations would be conducted in coordination with the service providers. In addition, the existing non-contiguous drainage ditch on the north side of the roadway would be shifted north to accommodate the widening of the road. The project would result in an increase of 339,000 square feet of impervious surface. Roadway and drainage modifications could result in impacts on water quality. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to the relocation or construction of utilities, which would be discussed

further in the Water Quality Report and EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Project construction would require the use of a minimal amount of water for dust control, compacting material for the road base and subgrade, and dewatering drillholes. Operation of the project would not require the use of water. Therefore, the project would result in a less than significant impact related to water supplies available to serve the project and reasonably foreseeable future development.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The project would not require the need for wastewater treatment. Therefore, the project would result in no impact on wastewater treatment capacity.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Solid waste from the project would be collected and disposed of at one or more of the following landfills and transfer stations:

- SA Recycling, Oxnard
- Santa Clara Valley Disposal, Ventura
- Vulcan Materials, Oxnard

No solid waste would be generated during project operation. Therefore, the project would not result in a permanent increase in solid waste generation. All solid-waste-generating activities within the County are subject to the requirements set for in California AB 939 (California Integrated Waste Management Act), which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Subsequently, Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. In addition, County Ordinance 4421 requires permit applicants working on construction and demolition projects within the unincorporated areas of the county to practice waste prevention. The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. In addition, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in a less than significant impact on solid waste management, regulations, generation, and local infrastructure capacity.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Operation of the project would not result in the long-term generation or disposal of solid waste. The disposal of solid waste during construction would be short-term, and would be conducted in compliance with federal, state, and local statutes and regulations related to solid waste. Therefore, the project would result in no impact on management and regulations related to solid waste.

20. Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair and adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Setting

Ventura County General Plan

As outlined in the Hazards and Safety Element of the General Plan, the following safety goals and policies would apply to the project (County of Ventura Resource Management Agency Planning Division, 2019).

Goals:

- To improve the resilience of the County to wildfire risk by locating, designing, and constructing development in a manner that minimizes the risk, and by providing effective fire prevention, suppression, and rescue services and facilities.

Policies:

- The County shall assemble an interagency team as needed to maintain response plans and coordinate the management of resources following wildfire events.

Ventura County Emergency Operations Plan

Ventura County Emergency Operation Plan includes steps for response in the case of an emergency (County of Ventura, Emergency Operations Plan, 2013). The steps include evacuation of the threatened populations, advising on and implemented safety measures in the area and surrounding areas, identifying needs for mutual aid, and proclamation of any emergency by the Sheriff and County Board of Supervisors.

Discussion of Checklist Responses

- a. **Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The project would not require any temporary road closures or detours that would interfere with emergency access. The roadway may be decreased to only one open lane during construction which may delay emergency response times. However, any delays related to construction would be temporary and emergency access would be improved once construction is complete. Therefore, the project would result in a less than significant impact related to an emergency response plan or emergency evacuation plan.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. According to the Background Report of General Plan the project area does not have a history of wildfires and is not within a wildfire concern area (Ventura County, 2020). Therefore, the project would result in no impact related to wildland fires.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The project would require three traffic signal modifications, three drainage pipe and drainage inlet relocations, seven culvert extensions and relocations, 41 power pole relocations, and 10 irrigation and water facility relocations. A gas transmission main owned by Sempra Utilities is located along Hueneme Road near Edison Drive; the gas transmission main may be impacted during construction. All utility relocations would be conducted in coordination with the service providers. All utilities added for the project would be installed in accordance with standard practices to prevent the risk or spread of fire and would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the project would result in less than significant impact related to risk of fire from associated infrastructure.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. See discussion in response (b) above.

21. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the Project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	☒	☐	☐	☐
c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion of Checklist Responses

- a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As discussed in the *Biological Resources* and *Cultural Resources* sections, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to biological and cultural resources. Therefore, the project could result in potentially significant impacts on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California archaeology, cultural resources, history, or prehistory which would be discussed further in the EIR.

- b. Does the Project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)**

Potentially Significant Impact. Because several issue areas discussed in this IS have potentially significant impacts, the project’s impact could be cumulatively considerable if other projects were to be constructed at the same time. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts, which would be discussed further in the EIR.

c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. It is unknown at this time if potentially significant impacts associated with air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, transportation, tribal cultural resources and utilities and service systems can be reduced to less than significant through implementation of mitigation measures.

Until the impacts are fully analyzed, and mitigation measures are determined, a final impact analysis cannot be made. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to effects on human beings, which would be discussed further in the EIR.

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