SCH No. 2026020575

Draft Environmental Impact Report

P1 Hueneme Parking Structure

July 2026

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ACRONYMS AND ABBREVIATIONS

Acronym	Meaning
AB	Assembly Bill
ACM	asbestos-containing building materials
AFY	acre-feet per year
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARPA	Archaeological Resources Protection Act
BACT	Best Available Control Technology
Basin	South Central Coast Air Basin
bgs	below ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
Cal Fire	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCC	California Coastal Commission
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFC	chlorofluorocarbon
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CH_4	methane
CHRIS	California Historical Resources Information Systems
City	City of Port Hueneme
CMP	Congestion Management Program
CO	carbon monoxide
CO_2	carbon dioxide
CPRA	California Public Records Act
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CWA	Clean Water Act
cy	cubic yards
CZARA	Coastal Zone Act Reauthorization Amendments
dB	decibel
District	Oxnard Harbor District–Port of Hueneme
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report

EOP ..... Emergency Operations Plan
EPA ..... US Environmental Protection Agency
ESA ..... Environmental Site Assessment
EV ..... electric vehicle
FEMA ..... Federal Emergency Management Agency
FHWA ..... Federal Highway Administration
FTA ..... Federal Transit Administration
FTZ ..... Foreign Trade Zone
GHG ..... greenhouse gas
GMA ..... Groundwater Management Agency
HFC ..... hydrofluorocarbon
HH ..... high-and-heavy
HREC ..... Historical Recognized Environmental Condition
Hz ..... Hertz
IGP ..... California Industrial General Permit
in/sec ..... inches per second
IPCC ..... Intergovernmental Panel on Climate Change
ITS ..... intelligent transportation system
LBP ..... lead based paints
lbs/day ..... pounds per day
LCI ..... Governor's Office of Land Use and Climate Innovation
LCP ..... Local Coastal Program
LOS ..... level of service
LTS ..... Less than Significant
LTS+M ..... Less than Significant with Mitigation Incorporated
MBTA ..... Migratory Bird Treaty Act
mg/m^3 ..... milligrams per cubic meter
MGD ..... million gallons per day
MJHMP ..... Multi-Jurisdictional Hazard Mitigation Plan
$MMTCO_2e$ ..... million metric tons of carbon dioxide equivalents
MPO ..... metropolitan planning organization
$MTCO_2e$ ..... metric tons of carbon dioxide equivalent
N_2O ..... nitrous oxide
NAAQS ..... National Ambient Air Quality Standards
NAGPRA ..... Native American Graves Protection and Repatriation Act
NAHC ..... Native American Heritage Commission
NBVC ..... Naval Base Ventura County
NFIP ..... National Flood Insurance Program
NI ..... No Impact
NO ..... nitric oxide
NOI ..... Notice of Intent
NOP ..... Notice of Preparation
NO_X ..... nitrogen oxide
NPDES ..... National Pollutant Discharge Elimination System
NRHP ..... National Register of Historic Places
O_3 ..... ozone

OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Act
OWTP	Oxnard Wastewater Treatment Plant
PAH	polycyclic aromatic hydrocarbon
PCB	polychlorinated biphenyl
PFC	perfluorocarbon
PHMC	City of Port Hueneme Municipal Code
PHPD	City of Port Hueneme Police Department
PHRESH	Port of Hueneme, Reducing Emissions, Supporting Health
PHWA	City of Port Hueneme Water Agency
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
Port	Port of Hueneme
Port Master Plan	Master Development Plan for the Port of Hueneme
Port Strategic Plan	Port of Hueneme's 10-Year Strategic Plan 2025-2035
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
project	P1 Hueneme Parking Structure Project
proposed project	P1 Hueneme Parking Structure Project
PV	photovoltaic
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
Ro/Ro	Roll-on/Roll-off
ROC	reactive organic compound
ROG	reactive organic gas
RTIP	Regional Transportation Improvement Program
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SF_6	sulfur hexafluoride
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act
SMP	Soil Management Plan
SO_2	sulfur dioxide
SRRE	source reduction and recycling element
State Clearinghouse	California Governor's Office of Land Use and Climate Innovation
SU	Significant and Unavoidable
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCA	Traditionally and Culturally Affiliated
TMDL	total maximum daily load

TSCA	Toxic Substances Control Act
TWh	terawatt-hour
µg/m^3	micrograms per cubic meter
US 101	US Highway 101
USMC	US Marine Corps
UWMP	Urban Water Management Plan
VCAPCD	Ventura County Air Pollution Control District
VCAPCD Guidelines	Ventura County Air Quality Assessment Guidelines
VCFD	Ventura County Fire Department
VCTC	Ventura County Transportation Commission
VIN	vehicle identification number
VMT	vehicle miles traveled
VOC	volatile organic compound
WTC	World Trade Center
WWL	Wallenius Wilhelmsen

EXECUTIVE SUMMARY

ES-1 Introduction

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this section summarizes the proposed project, significant impacts, and proposed mitigation measures. The summary is organized around the following topics:

- Purpose of the Environmental Impact Report (EIR)
- Project Synopsis
- Issues Raised During Scoping
- Summary of Project Alternatives

ES-2 Purpose of the Environmental Impact Report

This EIR has been prepared for the Oxnard Harbor District–Port of Hueneme (District), acting as the lead agency under CEQA Guidelines Sections 15050 and 15367, to analyze the potential environmental effects associated with implementation of the P1 Hueneme Parking Structure Project (project or proposed project).

An EIR is a public informational document used in the planning and decision-making process. The purpose of the EIR is to demonstrate that the District has made a good faith effort at disclosing the potential for the project to result in significant impacts to the physical environment. As such, the EIR does not consider potential fiscal impacts, cost-benefit assessment, or social impacts, nor does the EIR present recommendations to the decision-making bodies for approval or denial of the proposed project based on the environmental findings. Rather, the EIR is intended to provide additional information about the proposed project when, if, and at which time it is reviewed and considered by the District. In their decision-making process, the District will consider the information in the EIR, public and agency comments on the EIR, and testimony at public hearings. Public review comments received on the draft EIR will be incorporated and addressed in the Final EIR. As a legislative action, the final decision to approve, conditionally approve, or deny the proposed project is made by the District Board of Harbor Commissioners.

The purpose of an EIR is to identify:

- Significant impacts of the proposed project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impacts that cannot be mitigated.
- Reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less than significant level.

An EIR also discloses cumulative impacts, growth-inducing impacts, and impacts found not to be significant. CEQA requires that an EIR reflect the independent judgment of the lead agency

regarding the impacts, disclose the level of significance of the impacts both without and with mitigation, and discuss the mitigation measures proposed to reduce the impacts.

The EIR is circulated to the public and other agencies that may have jurisdiction over affected lands or resources. The purposes of public and agency review of an EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This EIR is being distributed to agencies, organizations, and interested groups and persons for a 45-day review period in accordance with CEQA Guidelines Section 15087. The lead agency will consider and respond to all substantive comments related to environmental issues surrounding the proposed project that are received during the public review period, prior to any action being taken on the proposed project.

ES-3 Project Synopsis

The proposed project would include construction and operation of an approximately 455,900-square-foot (sf), multi-level parking structure and new surface parking to support ongoing vehicle processing operations on the Port of Hueneme; see Figure 2-3, Project Site Plan. The parking structure would function as an intermediate staging and transfer point between oceangoing vessels at berth and ground transportation modes, including rail and truck, used to transport automobiles from the Port to vehicle processing centers. No off-site improvements are proposed or required as part of the proposed improvements.

To accommodate the proposed parking structure and surface parking, an existing approximately 96,870 sf warehouse structure, Warehouse 319, located within the central portion of the site would be demolished. An up-to-six-level parking structure with a maximum height of approximately 75 feet would be constructed to accommodate approximately 8,500 net new vehicle parking spaces. See Table ES-1, Project Summary, for characteristics of the proposed project.

TABLE ES-1 PROJECT SUMMARY

Project Feature	Quantity/Size
Parking Structure Footprint	455,900 square feet
Maximum Height	75 feet
Parking Spaces in Structure	10,356 spaces
Surface Parking Spaces being Removed	1,928 spaces
Net New Vehicle Parking Spaces	Approximately 8,500 net new spaces
High-and-Heavy Concrete Pad	345,800 square feet

Source: Watry Design 2026.

The structure would be designed to support continuous vehicle circulation between parking levels through internal ramps and would accommodate a range of vehicle types, including standard passenger vehicles and high-and-heavy (HH) vehicles. Lower levels may include increased vertical clearance to accommodate taller vehicles and specialized equipment. The structure would also incorporate reinforced surfaces in designated areas to support heavier vehicle loads.

The parking structure would include open-sided elements to provide natural ventilation, as well as safety features such as guardrails, lighting, fire sprinklers, and controlled access points. The structure would be engineered to meet seismic structural requirements and would likely consist of reinforced concrete. The project would also include architectural and landscape elements. These features would be integrated into the overall design of the facility while maintaining its primary function as a vehicle staging and storage structure. Sustainable features, such as photovoltaic solar panels covering the top level of the parking structure or a vegetated vertical façade along the eastern side of the structure, may also be incorporated into the project design.

A new concrete parking pad would be poured outside the parking structure for HH cargo/vehicles, which may include oversized cargo, vehicles, or specialized equipment. This approximately 345,800 sf concrete pad would be designed to support operational requirements, including vehicle maneuvering, staging, and access. The concrete pad would be approximately 24 inches thick and would replace existing mixed surfaces of concrete and asphalt on-site. The HH staging areas would be located to maximize efficient unloading and minimize travel distances from vessel berths. These areas would be configured to avoid conflicts with primary vehicle staging and circulation routes to the extent feasible.

The project is anticipated to facilitate the import of approximately 701,672 vehicles annually by the year 2046 (as compared to approximately 360,000 vehicles per year under current conditions), based on a conservative assumed increase of 5 percent per year from 2026 to 2046. This would amount to an estimated 2,250 vehicles being imported per day (an increase of approximately 1,125 vehicles per day over existing conditions).

Project construction activities would include demolition of the existing warehouse and paved parking, excavation and foundation construction, and vertical construction of the parking structure. Construction of the proposed improvements would take approximately 48 months. The timing of construction of the proposed parking structure and HH staging area would be influenced by the need to maintain existing on-site operations. As construction would displace existing on-site surface parking spaces, coordination would be required to ensure that the ongoing offloading and staging of vehicles could be adequately accommodated on the property with minimal disruption.

It is anticipated that the first phase of construction would involve the eastern portion of the parking structure and would be completed in approximately two years. Once Phase 1 is completed and operational, construction of the western portion of the parking structure would occur as Phase 2, and the surface parking displaced would be accommodated within the structure completed with Phase 1. It is anticipated that Phase 2 construction could be completed within one year.

Following completion of Phase 2, the HH concrete pad would be constructed in two sequential phases, allowing adequate time for the concrete to properly cure before becoming operational. Each phase of construction for the HH concrete pad would be completed in approximately six months.

The proposed project would address parking, circulation, and operational needs at the Port and can be fully constructed and operated without reliance on any other ongoing projects at the Port. The project's purpose and benefits are complete on their own and do not depend on approval or implementation of the broader programs envisioned at the Port. The project would improve

efficiency and safety and supports the Port's mission statement to "provide the maximum possible economic and social benefits to our community and industries served."

ES-4 Issues Raised During Scoping

In accordance with CEQA Guidelines Section 15082, the District prepared and distributed a Notice of Preparation (NOP) of an EIR on February 13, 2026, with the public comment period closing on March 19, 2026, in conformance with CEQA Guidelines Section 15082. The NOP comment period is intended to notify responsible agencies, trustee agencies, and the public of the District's intention, acting as the lead agency, to prepare an EIR for the proposed project.

The District determined the scope of the analysis for this EIR as a result of initial project review and consideration of agency and public comments received in response to the NOP. A public scoping meeting for the proposed project was held during the District Board of Harbor Commissioners on February 23, 2026, from 3:00 p.m. to 5:15 p.m. at 333 Ponoma Street, Port Hueneme, CA 93041 (Port Administrative Office). A full summary of the issues raised at the public scoping meeting is included in Appendix A. For more information regarding the NOP process, refer to Section 1, Introduction. The NOP, response letters, and a summary of comments from the scoping meeting are included in Appendix A.

Key areas of environmental concern, as conveyed during the NOP and public meeting processes, include, but are not limited to:

- Aesthetics
- Air quality effects
- Cultural and tribal cultural resources
- Asbestos-containing materials from demolition of the existing warehouse
- Fire safety
- Noise effects
- Transportation and roadways, including vehicle miles traveled
- Consistency with the California Coastal Commission-certified Master Development Plan for the Port of Hueneme (Port Master Plan)
- Land use
- Cumulative effects
- Growth inducement

Summary of Significant Effects

Table ES-2, Environmental Impact Summary, summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 3, Environmental Analysis, of this EIR. Refer to the appropriate EIR section for detailed information. An in-depth discussion of each environmental impact is included in the appropriate environmental topic section in this EIR (see Sections 3.1 through 3.11).

Through analysis provided in this EIR, it was determined that, in combination with long-term, region-wide growth and development, the proposed project has the potential to generate significant environmental impacts with regard to air quality, cultural resources, geology and soils,

hazards and hazardous materials, and tribal cultural resources. Mitigation measures are identified to reduce such impacts to less than significant levels.

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. Based on the analysis within this EIR, impacts related to construction noise cannot be mitigated to less than significant levels. Therefore, such impacts would remain significant and unavoidable, despite the incorporation of mitigation measures.

Issues to be Resolved by the Decision-Making Body

An EIR is an informational document intended to inform decision-makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the proposed project. As the lead agency, the District must respond to each significant effect identified in this EIR by making “findings” for each significant effect. As part of the decision-making process, the lead agency must determine whether or how to mitigate the associated significant effects of the proposed project, including whether to implement an alternative to the proposed project. Approval of the proposed project, despite identified significant and unavoidable environmental impacts, would require a Statement of Overriding Considerations, explaining why the benefits of the proposed project outweigh the environmental effects, as set forth in this document.

TABLE ES-2 ENVIRONMENTAL IMPACT SUMMARY

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Aesthetics	3.1-1. Would the project have a substantial adverse effect on a scenic vista?	Less than Significant	No mitigation is required.	Less than Significant
Aesthetics	3.1-2. 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	No mitigation is required.	Less than Significant
Aesthetics	3.1-3. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant	No mitigation is required.	Less than Significant
Aesthetics	3.1-4. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant	No mitigation is required.	Less than Significant
Aesthetics	3.1-5. Would the project result in a significant cumulative impact related to aesthetics?	Less than Significant	No mitigation is required.	Less than Significant
Air Quality	3.2-1. Would the project conflict with or obstruct the implementation of the applicable air quality plan?	Less than Significant	No mitigation is required.	Less than Significant

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Air Quality	3.2-2. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard?	Potentially Significant	**AQ-1, Construction Equipment Emissions Standards.** All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT determination, and CARB or Ventura County Air Pollution Control District (VCAPCD) operating permit shall be maintained on-site by the project contractor at the time of mobilization of each applicable unit of equipment.	Less than Significant with Mitigation Incorporated
Air Quality	3.2-3. Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	Implement mitigation measure **AQ-1**.	Less than Significant with Mitigation Incorporated
Air Quality	3.2-4. Would the project result in other emissions (such as those leading to odors), adversely affecting a substantial number of people?	Less than Significant	No mitigation is required.	Less than Significant
Air Quality	3.2-5. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	Less than Significant	No mitigation is required.	Less than Significant
Cultural Resources	3.3-1. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	Less than Significant	No mitigation is required.	Less than Significant

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Cultural Resources	3.3-2. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Potentially Significant	**CR-1, Archaeological and Native American Construction Monitoring Program.** Prior to the commencement of ground-disturbing construction activities, the Oxnard Harbor District–Port of Hueneme (District) shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738) and shall offer Traditionally and Culturally Affiliated (TCA) tribes that have requested consultation the opportunity to provide a Native American monitor. The qualified archaeologist, in consultation with monitoring tribe(s), shall prepare a written Archaeological and Native American Monitoring Plan prior to the start of ground disturbance and submit the plan to the District for approval. The plan shall identify monitoring responsibilities, communication procedures, reporting requirements, the types of activities requiring monitoring, criteria and procedures for modifying the level of monitoring based on field conditions, and protocols for the evaluation, treatment and disposition of any archaeological resources, tribal cultural resources, or human remains that may be encountered. Native American and archaeological monitoring shall be conducted during initial ground-disturbing activities in areas of undisturbed native soils and in other locations identified by the qualified archaeologist and monitoring tribe(s) as having the potential to contain archaeological resources or tribal cultural resources. The archaeologist, in consultation with the Native American monitor(s), may recommend reductions, modifications, or suspension of monitoring if substantial ground disturbance has occurred without the discovery of resources and sufficient evidence demonstrates that the likelihood of encountering buried resources is low. Any modification to the monitoring program shall be documented in writing and supported by substantial evidence.	Less than Significant with Mitigation Incorporated

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			If archaeological resources, tribal cultural resources, or human remains are encountered during construction, all ground-disturbing activities within a minimum 100-foot radius of the find, or a distance determined appropriate by the qualified archaeologist, shall cease until the resource has been evaluated and appropriate treatment measures have been implemented. The qualified archaeologist and Native American monitor(s) shall recommend treatment measures, including avoidance and preservation in place as the preferred option where feasible. If preservation in place is determined infeasible, treatment measures shall be developed in consultation with monitoring tribe(s) and implemented prior to resumption of construction activities in the affected area. Upon completion of ground-disturbing activities, the qualified archaeologist shall prepare a summary report documenting monitoring activities, discoveries, evaluations, and treatment measures implemented. The report shall be submitted to the District and any applicable repositories consistent with professional standards and applicable confidentiality requirements.	
Cultural Resources	3.3-3. Would the project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant	No mitigation is required.	Less than Significant
Cultural Resources	3.3-4. Would the project result in a significant cumulative impact related to cultural resources?	Potentially Significant	Implement mitigation measure **CR-1**.	Less than Significant with Mitigation Incorporated

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Geology and Soils	3.4-1a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?	Less than Significant	No mitigation is required.	Less than Significant
Geology and Soils	3.4-1b. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Less than Significant	No mitigation is required.	Less than Significant
Geology and Soils	3.4-1c. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	Potentially Significant	**GEO-1, Structural Support Design to Address Liquefaction.** During final project engineering design, and prior to issuance of a grading permit, the Oxnard Harbor District–Port of Hueneme shall retain a qualified geotechnical engineer to prepare a site-specific geotechnical evaluation addressing liquefaction hazards associated with the project. The evaluation shall identify the depth, extent, and severity of potentially liquefiable soils; estimate potential liquefaction-induced settlement, lateral spreading, and downdrag effects; and provide design recommendations to ensure project structures and infrastructure are capable of withstanding anticipated liquefaction-related ground deformation and settlement. Based on the findings of the geotechnical evaluation, final engineering and foundation plans shall incorporate all recommended measures necessary to address liquefaction hazards. Such measures include, but are not limited to, ground improvement, soil densification, deep foundations, pile systems, mat foundations, or other engineering techniques demonstrated to be effective for site conditions.	Less than Significant with Mitigation Incorporated

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			The project applicant shall incorporate all geotechnical recommendations into final construction plans. A qualified geotechnical engineer shall review the final plans and provide written certification that the plans are consistent with the geotechnical recommendations prior to issuance of grading or building permits. During construction, the geotechnical engineer or their designee shall verify that liquefaction mitigation measures are implemented in accordance with the approved plans and specifications.	
Geology and Soils	3.4-1d. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving including landslides?	Less than Significant	No mitigation is required.	Less than Significant
Geology and Soils	3.4-2. Would the project result in substantial soil erosion or the loss of topsoil?	Less than Significant	No mitigation is required.	Less than Significant
Geology and Soils	3.4-3. Would the project be located on 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?	Potentially Significant	Implement mitigation measure **GEO-1**.	Less than Significant with Mitigation Incorporated
Geology and Soils	3.4-4. Would the project be located on expansive soils, 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	No mitigation is required.	Less than Significant
Geology and Soils	3.4-5. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No mitigation is required.	No Impact

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Geology and Soils	3.4-6. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant	No mitigation is required.	Less than Significant
Geology and Soils	3.4-7. Would the project result in a significant cumulative impact related to geology and soils?	Less than Significant	No mitigation is required.	Less than Significant
Greenhouse Gas Emissions	3.5-1. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	No mitigation is required.	Less than Significant
Greenhouse Gas Emissions	3.5-2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	No mitigation is required.	Less than Significant
Greenhouse Gas Emissions	3.5-3. Would the project result in a significant cumulative impact related to greenhouse gas emissions?	Less than Significant	No mitigation is required.	Less than Significant
Hazards and Hazardous Materials	3.6-1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	No mitigation is required.	Less than Significant
Hazards and Hazardous Materials	3.6-2. 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	**HAZ-1, Asbestos and Lead Material Survey.** Prior to any building disturbance, including demolition activities, a qualified consultant shall conduct an asbestos-containing materials and lead-based paint material survey to determine whether on-site structures contain asbestos-related construction materials or lead-based paint. If substances containing asbestos or lead are found on-site, an abatement work plan shall be prepared by the qualified consultant for the proper removal and disposal of the materials and implemented in accordance with applicable federal, state, and local laws and regulations. All abatement activities shall be performed by	Less than Significant with Mitigation Incorporated

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			appropriately licensed and certified contractors. Required notifications shall be submitted to all applicable regulatory agencies prior to commencement of abatement. Survey results, abatement work plans, and documentation of compliance shall be submitted to and approved by the Oxnard Harbor District–Port of Hueneme, prior to issuance of demolition or grading permits. **HAZ-2, Minimization of Contaminated Soils and Groundwater Exposure.** To minimize potential effects resulting from exposure to contaminated soils or groundwater, the following measures shall be implemented prior to and/or during project-related ground-disturbing activities: ▪ **Site Investigation**: Prior to any project ground disturbance, a Phase II Environmental Site Assessment (ESA) shall be conducted by a qualified environmental professional in the location of the former Historic Recognized Environmental Condition and other areas where historical records indicate that hazardous materials have been stored, used, and/or managed as identified in the Phase I ESA (prepared by Kroner Environmental Services, Inc. in 2026). Soil sampling protocol shall be established and the soil shall be assessed for constituents likely to be present in the subsurface (e.g., total petroleum hydrocarbons, volatile and semi-volatile organic compounds, polychlorinated biphenyls, polynuclear aromatic hydrocarbons, pesticides, lead arsenates, and/or metals covered by Title 22). The depth of the sampling shall correspond to planned excavation depths. In areas where groundwater is encountered, samples shall also be analyzed for suspected contaminants prior to dewatering to ensure that National Pollutant Discharge Elimination System discharge requirements are verified.	

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			▪ **Soil Management Plan**: Prior to project ground disturbance, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional and approved by the Oxnard Harbor District–Port of Hueneme, in coordination with applicable regulatory agencies as required, to show the extent of soil excavation during construction. The SMP shall include soil handling procedures, reuse criteria based on applicable regulatory screening levels, stockpile management, sampling protocols, and procedures for characterization, transport, and disposal of contaminated materials. ▪ **Construction Monitoring and Handling**: During project grading and excavation, soils suspected of contamination shall be segregated, characterized, and managed in accordance with the SMP by the contractor. Stockpiled soils shall be managed to prevent dust and vapor emissions, including covering and application of water or approved suppressants. If the excavated soil is suspected or known to be contaminated, the contractor shall (1) segregate and stockpile the material in a way that shall facilitate measurement of the stockpile volume; (2) spray the stockpile with water or a Ventura County Air Pollution Control District-approved vapor suppressant; and (3) cover the stockpile with a heavy-duty plastic to prevent soil volatilization to the atmosphere or exposure of nearby workers. Soil samples that are suspected of contamination shall be analyzed for chemicals by a California certified laboratory. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated or disposed of according to state and federal laws. Where contaminated levels can be diluted to acceptable levels, soils may be reused on-site.	

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			▪ **Unexpected Discovery**: If previously unidentified contamination is encountered, work in the affected area shall be halted, and appropriate agencies shall be notified. Additional investigation and/or remediation shall be conducted as directed by the applicable regulatory agency prior to resuming work. ▪ **Groundwater Management**: Groundwater contamination encountered during construction activities shall be managed and, if necessary, treated and discharged in accordance with the applicable permits and approvals from the Regional Water Quality Control Board or applicable regulatory agency. ▪ **Health and Safety**: A site-specific health and safety plan shall be prepared to protect workers from exposure to hazards and submitted to the Oxnard Harbor District–Port of Hueneme for approval. ▪ **Documentation**: Upon completion of construction, documentation demonstrating proper handling, disposal, and/or remediation of contaminated materials shall be submitted to the Oxnard Harbor District–Port of Hueneme and applicable regulatory agencies.	
Hazards and Hazardous Materials	3.6-3. 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?	Less than Significant	No mitigation is required.	Less than Significant
Hazards and Hazardous Materials	3.6-4. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	Less than Significant	No mitigation is required.	Less than Significant

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Hazards and Hazardous Materials	3.6-5. Would the project result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport?	Less than Significant	No mitigation is required.	Less than Significant
Hazards and Hazardous Materials	3.6-6. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	No mitigation is required.	Less than Significant
Hazards and Hazardous Materials	3.6-7. 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	No mitigation is required.	No Impact
Hazards and Hazardous Materials	3.6-8. Would the project result in a significant cumulative impact related to hazards and hazardous materials?	Potentially Significant	Implement mitigation measures **HAZ-1** and **HAZ-2**.	Less than Significant with Mitigation Incorporated
Hydrology and Water Quality	3.7-1. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant	No mitigation is required.	Less than Significant
Hydrology and Water Quality	3.7-2. 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	No mitigation is required.	Less than Significant

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Hydrology and Water Quality	3.7-3a. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?	Less than Significant	No mitigation is required.	Less than Significant
Hydrology and Water Quality	3.7-3b. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site?	Less than Significant	No mitigation is required.	Less than Significant
Hydrology and Water Quality	3.7-3c. 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 addition of impervious surfaces, in a manner which would 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?	Less than Significant	No mitigation is required.	Less than Significant
Hydrology and Water Quality	3.7-3d. 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 addition of impervious surfaces, in a manner which would impede or redirect flood flows?	Less than Significant	No mitigation is required.	Less than Significant
Hydrology and Water Quality	3.7-4. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	Less than Significant	No mitigation is required.	Less than Significant

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Hydrology and Water Quality	3.7-5. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	No mitigation is required.	Less than Significant
Hydrology and Water Quality	3.7-6. Would the project result in a significant cumulative impact related to hydrology and water quality?	Less than Significant	No mitigation is required.	Less than Significant
Noise	3.8-1. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	**NOI-1, Construction Noise Control Plan.** A Construction Noise Control Plan shall be prepared prior to construction. The plan shall include, at a minimum, the following components: ▪ **Equipment Maintenance and Mufflers.** The construction contractor shall ensure that power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of project construction. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and shielded noise levels. Prior to initiation of construction, the contractor shall demonstrate to the District that equipment is properly muffled, shielded, and maintained. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated. ▪ **Noise Control Best Practices.** The Construction Noise Control Plan shall depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise-sensitive land uses. All stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. The Plan shall also	Significant and Unavoidable with Mitigation Incorporated

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
			identify other methods employed to reduce construction noise, including but not limited to, shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and the use of electric air compressors and similar power tools. ▪ **Community Noticing.** Property owners and occupants located within 1,100 feet of the project construction limits shall be sent a notice, at least 15 days prior to commencement of construction, regarding the project construction schedule. A sign, visible to the public, shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the District prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. ▪ **Noise Coordinator.** The construction contractor shall provide evidence that a construction staff member is designated as a Noise Disturbance Coordinator and shall be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the District within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the District. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.	

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Noise	3.8-2. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	No mitigation is required.	Less than Significant
Noise	3.8-3. 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 2 miles of a public airport or public use airport, would the project result in the exposure of people residing or working in the project area to excessive noise levels?	Less than Significant	No mitigation is required.	Less than Significant
Noise	3.8-4. Would the project result in a significant cumulative impact related to noise?	Less than Significant	No mitigation is required.	Less than Significant
Transportation	3.9-1. 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	No mitigation is required.	Less than Significant
Transportation	3.9-2. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant	No mitigation is required.	Less than Significant
Transportation	3.9-3. 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	No mitigation is required.	Less than Significant
Transportation	3.9-4. Would the project result in inadequate emergency access?	Less than Significant	No mitigation is required.	Less than Significant

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Transportation	3.9-5. Would the project result in a significant cumulative impact related to transportation?	Less than Significant	No mitigation is required.	Less than Significant
Tribal Cultural Resources	3.10-1. 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 size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe 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), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Potentially Significant	Implement mitigation measure **CR-1.**	Less than Significant with Mitigation Incorporated
Tribal Cultural Resources	3.10-2. Would the project result in a significant cumulative impact related to tribal cultural resources?	Potentially Significant	Implement mitigation measure **CR-1**.	Less than Significant with Mitigation Incorporated

TABLE ES-2, CONTINUED

Topic	Impact	Level of Significance without Mitigation	Mitigation Measure(s)	Resulting Level of Significance
Utilities and Service Systems	3.11-1. Would the project require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Potentially Significant	Implement mitigation measures **AQ-1**, **CR-1**, **GEO-1**, **HAZ-1**, **HAZ-2**, and **NOI-1**.	Less than Significant with Mitigation Incorporated
Utilities and Service Systems	3.11-2. Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant	No mitigation is required.	Less than Significant
Utilities and Service Systems	3.11-3. Would the project result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact	No mitigation is required.	No Impact
Utilities and Service Systems	3.11-4. 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	No mitigation is required.	Less than Significant
Utilities and Service Systems	3.11-5. Would the project not comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	No mitigation is required.	Less than Significant
Utilities and Service Systems	3.11-6. Would the project result in a significant cumulative impact related to utilities and service systems?	Less than Significant	No mitigation is required.	Less than Significant

ES-5 Summary of Project Alternatives

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a project that could feasibly attain the basic objectives of a project and avoid or lessen the environmental effects of a project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR as well as any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Section 5, Alternatives, of this EIR includes a detailed discussion and a qualitative analysis of alternatives that have been rejected by the lead agency, as well as the following scenarios considered to be feasible alternatives to the project as proposed.

Alternatives to the Proposed Project

Potential environmental impacts associated with three alternatives are compared below to assess impacts from the proposed project. The following alternatives have been identified for analysis in compliance with CEQA:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Build Alternative
- Alternative 3: Alternate Site Alternative

Table ES-3, Comparison of Project Alternatives Impacts to the Proposed Project, summarizes the comparative impact of the alternatives for each environmental category where the proposed project would result in a potentially significant impact.

TABLE ES-3 COMPARISON OF PROJECT ALTERNATIVES IMPACTS TO THE PROPOSED PROJECT

Topic	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Build Alternative	Alternative 3: Alternate Site Alternative
Air Quality	LTS+M	< (LTS)	< (LTS+M)	= (LTS+M)
Cultural Resources	LTS+M	< (NI)	< (LTS+M)	= (LTS+M)
Geology and Soils	LTS+M	< (NI)	= (LTS+M)	= (LTS+M)
Hazards and Hazardous Materials	LTS+M	< (NI)	= (LTS+M)	= (LTS+M)
Noise	SU	< (NI)	< (SU)	= (SU)
Tribal Cultural Resources	LTS+M	< (NI)	< (LTS+M)	= (LTS+M)
Utilities and Service Systems	LTS+M	< (NI)	< (LTS+M)	= (LTS+M)

Notes:

LTS	Less than Significant
LTS+M	Less than Significant with Mitigation Incorporated
NI	No Impact
SU	Significant and Unavoidable
=	Impact would likely be equivalent to impact of proposed project (neither environmentally superior nor inferior).
<	Impact would likely be less than impact of proposed project (environmentally superior).
>	Impact would likely be greater than impact of proposed project (environmentally inferior).

Alternative 1: No Project Alternative

Under the No Project Alternative, no future development would occur on the subject site and the proposed parking structure, HH staging area, or other associated site improvements would not be constructed. The approximately 96,870 sf existing on-site warehouse structure would remain in its current condition and no physical changes to the site would otherwise occur. The site would continue to be utilized for Port-related warehouse, maintenance, and administrative functions, as occurs under present conditions.

The No Project Alternative would reduce potentially significant impacts related to air quality, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources as compared to the proposed project. However, as no development would occur, this alternative would not meet any of the project objectives. Existing operations on-site would continue to occur as they do under present conditions and no improvements or efficiencies would be achieved.

Alternative 2: Reduced Build Alternative

The Reduced Build Alternative would redevelop the project site with an approximately 247,000 sf, four-level parking structure with a maximum height of approximately 52 feet, as compared to the proposed up-to-six-level, 75-foot-tall parking structure. This alternative would continue to support ongoing vehicle staging and storage operations associated with Roll-on/Roll-off (Ro/Ro) vessel activities at the Port, while reducing the overall height, massing, and visual prominence of the structure within the surrounding viewshed. Similar to the proposed project, the Reduced Build Alternative would include internal circulation ramps, open-sided design elements for natural ventilation, and designated areas for HH vehicle/cargo staging and maneuvering.

The Reduced Build Alternative would provide approximately 5,000 net new vehicle parking spaces, compared to approximately 8,500 net new parking spaces with the proposed project. This alternative would continue to include a concrete pad for HH staging, although the overall operational capacity of the site would be reduced relative to the proposed project.

This alternative would reduce potentially significant impacts related to air quality, cultural resources, noise, and tribal cultural resources as compared to the proposed project. Under this alternative, the reduced structure height and floor area would lessen the visual scale of development as viewed from surrounding public vantage points, including East Pearl Street and Hueneme Wharf Plaza, while continuing to meet many of the project objectives related to increasing vehicle staging capacity and maximizing the efficient use of land within the Port through vertical vehicle storage. However, as this alternative would reduce parking capacity by approximately 39 percent as compared to the proposed project, it would represent a substantial decrease in staging spaces and the overall operational capacity of the facility. This alternative would therefore not fully meet the project objectives related to accommodating projected growth in automobile import and export activities and maintaining efficient vehicle transfer, staging, and storage operations within the Port. Compared to the proposed project, the Reduced Build Alternative would provide fewer opportunities for consolidation of vehicle storage within a vertical structure, which could reduce operational flexibility during peak Ro/Ro vessel unloading periods

and limit the Port's ability to efficiently manage projected increases in automobile throughput over the long term.

Alternative 3: Alternate Site Alternative

Under this Alternate Site Alternative, the parking structure would be constructed within an existing industrial portion of the Port that is more centrally located within Port operations and at a greater distance from sensitive receptors (residential uses) located along Ponoma Street, West Clara Street, San Pedro Street, and East Pearl Street.

Similar to the proposed project, the Alternate Site Alternative would include an up-to-six-level parking structure with a maximum height of approximately 75 feet and would provide approximately 8,500 net new vehicle parking spaces to support ongoing Ro/Ro vessel operations. Improvements would include internal circulation ramps, a surface HH staging area, (potential) installation of photovoltaic solar panels, and associated operational infrastructure necessary to support vehicle staging, storage, and transfer activities.

The Alternate Site Alternative would result in similar impacts related to air quality, cultural resources, geology and soils, hazards, and tribal cultural resources as compared to the proposed project. By increasing the separation distance between construction activities and nearby sensitive receptors, this alternative would also reduce temporary exposure of sensitive receptors to construction noise and associated impacts as compared to the proposed project; however, it is anticipated that construction noise impacts would remain significant and unavoidable.

The Alternate Site Alternative would be located within an area designated for industrial and Port-related operations and would continue to support the operational objectives of the proposed project, including increasing vehicle staging capacity within the Port. However, because the subject site is already utilized for vehicle staging activities and is strategically located in proximity to existing berth facilities, internal circulation routes, and Port access points, relocation of the parking structure to another area of the Port would reduce operational efficiency and require reconfiguration of existing Port circulation and operational areas.

Thus, it is anticipated that the Alternate Site Alternative would meet the project objectives of maintaining the efficient transfer of automobiles between vessels, on-site staging areas, and off-site processing and distribution facilities; and, potentially, providing adequate staging and storage areas for HH cargo/vehicles in locations that do not interfere with automobile circulation at the Port.

Sources Cited

Watry Design, Inc. 2026. *Port Hueneme Storage Garage Site Plan*.

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1. INTRODUCTION

1.1. Purpose of the EIR

This Environmental Impact Report (EIR) addresses the environmental effects of the proposed P1 Hueneme Parking Structure Project (project or proposed project). The California Environmental Quality Act (CEQA) requires that government agencies consider the environmental consequences of projects over which they have discretionary approval authority.

The Oxnard Harbor District–Port of Hueneme (District) is the lead agency under CEQA and has determined that an EIR is required for the proposed project. An EIR is an informational document that provides both government decision-makers and the public with an analysis of the potential environmental consequences of a proposed project. This EIR has been prepared in accordance with the requirements of CEQA as set forth in Public Resources Code Section 21000 et seq. and 14 California Code of Regulations Section 15000 et seq. (CEQA Guidelines).

This EIR addresses the proposed project's environmental effects in accordance with CEQA Guidelines Section 15161. As referenced in CEQA Guidelines Section 15121(a), the primary purposes of an EIR are to inform decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects of a project, and describe reasonable alternatives to a project.

This document analyzes the proposed project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by CEQA Guidelines Section 15146. The analysis considers the activities associated with the proposed project, including construction and operational activities, to determine the short- and long-term effects associated with their implementation. Based upon issue-specific technical analyses and other informed evaluations, this EIR considers the proposed project's direct and indirect impacts and the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

This EIR specifies mitigation measures that are required to be adopted as conditions of approval to avoid or minimize the significance of potential environmental impacts resulting from the proposed project. Project alternatives have also been identified and evaluated to consider their potential to further reduce or avoid potentially significant impacts as compared to the project as proposed; refer to Section ES-5, Summary of Project Alternatives, and Section 5, Alternatives. In addition, this EIR is the primary reference document in the formulation and implementation of the proposed project's Mitigation Monitoring and Reporting Program.

Upon certification of the EIR, the proposed project will be considered for approval by the District Board of Harbor Commissioners. A decision to approve the proposed project would be accompanied by specific written findings, in accordance with CEQA Guidelines Section 15091.

1.2. Intended Uses of the EIR

This document is identified as a project-level EIR. It is an informational document intended to inform public agency decision-makers and the public of significant environmental effects of the proposed project, identify ways to minimize the significant effects, and describe reasonable

alternatives to the project. Pursuant to CEQA, "the purpose of an environmental impact report is to identify the significant effect on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided" (Public Resources Code Section 21002.1[a]).

1.2.1. Discretionary Actions and Approvals

The District may use this EIR when considering the proposed project for the following discretionary actions and approvals:

- EIR certification
- Coastal Development Permit based on project conformance with the Master Development Plan for the Port of Hueneme (Port Master Plan)

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement) include:

- California Department of Fish and Wildlife – reviews and submits recommendations in accordance with CEQA
- Los Angeles Regional Water Quality Control Board – issues Construction General Stormwater Permit
- City of Port Hueneme – has development review and permit authority within the Port of Hueneme (Port)

1.3. EIR Scope, Issues Raised, and Concerns

To determine the scope of this EIR, the lead agency took the following actions:

- Distributed a Notice of Preparation (NOP) for the proposed project to request agency and public input on the scope of the evaluation to be undertaken in the EIR.
- Held a public scoping meeting to request public input on the scope of the evaluation to be undertaken in the EIR.

Pursuant to Section 15082 of the CEQA Guidelines, an NOP was circulated to the California Governor's Office of Land Use and Climate Innovation (State Clearinghouse), trustee and responsible agencies, other government agencies, and interested members of the public for a 30-day public review period commencing on February 13, 2026. An Initial Study was not required as part of the initial CEQA scoping process for the proposed project because an EIR was determined to be the appropriate environmental document, pursuant to Section 15063 of the CEQA Guidelines. The NOP was also published in the Ventura County Star newspaper on February 16, 2026. The NOP was posted at the project site (at the Port Administrative Office, 333 Ponoma Street, Port Hueneme), the Ventura County Clerk, the Ray D. Prueter Library (the Port Hueneme Branch of the Ventura County Library), and the District's website.

A public scoping meeting for the proposed project was held during the District Board of Harbor Commissioners meeting on February 23, 2026, from 3:00 p.m. to 5:15 p.m. at 333 Ponoma Street (Port Administrative Office), Port Hueneme, California, 93041. The NOP, response letters, and a summary of comments from the scoping meeting are included in Appendix A.

Key comments of environmental concern raised during the scoping period relate to:

- Aesthetics
- Air quality effects
- Cultural and tribal cultural resources
- Asbestos-containing materials from demolition of the existing warehouse
- Fire safety
- Noise effects
- Transportation and roadways, including vehicle miles traveled
- Consistency with the California Coastal Commission-certified Port Master Plan
- Land use
- Cumulative effects
- Growth inducement

The issues identified have been considered in preparation of this EIR, as applicable. Based on consideration of the available technical reports and public comments, this EIR has been prepared at the project level under CEQA Guidelines Section 15161 to assess and document the potential environmental impacts of the proposed project, with the following topics evaluated in detail:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Other topics determined to have either no impact or a less than significant impact are discussed in Section 4, Effects Found Not to be Significant, and listed below.

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

1.3.1. Environmental Review Process

This Draft EIR, with an accompanying Notice of Completion, is being circulated to the State Clearinghouse, trustee and responsible agencies, other government agencies, and interested members of the public for a 45-day review period in accordance with CEQA Guidelines Sections 15087 and 15105. During this period, public agencies and members of the public may submit written comments on the analysis and content of the Draft EIR. In reviewing a Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts of the proposed project on the environment and on ways in which the significant effects of the proposed project might be avoided or mitigated.

Comment letters should be sent to:

Jennifer Boberg, Director of Infrastructure and Capital Projects
Port of Hueneme
Oxnard Harbor District
333 Ponoma Street
Port Hueneme, California 93041
or via email to: jboberg@portofh.org

Following closure of the public comment period, a Final EIR will be prepared to respond to all substantive comments related to environmental issues surrounding the proposed project. The Final EIR will be completed prior to the public hearing held by the District Board of Harbor Commissioners to consider certification of the EIR and approval of the proposed project.

1.4. Report Organization

The EIR is organized as follows:

- **Section ES, Executive Summary**. Summarizes the description and background of the proposed project, addresses the format of this EIR, discusses alternatives, and discloses the potential environmental impacts and mitigation measures identified for the proposed project.
- **Section 1, Introduction**. Describes the purpose of the EIR, the NOP and scoping process, the use of incorporation by reference, and the EIR certification process.
- **Section 2, Project Description**. Describes the background of the proposed project, the project site and location, the proposed project and its objectives, discretionary approvals and actions anticipated to be required for the project, the necessary environmental clearances for the proposed project, and the intended uses of the EIR.

- **Section 3, Environmental Analysis**. Provides a detailed environmental analysis of the existing (baseline) conditions, potential project and cumulative impacts, recommended mitigation measures:[1]

    - Aesthetics (Section 3.1)
    - Air Quality (Section 3.2)
    - Cultural Resources (Section 3.3)
    - Geology and Soils (Section 3.4)
    - Greenhouse Gas Emissions (Section 3.5)
    - Hazards and Hazardous Materials (Section 3.6)
    - Hydrology and Water Quality (Section 3.7)
    - Noise (Section 3.8)
    - Transportation (Section 3.9)
    - Tribal Cultural Resources (Section 3.10)
    - Utilities and Service Systems (Section 3.11)

- **Section 4, Effects Found Not to Be Significant**. Summarizes project effects found not to be significant (less than significant impact or no impact).

- **Section 5, Alternatives to the Proposed Project**. Analyzes a reasonable range of alternatives to the proposed project, including the CEQA-mandated "No Project" alternative. The alternatives seek to achieve the basic project objectives while reducing potential environmental effects that may result with the proposed project.

- **Section 6, Other CEQA Considerations**. Summarizes the project's significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes. This section also includes a discussion of growth-inducing impacts, analyzing the potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the proposed project.

- **Section 7, Preparers and Persons Consulted**. Identifies the preparers of the EIR, including the lead agency.

- **Appendices**. Contains the technical documentation pertaining to the proposed project.

Reference resources used during preparation of the EIR are identified at the end of each section, if applicable.

Table 1-1, CEQA-Required Sections and Location in the EIR, lists the required sections of the EIR and their location in the document.

[1] Per CEQA Guidelines Section 15125(a)(1), Environmental Setting, the baseline is generally considered to be the physical environmental conditions as they exist at the time the NOP is published (date of February 13, 2026 for the proposed project).

TABLE 1-1 CEQA-REQUIRED SECTIONS AND LOCATION IN THE EIR

CEQA Requirements	CEQA Guidelines Section	Location in EIR
Table of Contents	15122	Table of Contents
Executive Summary	15123	Section ES
Introduction	--	Section 1
Project Description	15124	Section 2
Environmental Setting	15125	Sections 2 and 3
Significant Environmental Effects of the Proposed Project	15126[a]	Section 3
Mitigation Measures	15126[3]	Section 3
Cumulative Impacts	15130	Section 3
Effects Found Not to Be Significant	15128	Section 4
Alternatives to the Proposed Project	15126[f]	Section 5
Significant Unavoidable Environmental Effects of the Proposed Project	15126[b]	Section 6
Significant Irreversible Environmental Changes of the Proposed Project	15126[c]	Section 6
Growth-Inducing Impacts of the Proposed Project	15126[d]	Section 6
Preparers and Persons Consulted	15129	Section 7
Technical appendices and other materials, including comment letters on the NOP and scoping meeting	--	Appendices

Based on established thresholds of significance, the impacts of the proposed project have been categorized as "no impact," "less than significant," "less than significant with mitigation incorporated," or "significant and unavoidable." Mitigation measures are recommended for potentially significant impacts to avoid or lessen those impacts. In the event the proposed project results in significant impacts even after implementation of all feasible mitigation measures, CEQA Guidelines Section 15093 enables decision-makers to nonetheless approve the proposed project with adoption of a Statement of Overriding Considerations. This determination would require the decision-makers to discuss how the benefits of the proposed project outweigh identified unavoidable impacts.

The CEQA Guidelines provide, in part:

> *CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."*

Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or (a)(3) of the CEQA Guidelines.

If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of project approval and should be mentioned in the Notice of Determination (CEQA Guidelines Section 15093).

1.5. Incorporation by Reference

In accordance with Section 15150 of the CEQA Guidelines, the following documents are incorporated by reference into this EIR and available for public review at 333 Ponoma Street, Port Hueneme, CA 93041, with a brief synopsis of each provided.

1.5.1. Master Development Plan for the Port of Hueneme and Local Coastal Program

The Master Development Plan for the Port of Hueneme (Port Master Plan; District 1978), as certified by the California Coastal Commission, has been prepared in compliance with the requirements of the California Coastal Act and serves to guide future development of the Port of Hueneme over the long-term. The Port Master Plan is aimed at identifying means through which the District may further development of the Port so as to achieve maximum economic, labor, and service benefits for the people within its service area. The Port Master Plan recognizes the Port's past growth patterns; provides an overall comprehensive plan for facility and land uses of future Port operations; provides an economic analysis of potential impacts resulting with implementation of the Port Master Plan over the near- and long-term; and describes the historical and existing conditions of the Port lands and their surroundings.

1.5.2. Port of Hueneme 10-Year Strategic Plan

The Port of Hueneme's 10-Year Strategic Plan 2025-2035 (District 2024) is a visioning tool for the Port's administration that outlines how the District and its regional partners will guide the Port's growth, infrastructure investments, and economic development priorities. The plan establishes the Port's mission and strategic direction through five key pillars—including economic vitality, infrastructure modernization, and environmental stewardship—and contains detailed guidance on capital investments.

1.5.3. Port of Hueneme Environmental Management Framework

The Port Environmental Management Framework (District 2013) strategic implementation plans guide the integration of sustainability into the Port's day-to-day operations and set key performance indicators in the core areas of air quality management, marine resources management, soil and sediment management, water quality management, energy management, and climate change adaptation. The plans identify the Port's primary goal of balancing environmental stewardship with the economic benefits of Port operations and are intended to guide the implementation of projects and programs to keep the Port in compliance with regulatory obligations. The strategic implementation plans identify programs aimed at pollution prevention and natural resource protection, enhancing the Port's ability to grow and operate in a sustainable

manner. The plans are intended to be used by the Port to help guide resources and budgeting and to prioritize environmental management programs and projects.

1.6. Sources Cited

District (Oxnard Harbor District–Port of Hueneme). 1978. *A Master Development Plan for the Port of Hueneme.*

District (Oxnard Harbor District–Port of Hueneme). 2013. *Port of Hueneme Environmental Management Framework: Strategic Implementation Plans.* https://www.portofhueneme.org/wp-content/uploads/2024/02/POH_E2_Framework_2015.pdf.

District (Oxnard Harbor District–Port of Hueneme). 2024. *Port of Hueneme 10-Year Strategic Plan*. https://www.portofhueneme.org/wp-content/uploads/2024/12/Port-of-Hueneme-Strategic-Plan_Final_2024-12-12.pdf.

2. PROJECT DESCRIPTION

2.1. Project Background

The Port of Hueneme (Port) is a deep-water commercial port that serves as a major hub for fresh produce and automobile import and export activities on the West Coast. The Port is among the top automobile ports in the United States and functions as a commercial trade gateway for niche cargo, generating substantial regional economic benefits, including more than $236 million in direct and related state and local tax revenue in Ventura County (District 2026a). In addition, Port cargo generates more than 25,000 trade-related local jobs.

The Port operates as a self-supporting enterprise and manages its facilities to support maritime-related commerce and goods movement activities. Planning efforts at the Port have focused on accommodating ongoing operations within available land areas and supporting the handling, storage, and movement of cargo.

The Port plays a role in regional and statewide goods movement, serving as a transfer point between oceangoing vessels and ground transportation modes, including truck and rail. The Port currently handles approximately 360,000 automobiles annually, primarily transported via roll-on/roll-off (Ro/Ro) vessels.[1] Vehicles are unloaded at the berth and staged within Port facilities prior to being transported to off-site processing centers for distribution via truck and rail.

The project site is currently used for at-grade vehicle staging and includes a warehouse structure (Warehouse 319) and a large, paved surface that accommodates vehicle storage associated with these operations. Historically, the site has been developed with various industrial uses, including aboveground storage tanks, warehouse facilities, and vehicle storage areas, and has functioned as part of the Port's operational area for several decades.

Automobile import and export activities at the Port involve coordinated operations between vessel unloading, vehicle staging, processing, and outbound distribution. These activities occur on a regular basis and are influenced by vessel schedules, processing facility capacity, and transportation logistics. The project would involve redevelopment of the project site with the construction and operation of an up-to-six-level parking structure to support continued vehicle staging and storage activities within the Port and to accommodate projected growth in automobile import and export activities pursuant to the Port's 10-Year Strategic Plan (District 2024).

2.2. Project Location and Environmental Setting

2.2.1. Project Location

The approximately 18.8-acre project site is located within the Port of Hueneme in the City of Port Hueneme (City), at 333 Ponoma Street, in Ventura County (County) (Figure 2-1, Regional Location Map). The project site is located on Port property, east of the Port channel entrance and

[1] Roll-on/roll-off (Ro/Ro) shipping is a method of transporting cars and trucks by driving them directly onto specialized vessels and securing them on interior decks.

north of the commercial harbor. The site currently consists of a warehouse structure and an asphalt concrete parking lot used to stage vehicles once they are offloaded from Ro/Ro transport ships. The project site is bounded to the north by Naval Base Ventura County (NBVC) Port Hueneme and single-family residences, to the east by single- and multi-family residences, to the south by active Port facilities and the commercial harbor, and to the west by additional NBVC Port Hueneme property and the Port channel entrance, with the Pacific Ocean located further west and south (Figure 2-2, Project Vicinity Map).

2.2.2. Existing Conditions

The project site is presently utilized for at-grade vehicle staging and storage in support of Ro/Ro vessel operations and contains Warehouse 319, an approximately 96,870-square-foot, single-story structure constructed circa 1975. The warehouse is currently used for storage, maintenance, and administrative functions and is surrounded by paved circulation areas and loading docks that facilitate Port operations. Warehouse 319 occupies only a portion of the proposed parking structure footprint and would be demolished as part of the proposed project. The remainder of the project site consists of a paved surface that accommodates approximately 1,928 vehicles; this reflects only the area that would be displaced by construction and does not represent the full extent of vehicle storage capacity elsewhere on Port property.

The Port operates on a 24-hour basis, with vehicle processing activities generally occurring during 8-hour shifts, primarily between 9:00 a.m. and 5:00 p.m. Under existing conditions, the Port handles approximately 360,000 imported automobiles annually based on a five-year (2020–2025) historical average, equating to roughly 29,236 vehicles per month or 1,124 vehicles per day. Import activity fluctuates in response to market-driven factors and vessel scheduling. Ro/Ro vessels typically carry several thousand vehicles per voyage, and during unloading periods longshore labor drive vehicles directly from the vessels to designated staging areas throughout the Port, including the project site. High-and-heavy (HH) cargo consisting of oversized or heavyweight vehicles or equipment may also be offloaded using specialized equipment and placed in designated areas capable of supporting their size and weight.

Once unloaded, vehicles are staged on-Port for periods ranging from several hours to several days, depending on vessel arrival patterns, processing schedules, downstream logistical constraints, and broader market conditions. The average dwell time for imported vehicles prior to off-Port transport is approximately four days. Vehicle circulation within the project site is governed by operational practices rather than fixed, delineated circulation infrastructure.

Vehicles are “pulled” from Port property and driven to off-site processing centers operated by GLOVIS USA, BMW, and Wallenius Wilhelmsen (WWL), located approximately 1.2 miles, 2.3 miles, and 2.4 miles from the Port, respectively. Processing center staff arrive at the Port via shuttle vans typically carrying up to 10 drivers per trip, and the Port has adopted a policy requiring complete electrification of all shuttle van operations by 2030. On a typical day, approximately 300 vehicles are pulled from the Port, with up to 400 vehicles pulled during peak periods; the rate of vehicle removal is constrained by the capacity of the off-site processing centers, which have no near-term expansion plans. Approximately 25 percent of pulled vehicles are electric vehicles.

In addition to import activities, the Port also facilitates export operations consisting of (1) personally owned vehicles individually delivered to the Port for overseas shipment and (2) commercial vehicle shipments delivered by carrier trucks transporting multiple vehicles.

These import and export activities collectively contribute to continuous circulation, staging, and redistribution of vehicles throughout the project site and the broader Port area as part of ongoing Port operations.

2.3. Project Objectives

California Environmental Quality Act (CEQA) Guidelines Section 15124(b) requires the project description to contain a statement of objectives that includes the underlying purpose of the project. The objectives of the project are:

- Increase vehicle staging capacity within the Port to accommodate projected growth in automobile import and export activities.
- Maximize the efficient use of land within the Port through consolidation and vertical development of vehicle storage to optimize economic benefits and pollutant emissions reductions and maximize Port operational efficiencies.
- Provide a structured parking facility to support the storage and staging of vehicles associated with Ro/Ro vessel operations to enable the Oxnard Harbor District–Port of Hueneme (District) to have more cargo operating space at the Port with which to weather economic variations.
- Maintain the efficient transfer of automobiles between vessels, on-site staging areas, and off-site processing and distribution facilities.
- Provide vehicle staging and storage capacity at a location that supports efficient connectivity to berth facilities, internal circulation routes, and Port access points, thereby minimizing operational conflicts and supporting the efficient movement of vehicles between vessels, on-site staging areas, and off-site processing facilities.

2.4. Project Components

The proposed project involves the construction and operation of an approximately 455,900-square-foot, multi-level parking structure to support the Port's ongoing vehicle processing operations. The parking structure would serve as an intermediate staging and transfer facility between oceangoing Ro/Ro vessels at berth and ground transportation modes including rail and truck are used to transport automobiles from the Port to off-site vehicle processing centers.

The project includes demolition of the existing Warehouse 319 and construction of an up to six-level parking structure with a maximum height of approximately 75 feet. Upon completion, the structure would provide approximately 8,500 net new vehicle parking spaces. With implementation of the project, annual automobile imports are projected to increase to approximately 701,672 vehicles by the year 2046, reflecting an average of approximately 58,470

imports per month or 2,249 imports per day (this assumes 26 working days per month), or an increase of approximately 1,125 net new vehicles imported per day over existing (baseline year 2026, or 2,249 vehicles minus 1,124 vehicles = 1,125 vehicles) (District 2026b). This level of activity represents an approximate doubling of current annual import volumes. Refer also to Section 3.9, Transportation. The proposed parking structure would not increase vessel traffic at the Port. Vessel activity is constrained by factors independent of vehicle storage capacity, including navigational limitations such as channel depth and vessel size restrictions.

The parking structure would be designed to support continuous vehicle circulation between levels through internal ramps and would accommodate a range of vehicle types, including standard passenger vehicles and HH vehicles. Lower levels may include increased vertical clearance to accommodate taller vehicles and specialized HH equipment. The structure would incorporate reinforced surfaces in designated areas to support heavier vehicle loads.

The parking structure would include open-sided elements to provide natural ventilation, as well as safety features such as guardrails, lighting, fire sprinklers, and controlled access points. The project would also include architectural and/or landscape elements. These features would be integrated into the overall design of the facility while maintaining its primary function as a vehicle staging and storage structure. The structure would be engineered for the site to meet seismic structural requirements and would likely consist of reinforced concrete. Sustainable features could include photovoltaic (PV) solar panels covering the top level of the parking structures and/or a screened vertical façade along the eastern side of the structure.

A new concrete parking pad would be poured, outside the parking structure for HH cargo/vehicles, which may include oversized cargo, vehicles, or specialized equipment. This approximately 345,800 sf concrete pad would be designed to support their operational requirements, including appropriate turning radii and structural support. The concrete pad would be approximately 24 inches in depth (12 inches of concrete over 12 inches of subbase) and would replace existing mixed surfaces of concrete and asphalt. No off-site improvements are proposed as part of this project.

The project characteristics are summarized in Table 2-1, Project Summary. Figure 2-3, Project Site Plan, illustrates the site plan of the project, including the proposed parking structure and proposed HH concrete pad. As shown in Figure 2-3, HH staging areas would be located to maximize efficient unloading and minimize travel distances from vessel berths. Exterior areas of the site, including the HH concrete pad and circulation areas, would be designed to accommodate operational requirements, including vehicle maneuvering, staging, and access. These areas would be configured to avoid conflicts with primary vehicle staging and circulation routes to the extent feasible.

The proposed project would address parking, circulation, and operational needs at the Port and can be fully constructed and operated without reliance on any other ongoing projects at the Port. The project's purpose and benefits are complete on their own and do not depend on approval or implementation of the broader programs envisioned at the Port. The project would improve efficiency and safety and supports the Port's mission statement to "provide the maximum possible economic and social benefits to our community and industries served."

TABLE 2-1 PROJECT SUMMARY

Characteristic	Proposed Project
Parking Structure Footprint	455,900 square feet
Maximum Height	75 feet
Parking Spaces in Structure	10,356 spaces
Surface Parking Spaces being Removed	1,928 spaces
Net New Vehicle Parking Spaces	Approx. 8,500 net new spaces
HH Concrete Pad	345,800 square feet

Source: Watry Design 2026

Sustainability and Design Features

The following sustainability and design features are being considered. However, the benefits have not been assumed for purposes of technical analyses in the EIR analyses. This ensures the most conservative analysis of potential environmental effects, should such features not be implemented.

- **East-Facing Façade Treatment.** The project could incorporate a "green wall" or other façade treatments along the eastern side of the structure. A "green wall" could include drought-tolerant and native plants and vines, faux landscaping, or a hybrid design. Other aesthetic treatments, such as painting the eastern façade a gradient blue to blend into the horizon, are also under consideration.

- **Enhanced Storm Water Systems.** The project design could incorporate enhanced stormwater systems to reduce stormwater runoff from the project site. Runoff from the parking structure would be routed into a ground-level or below-ground cistern for storage and filtration, prior to release or reuse such as to irrigate the vegetated green wall.

- **Solar Panels.** PV solar arrays could be installed on the parking structure rooftop, providing cover/shade to the top level of the structure. It is anticipated that, if installed, the solar panels would generate power for associated lighting, signage, intelligent transportation system (ITS) technology, and electric plug-in infrastructure. The system could also include on-site battery storage and converter components.

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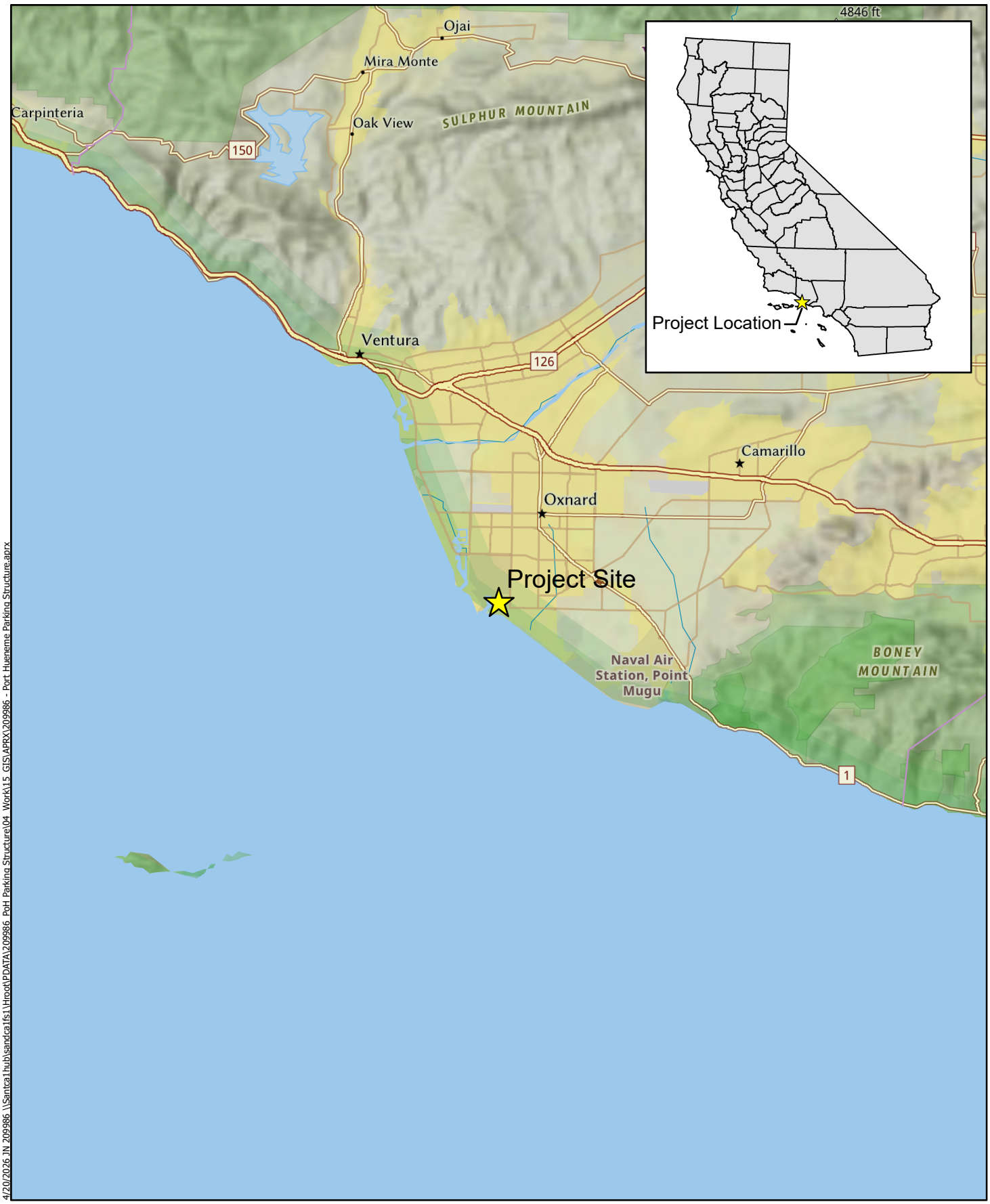

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Michael Baker INTERNATIONAL

Source: Esri, ArcGIS Online, National Geographic World Map: *Port Hueneme, California*

P1 HUENEME PARKING STRUCTURE PROJECT
ENVIRONMENTAL IMPACT REPORT

Regional Location Map

Figure 2-1

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Legend

- Project Site
- Port of Hueneme Property

0 200 400 Feet

Source: Esri, Oxnard Harbor District, 2026 Nearmap Imagery

Michael Baker INTERNATIONAL

P1 HUENEME PARKING STRUCTURE PROJECT
ENVIRONMENTAL IMPACT REPORT

Project Vicinity Map

Figure 2-2

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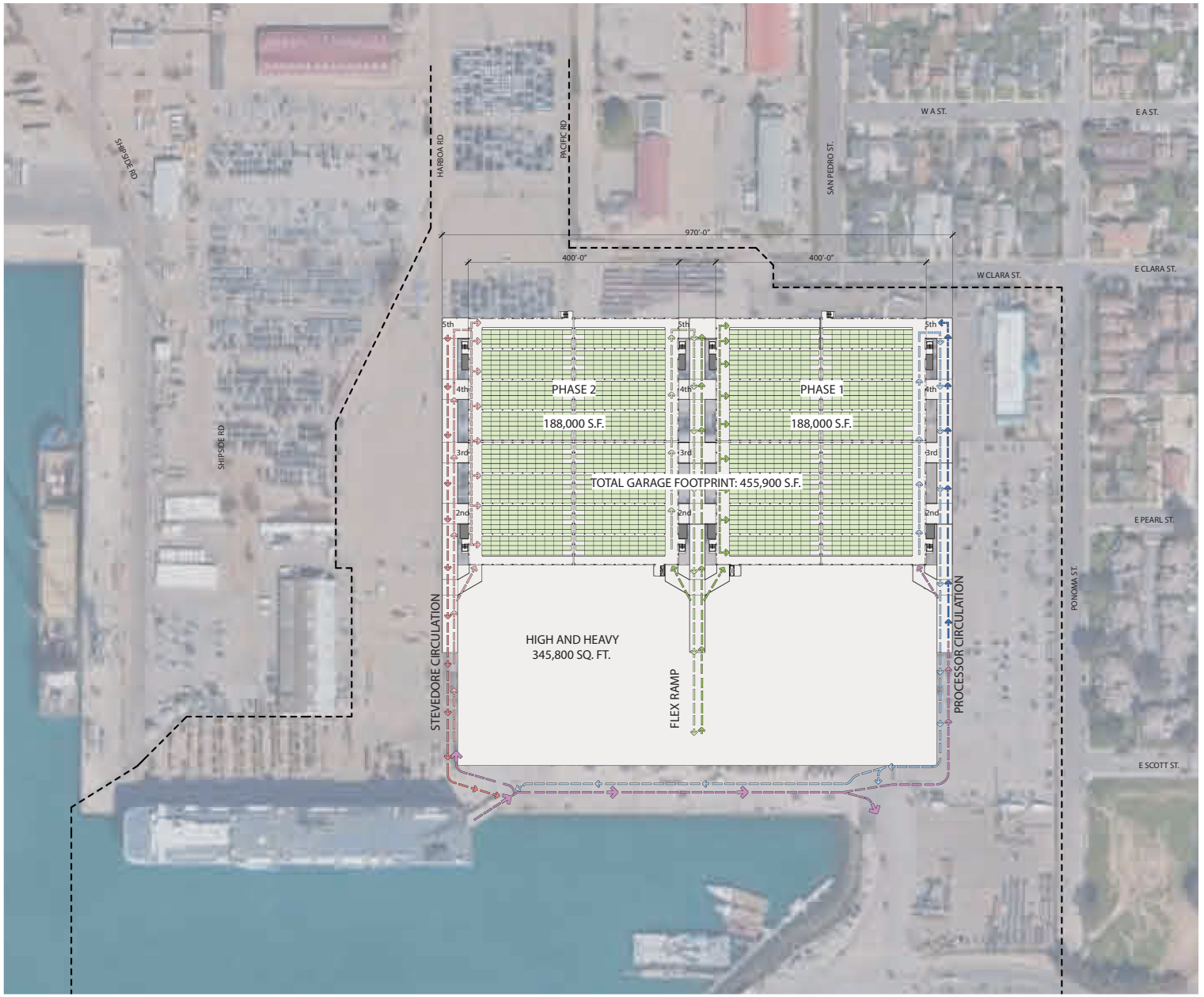

P1 HUENEME PARKING STRUCTURE PROJECT
ENVIRONMENTAL IMPACT REPORT

Project Site Plan

Michael Baker INTERNATIONAL

NOT TO SCALE

Source: Watry Design, Inc., 2026

Figure 2-3

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2.4.1. Project Operations

Vehicle Processing Operations

With project implementation, vehicle arrival, unloading, staging, and processing activities would continue to operate in a similar manner as occurs with existing on-site operations. However, the majority of vehicle staging would be accommodated within the proposed up-to-six-story parking structure rather than at-grade as is the case under existing conditions. HH cargo/vehicles may either be driven off the vessel or offloaded via specialty tractors and forklifts and placed in designated areas designed to accommodate their size and weight.

Ro/Ro vessels calling at the Port can have capacities of up to several thousand vehicles per voyage, although auto imports vary considerably on a daily basis, typically ranging from approximately 200 to 2,000 vehicles per cargo vessel. Vehicle offloading activities involve coordinated operations between labor, stevedores, processing personnel, and shuttle drivers. Vehicle unloading begins with longshore labor drivers being transported onto vessels in groups, typically consisting of approximately 10 to 15 personnel per shuttle trip. Longshore labor drive individual vehicles off the vessel to a designated first point of rest on Port typically within the project site. Each driver unloads approximately 3 cars per hour, and the driving team together unloads a total of approximately 45 cars each hour. Following parking of each vehicle, shuttle vans circulate between the parking area and the vessel to retrieve drivers and return them to the ship to continue unloading operations. This process repeats in cycles until unloading is complete. Operations occur in 8-hour shifts and can occur 24 hours per day if needed but generally are completed in two shifts per day. No change in the daily hours of operations is anticipated as a result of project implementation; operations would continue as they do under existing conditions.

Once unloaded, vehicles are staged on-Port for periods ranging from several hours to several days, depending on processing schedules. Vehicles are retrieved from the staging area using either a first-in, first-out approach or based on specific vehicle identification number (VIN) requests by processing centers. VIN-specific retrieval may require drivers to locate individual vehicles and move other vehicles as needed to access the requested units. Retrieved vehicles are then driven to designated off-Port processing centers, which are in off-site locations near the Port, where pre-delivery inspection and accessory installation occur prior to final distribution via truck or rail. Shuttle vans subsequently return drivers to the Port to continue retrieval operations, resulting in a continuous cycle of vehicle and personnel movement at the Port until all the vehicles are moved.

It is anticipated that the overall number of vehicles received at the Port following project implementation would increase incrementally over time, reaching an average of approximately 701,672 vehicles being imported annually by 2046. This represents a doubling in vehicle imports to the site as compared to existing conditions. For purposes of the environmental impact analyses contained in this EIR (refer to Section 3, Environmental Analysis), shuttle trips are assumed to be proportional to vehicle retrieval trips and are accounted for within the overall project trip generation estimates. Given the high variability in the number of vehicles processed on a daily basis, shuttle trips are encompassed within the project's estimated 1,124 daily trips. Refer to also Section 3.9, Transportation.

Access and Circulation

Access to the project site would continue to be provided via existing roadways, including Hueneme Road and internal circulation routes. Vehicle circulation within the Port follows established internal routes connecting berth areas, staging locations, and facilities, with access provided through designated Port entry gates. The project would incorporate a structured internal circulation system designed to accommodate multiple concurrent operational flows, allowing varied activities to occur on-site at the same time without causing interruption between such activities. Circulation within the parking structure and surrounding site would be organized to separate vehicle unloading activities, processor retrieval movements, and HH cargo/vehicle operations to ensure efficiency and safety and allow such activities to take place simultaneously without conflict.

Internal drive aisles within the parking structure would be designed to facilitate vehicle movement and safety and are anticipated to generally operate as one-way circulation routes. Vertical circulation between levels would be provided via internal ramps designed to accommodate continuous vehicle movement. HH vehicle circulation would be accommodated within designated areas of the site and along specific internal routes to support turning movements and minimize conflicts with standard vehicle staging areas.

Utilities

Water

The Port is served by the City of Port Hueneme Water Agency (PHWA). The PHWA is a Joint Powers Authority that provides wholesale water to the City, NBVC (including NBVC Port Hueneme and NBVC Point Mugu), and the Channel Islands Beach Community Services District (City of Port Hueneme, no date-a).

The use of potable water would be required for restroom facilities (including toilets and faucets), irrigation of any on-site landscaping, and operation of the fire sprinkler system. No other connections (e.g., for kitchens, showers, breakrooms, or car washing facilities), nor off-site improvements, to provide water service are anticipated. Water service connections are currently provided on-site for the existing warehouse and for other operational needs. The proposed project would connect to the existing water service infrastructure system.

Wastewater

The City of Port Hueneme's wastewater collection system serves all lands within the City's jurisdictional boundaries, including residential, commercial, industrial, and Port-related uses. Wastewater generated within the City is conveyed to the Oxnard Wastewater Treatment Plant for treatment (City of Port Hueneme, no date-b).

During project construction, workers would use the existing portable restrooms located throughout the Port property. Permanent restrooms could be included in the proposed parking structure, which would require connection to the Port's existing wastewater infrastructure system for service. No other uses that would require wastewater services are proposed, and no off-site improvements or connections for wastewater service would be required.

Stormwater

The Port's stormwater facilities consist of a network of on-site drainage features. Stormwater from Port facilities ultimately discharges into the regional storm drain system, where it flows untreated to surrounding waterways, making compliance with National Pollutant Discharge Elimination System (NPDES) and County of Ventura stormwater regulations essential for protecting coastal water quality. The existing Port stormwater infrastructure experiences overflow during storm events and as such, is currently insufficient to handle stormwater discharge.

The project site is currently developed with impermeable surfaces (i.e., concrete, asphalt) and therefore, the parking structure would not result in the conversion of currently permeable surfaces to new impermeable surfaces. The project may include a vegetated (landscaped) vertical wall (on the eastern side of the parking structure) that would be planted with drought-tolerant species, and therefore, would not require substantial amounts of water to irrigate. Additionally, it is anticipated that the project irrigation system would be "smart" and would optimize water usage through automated weather-based scheduling to monitor soil and weather conditions to prevent overwatering. It is anticipated that any runoff associated with project irrigation would be nominal.

The proposed project would result in improved stormwater management and treatment as new drainage infrastructure would be constructed. Additionally, stormwater may be collected on-site during rain events and reused for irrigation of any landscaping features.

Potential improvements may include new inlets fitted with trash capture devices and/or similar treatment best management practices (BMPs) to prevent any trash and/or debris within the limits of work from entering the harbor. New storm drain pipes are intended to convey project site runoff to the existing outfalls to the harbor under gravity flow. Stormwater pumps would be considered if runoff is reused for irrigation; otherwise, the provision of such pumps with the project is not anticipated.

New stormwater discharge locations to the harbor are also not anticipated; rather, the project would utilize the existing outfalls via connection to the existing stormwater system within the limits of work. Additional treatment BMPs such as, but not limited to, traditional biofiltration or compact biofiltration may be used to provide additional water quality benefits of targeting other anticipated pollutants such as oils, grease, and metals commonly associated with vehicles.

All such improvements would ensure that discharge of stormwater from the site occurs in accordance with Los Angeles Regional Water Quality Control Board (RWQCB) requirements for control of runoff and for implementation of appropriate BMPs. The proposed improvements to the Port's stormwater infrastructure would be designed to limit the amount of excess stormwater runoff entering the City's stormwater drainage system immediately adjacent to the Port.

Electric Power

Electricity is currently provided to the existing uses operating on the project site. The proposed parking structure and surface parking lot would include demand for electricity for security lighting. Energy for these systems would be provided via connection to the existing on-site electrical system or, if installed, by the rooftop PV solar panels. It is anticipated that the solar panels could generate energy to offset some of the Port's current energy demand, resulting in beneficial

impacts related to energy demand. The proposed project would therefore not result in the relocation or construction of new or expanded electrical facilities.

Natural Gas

The proposed parking structure and associated facilities would not include the use of natural gas. Energy would be supplied via connection to the existing on-site electrical system or, if installed, by PV solar panels. The relocation or construction of new or expanded natural gas facilities would not be required to serve the site.

Telecommunication Facilities

Telecommunications facilities would be installed to support operation of the parking structure and/or surface parking lot. Such facilities may be installed for purposes of safety and security in enabling artificial intelligence technology for smoke detection or remotely monitored security systems. Telecommunications and technology services for the Port are currently provided by outside vendors and agencies and on-site connections would be made to serve the proposed facilities.

2.4.2. Project Construction

Project construction activities would include demolition of the existing 96,870 sf warehouse and surface parking lot, excavation and foundation construction, vertical construction of the parking structure, and construction of the new concrete pad to accommodate the HH cargo/vehicles.

Project construction would occur in two main phases over a period of approximately four years. The timing of construction of the proposed parking structure and HH staging area would be influenced by the need to maintain existing on-site operations. As construction would displace existing on-site surface parking spaces, coordination would be required to ensure that the ongoing offloading and staging of vehicles could be adequately accommodated on the property with minimal disruption.

The first phase of construction would involve the eastern portion of the parking structure and would be completed in approximately two years. Once Phase 1 is completed and operational, construction of the western portion of the parking structure would occur as Phase 2, and the surface parking displaced would be accommodated within the structure completed with Phase 1. It is anticipated that Phase 2 construction could be completed within one year.

Following completion of Phase 2, the HH concrete pad would be constructed in two sequential stages, allowing adequate time for the concrete to properly cure before becoming operational. Each stage of construction for the HH pads would be completed in approximately six months.

Project grading is estimated to require approximately 115,000 cubic yards (cy) of soil (40,000 cy of soil import and 75,000 cy of soil export). It is anticipated that ground floor elevations of the parking structure as constructed would generally match the existing ground floor elevations on-site; therefore, maximum grading depth is estimated to be 1 foot in depth. As stated, a new concrete parking pad would be poured outside the parking structure for HH cargo/vehicles. The pad would total approximately 345,800 sf with an estimated depth of 24 inches (12 inches of concrete over 12 inches of subbase). The pad would replace the existing mixed surfaces of

concrete and asphalt that are presently on-site. Although project design details would be confirmed during final engineering, it is anticipated that a pile foundation system would be utilized to support the proposed parking structure and HH pad due to the presence of liquefiable soils (see Section 3.4, Geology and Soils). Refer to Appendix C, Air Quality Technical Report, for a list of anticipated construction equipment.

2.5. Required Approvals

The District is the lead agency for the project, as it is the agency with primary authority over the project's discretionary approvals. Several other agencies, identified as responsible and trustee agencies, would also use the EIR for their consideration of approvals or permits under their respective authorities. For the purposes of CEQA, the term trustee agency means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the state of California. The term responsible agency includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the project or an aspect of subsequent implementation of the project. Accordingly, the approvals anticipated to be required from the lead agency, trustee agencies, and responsible agencies are listed in Table 2-2, Regulatory Agencies and Authority.

TABLE 2-2 REGULATORY AGENCIES AND AUTHORITY

Regulatory Agency	Jurisdiction	Statutory Authority/Implementing Regulations
Oxnard Harbor District–Port of Hueneme	Lead Agency	▪ EIR certification ▪ Coastal Development Permit based on project conformance with the Master Development Plan for the Port of Hueneme (Port Master Plan)
California Department of Fish and Wildlife (CDFW)	Trustee Agency	▪ CDFW reviews and submits recommendations in accordance with CEQA
Los Angeles Regional Water Quality Control Board (RWQCB)	Responsible Agency	▪ Los Angeles RWQCB issues General Construction Stormwater Permit
City of Port Hueneme (City)	Responsible Agency	▪ The City has development review and permit authority within the Port (e.g., grading permit, building permit)

2.6. Sources Cited

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3. ENVIRONMENTAL ANALYSIS

This Environmental Impact Report (EIR) examines the following environmental factors outlined in the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist Form, as follows:

- Section 3.1, Aesthetics
- Section 3.2, Air Quality
- Section 3.3, Cultural Resources
- Section 3.4, Geology and Soils
- Section 3.5, Greenhouse Gas Emissions
- Section 3.6, Hazards and Hazardous Materials
- Section 3.7, Hydrology and Water Quality
- Section 3.8, Noise
- Section 3.9, Transportation
- Section 3.10, Tribal Cultural Resources
- Section 3.11, Utilities and Service Systems

The following environmental issue areas are addressed in Section 4, Effects Not Found to Be Significant:

- Section 4.1, Agriculture and Forestry Resources
- Section 4.2, Biological Resources
- Section 4.3, Energy
- Section 4.4, Land Use and Planning
- Section 4.5, Mineral Resources
- Section 4.6, Population and Housing
- Section 4.7, Public Services
- Section 4.8, Recreation
- Section 4.9, Wildfire

Each potentially significant environmental issue is addressed in a separate section of the EIR (Sections 3.1 through 3.11) and is organized into the following general subsections:

- **Environmental Setting** describes the physical conditions that exist at the time of preparation of the EIR and that may influence or affect the issue under investigation.[1]

- **Regulatory Framework** describes the pertinent policy, standards, and codes that exist at this time and which may influence or affect the regulatory environment of the proposed project.

[1] Per CEQA Guidelines Section 15125(a)(1), Environmental Setting, the baseline is generally considered to be the physical environmental conditions as they exist at the time the Notice of Preparation of an EIR is published (date of February 13, 2026, for the proposed project).

- **Thresholds of Significance** describes the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the CEQA Guidelines Appendix G Environmental Checklist.

- **Impact Analysis and Mitigation Measures** provides an evaluation of potential impacts associated with the implementation of the proposed project.

Impact Analysis

The level of significance identifies the degree or severity of an impact with implementation of the proposed project. Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Impacts are classified as potentially significant impact, less than significant impact, or no impact.

Major sources used in crafting significance criteria include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. “An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (CEQA Guidelines Section 15064[b][1]). Principally, “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382).

Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant when compared to the criteria presented. All of the potential direct and reasonably foreseeable indirect, construction-related (short-term), and operational and maintenance (long-term) effects are considered. Each section also addresses cumulative impacts (described further below) and identifies any significant and unavoidable impacts.

Mitigation Measures

Mitigation measures are those project-specific measures that would be required of the proposed project to avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment. Mitigation measures are included throughout Sections 3.1 through 3.11, where necessary, to address an identified potentially significant impact.

Where significant impacts cannot be feasibly mitigated to less than significant levels, they would be considered significant and unavoidable impacts. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the

adverse effects may be considered "acceptable" and the project approved (CEQA Guidelines Section 15093[a]).

Cumulative Impact Evaluation

Cumulative impacts are defined in the CEQA Guidelines (Section 15355) as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." A cumulative impact occurs from a "change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time." Consistent with CEQA Guidelines Section 15130(a), the discussion in this EIR focuses on the identification of any significant cumulative impacts and, where present, the extent to which the proposed project would constitute a considerable contribution to the cumulative impact. CEQA Guidelines Section 15130(b) states the following:

> *The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.*

Cumulative Impact Methodology

To identify the projects to be analyzed in the evaluation of cumulative impacts, CEQA Guidelines Section 15130(b) requires that an EIR employ one of the following:

- **List Approach** – Entails listing past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside of the control of the agency; or

- **Projection Approach** – Uses a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual cumulative impacts discussion in each environmental topic section presents impacts and mitigation measures, as applicable, for the proposed project. Each impact begins with a summary of the approach and the geographic area relevant to that environmental topic area. The list approach is used in this EIR. The list of potentially relevant projects, methodology, and relevant planning documents are considered in each cumulative impact discussion.

Past projects include those land uses that have been previously developed and comprise the existing environment. Present projects include those projects recently approved or under

construction. Probable future projects are those that are reasonably foreseeable, such as those for which an application is on file and in process with a local planning department at the time of the issuance of the Notice of Preparation (NOP) of an EIR. The cumulative projects listed in Table 3.0-1, Cumulative Projects, have been determined to be reasonably foreseeable. The list was developed in consultation with the neighboring cities of Oxnard and Port Hueneme and with regard for the Port of Hueneme's Port and Freight Infrastructure Program, which identifies anticipated infrastructure improvement projects for planning purposes. These projects are considered in the cumulative impact analysis as appropriate. Refer to Figure 3.0-1, Cumulative Project Locations, for the location of each cumulative project.

Sources Cited

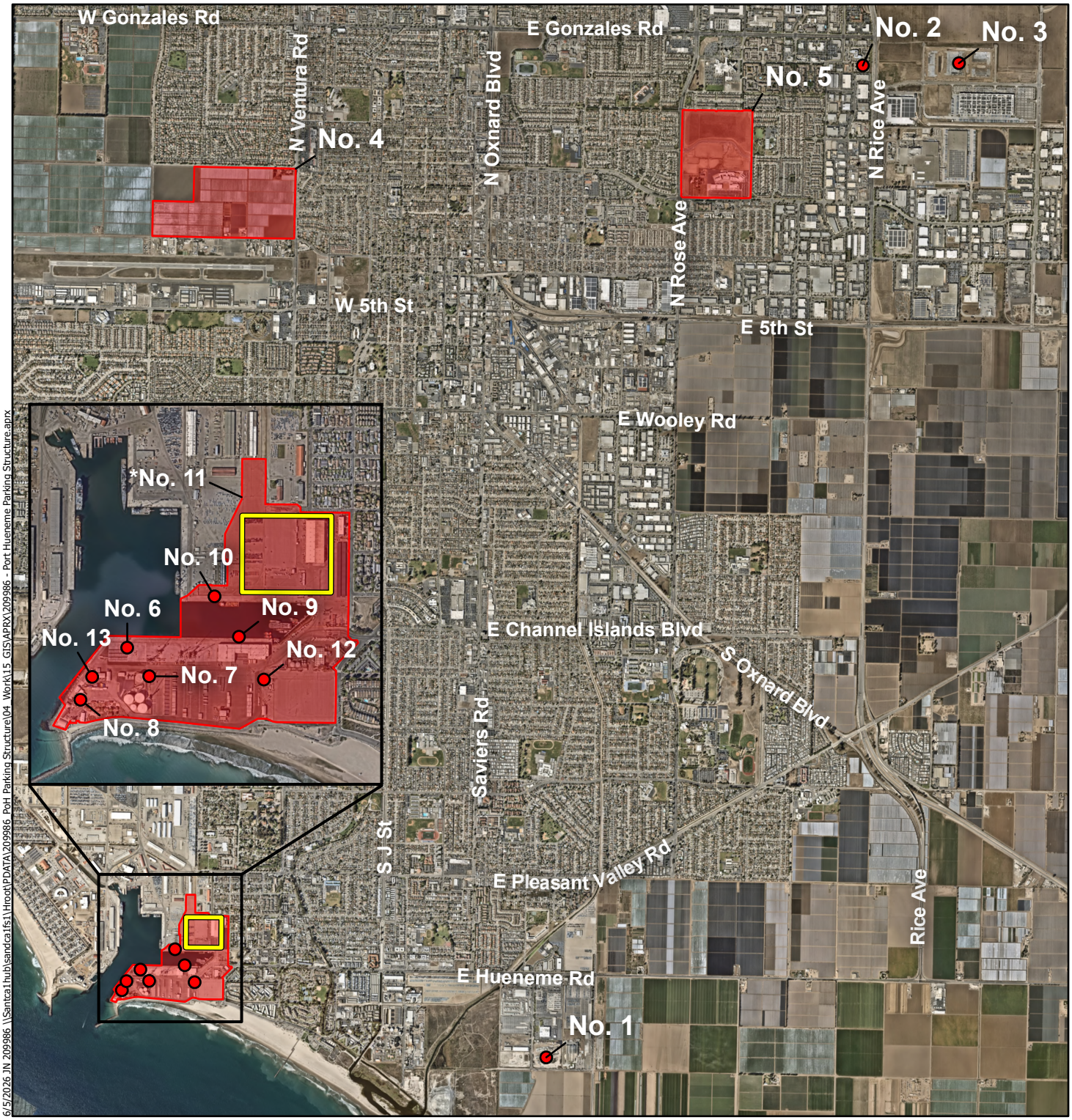
No references have been cited in this section.

TABLE 3.0-1 CUMULATIVE PROJECTS

Lead Agency	Project Name	Location	Description
City of Oxnard	Arcturus Cold Storage	5980-5990 Arcturus Avenue, Oxnard	103,705-square-foot, steel-framed cold storage building with 36 truck loading docks and 270 truck/container storage spaces, container storage area with 90 containers stacked 3 levels high, and a 48-space vehicle parking lot.
City of Oxnard	Solar Pacific Professional Development	1750 Solar Drive, Oxnard	Tentative subdivision map proposes to subdivide the 3.69-acre site into nine parcels. Eight buildings, totaling 42,816 square feet; each building would be between 3,008 and 8,519 square feet.
City of Oxnard	101 Logistics Center	Sakioka Farms Business Park, located north of Sakioka Drive, south of Highway 101, east of Gravity Circle and west of Synergy Circle, Oxnard	Four industrial buildings totaling 778,720 square feet and related site improvements on four separate lots.
City of Oxnard	Teal Club Specific Plan	Northeast of Ventura Road and Teal Club, Oxnard	990 residential units of varying density, including single-family houses, townhomes, condominiums, and apartments; 24 acres of community parks; 8 acres of public/semi-public use; 4 acres of mixed-use, retail, and commercial; 10 acres of business/research park; and 1-acre fire station site.
City of Oxnard	Maulhardt/Stiles NECSP Sub-Neighborhood Plan	Northeast corner of North Rose Avenue and Camino Del Sol, Oxnard	Specific Plan Amendment to create a Sub-Neighborhood Plan under the Northeast Community Specific Plan. The Sub-Neighborhood Plan would create a framework for the future subdivision and development of approximately 500 to 950 residential units, a school, and commercial development on the 107-acre project site.
Oxnard Harbor District	C1 Demolition of Warehouse 1A, Grading, and Paving	Port of Hueneme, south of Wharf 1 located on Parcels 5 and 6	Demolition of Warehouse 1A and foundation slab formerly used by breakbulk operations to be replaced with new pavement; lighting would be installed new paved area.

TABLE 3.0-1, CONTINUED

Lead Agency	Project Name	Location	Description
Oxnard Harbor District	C2 NCEL Building Removal	Port of Hueneme, south of Wharf 1 located on Parcels 5 and 6	Demolition of seven buildings and developed pervious areas, formerly used by the Navy Civil Engineering Lab (NCEL) to allow for near-term beneficial reuse by the Port of Hueneme as open backlands for ongoing port operations; includes approximately 169,500 square feet of new pavement.
Oxnard Harbor District	C3 Electric Reefer Plugs	Throughout the Port of Hueneme	Installation of new electrical refrigeration (reefer) plugs on a vertical rack system at the west end of the Port's South Terminal.
Oxnard Harbor District	C4 South Terminal Dredging Preparation	Port of Hueneme, Berth 2	Replacement of fendering system, completion of wharf deck improvements, installation of sheet pile and cathodic protection, and dredging and deepening from 35 feet to 40 feet at Berth 2.
Oxnard Harbor District	C5 North Terminal Wharf 2 Improvements and Deepening	Port of Hueneme, Berths 4 and 5	Replacement of fendering system, completion of wharf deck improvements, installation of sheet pile and cathodic protection, and dredging and deepening from 35 feet to 40 feet at Berths 4 and 5.
Oxnard Harbor District	C7 Stormwater Filtration System	Throughout the Port of Hueneme	Installation of state-of-the-art stormwater filtration/treatment system for Port drain network.
Oxnard Harbor District	C8 South Terminal Electrical Power System	Port of Hueneme, South Terminal	Installation of a new electrical system consisting of a grid connection to provide auxiliary power to ships at berth and reduce air pollutant emissions.
Oxnard Harbor District	C10 Squid Offloading Relocation from the Port to Ventura Harbor	Ventura Harbor and Port of Hueneme	Relocation of squid operations from Port of Hueneme to Ventura Harbor



Legend

Project Site

Cumulative Project Location - refer to Table 3-1 for cumulative project information

**Note: Cumulative project No. 11 involves Port-wide improvements to the existing storm drain system.*

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0 0.5 1 Miles

Source: Esri, Oxnard Harbor District, 2026 Nearmap Imagery

P1 HUENEME PARKING STRUCTURE PROJECT
ENVIRONMENTAL IMPACT REPORT

Cumulative Project Locations

Figure 3.0-1

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3.1. Aesthetics

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to scenic resources or vistas, scenic quality, and adverse lighting and glare effects.

The analysis in this section is largely based on surrounding viewshed characteristics, site topography, and available public views in the project vicinity, as well as the following:

- *2045 City of Port Hueneme General Plan* (2022)
- *City of Port Hueneme General Plan Update Final Environmental Impact Report (EIR)* (2021)
- *Master Development Plan for the Port of Hueneme* (Port Master Plan; 1978)

3.1.1. Environmental Setting

Regional Setting

The Port of Hueneme (Port) is located in southern Ventura County, within the larger boundary of the City of Port Hueneme (City), which lies adjacent to and/or is surrounded by the City of Oxnard and the Pacific Ocean. Ventura County covers approximately 2,208 square miles and is topographically diverse, with mountains, valleys, agricultural land, and distinct urban areas, all relatively close to the Pacific Ocean; refer to Figure 2-1, Regional Location Map. Regional access to the City is provided via Highway 101 and State Route 1 with connection to the larger interstate highway system (Interstates 5 and 805) at a distance of approximately 40 miles to the northeast/east.

Project Setting

The approximately 18.8-acre project site is located within a highly urbanized setting both on the on the Port itself and within the surrounding City. The site is located east of the Port entrance channel from the Pacific Ocean and north of the commercial harbor. The site is bounded to the north by Naval Base Ventura County (NBVC) Port Hueneme and single-family residences; to the east by single- and multi-family residences; to the south by active Port facilities and the commercial harbor; and to the west by additional NBVC Port Hueneme property and the Port entrance channel, with the Pacific Ocean located further west and south. Refer to Figure 2-2, Project Vicinity Map, which shows the project site and surrounding area.

Local access is provided by Highway 101 and State Route 1. Other major arterial streets providing access to the site vicinity include South Victoria Avenue, South Ventura Boulevard, West Channel Islands Boulevard, and East Pleasant Valley Road. Access into the Port property is restricted to Port Hueneme Road in the vicinity of the project site and is gated and monitored via Port security staff.

Under current conditions, the project site supports an existing approximately 96,870-square-foot warehouse structure constructed circa 1975 within the central portion of the site. The building is a single-story (approximately 42 feet in height), metal-framed structure used for a combination of

warehouse, maintenance, and administrative functions associated with ongoing Port operations. The building is surrounded by adjacent loading dock facilities and paved circulation areas that facilitate operational activities associated with the building.

Just east of the existing warehouse building, adjacent to the project site and still within Port boundaries, is an existing administration building, located at the southwest corner of West Clara Street and Ponoma Street. The building extends to a height of approximately 35 feet. Surface parking areas and ornamental landscaping associated with the building are located along the Ponoma Street frontage.

Within the vicinity of the project site, the Port property is bounded by a concrete block perimeter wall approximately 9.5 feet in height along the majority of the Ponoma Street frontage, with a limited portion of the wall (within proximity to the existing administration building) of approximately 7 feet in height. A similar concrete block wall, ranging from approximately 7.5 to 9.5 feet in height, extends along the Port's frontage on West Clara Street, north of the project site. The perimeter walls along Ponoma Street and West Clara Street are screened by established vegetation (vines) and further visually enhanced by other ornamental landscaping.

The project site is relatively flat with on-site elevations ranging from approximately 8 to 13 feet above mean sea level. No hillsides, ridges, or other notable topographic features are present. The site surface is almost entirely paved and is generally void of vegetation with exception of stray weeds, limited ornamental landscaping, and one tree located near the entrance to the existing warehouse.

Project Viewshed

The viewshed is generally the area that is visible from an observer's viewpoint and includes the screening effects of intervening vegetation, topography, and/or physical structures. Viewsheds may occur from designated scenic viewpoints or from singular vantage points where an unobstructed view of visual components within the landscape exists. The viewshed is composed of such elements as topography and natural land features (i.e., hillsides, mountains) and other physical features within the landscape, such as buildings, vegetation, and water features. Potential visual impacts in the viewshed may be affected by the distance of the viewer from a site, the frequency and length of views, the personal perception of the viewer, and physical and/or atmospheric conditions at the time viewing occurs.

Viewer Response

Viewer response is based on both viewer sensitivity and exposure. These elements influence how a viewer may potentially respond to a change in the visual landscape, particularly with regard to development of a site from a generally undeveloped condition. Viewer response varies based on the type of viewer and the characteristics of the visual environment that would ultimately be affected (e.g., urban versus rural environment, established large-scale commercial area versus low-density residential uses).

Viewer Sensitivity

Viewer sensitivity to a change in the visual environment can be influenced by a number of factors, including the awareness of the viewer, personal interest in a particular visual resource, and/or viewer activity during the time that views of a resource occur (i.e., vehicle driver versus passenger, active versus passive viewing). In addition, a community's goals or values can influence viewer sensitivity to a particular site, land area, or viewshed. Viewer sensitivity may vary between those people with a vested interest in a community (e.g., residents or Port employees) versus those traveling through an area with little or no knowledge of the community or the existing visual landscape. Based on these conditions, viewer sensitivity can be assigned a value of low, moderate, or high.

Viewer Groups

Viewer groups would mainly consist of individuals traveling in proximity to the project site, generally along Port Hueneme Road, West Clara Street, East Pearl Street, East Scott Street, San Pedro Street, and Ponoma Street. Viewer groups are anticipated to consist of local residents and/or visitors traveling through the area viewing the subject site from surrounding public roads, as well as employees of the Port or those traveling to/from NBVC Port Hueneme for purposes of work or other activities. Roadway users are primarily drivers and passengers in cars, trucks, and on motorcycles, as well as bicyclists.

Viewer Exposure

Views of the site from vehicles (or other modes of transportation) traveling along area roadways would vary due to distance. Views would generally be restricted by existing development, intervening vegetation, area topography, and the length of time the site is actually visible from a particular location along an area roadway or other public viewing location. In determining the exposure of each viewer group, several factors are considered, including the number of viewers experiencing visual changes, duration of views, anticipated vehicle speed at which a passenger may experience views of the site, and/or the relation (i.e., viewing angle) of the viewer to the project site. Table 3.1-1, Viewer Groups and Anticipated Exposure, summarizes the anticipated viewer groups and the potential viewing experience of each.

TABLE 3.1-1 VIEWER GROUPS AND ANTICIPATED EXPOSURE

Location/Anticipated Viewer Group	Number of Viewers	Distance to the Project Site	Anticipated Views	Quality of Existing View	Viewer Sensitivity	Duration of Viewer Exposure
Ponoma Street (vehicles, bicyclists, pedestrians)	Varies	Approximately 240 feet	Project site is visible (approximately 700 feet of frontage)	Low to Moderate	Low to Moderate	Varies; estimated 15-30 seconds depending on travel speed (posted speed limit is 25 mph)
West Clara Street (vehicles, bicyclists, pedestrians)	Varies	Approximately 40 feet from northern project boundary	Project site is obscured from view by perimeter wall; on-site structures exceeding wall height may be visible	Low	Low to Moderate	Varies; estimated 10-15 seconds depending on travel speed (posted speed limit is 25 mph)
San Pedro Street (vehicles, bicyclists, pedestrians)	Varies	Approximately 50 feet north of project boundary	Project site is obscured from view by perimeter wall; on-site structures exceeding wall height may be visible	Low	Low	Varies; estimated 15-30 seconds depending on travel speed (posted speed limit is 25 mph)
East Scott Street and East Pearl Street (vehicles, bicyclists, pedestrians)	Varies	Approximately 295 feet to east of project boundary	Project site is obscured from view by perimeter wall; on-site structures exceeding wall height may be visible	Low - Moderate	Low - Moderate	Varies; estimated 30-60 seconds depending on travel speed (posted speed limit is 25 mph)
Port Hueneme Road	Varies	Approximately 750 feet southeast of project boundary	Project site is obscured from view by perimeter wall; on-site structures exceeding wall height may be visible	Low	Low	Varies; estimated 10-15 seconds depending on travel speed (posted speed limit is 25 mph)
Port Hueneme Wharf Plaza	Varies	Approximately 0.3 miles south of project boundary	Project site is generally obscured from view due to distance and by perimeter wall; on-site structures exceeding wall height may be partially visible	Low	Low	Average of 10 hours per day
Residences in Surrounding Area (Private Views)	Varies; not public views	Varies	Project site is obscured from view by perimeter wall; on-site structures exceeding wall height may be visible	Low - Moderate	Moderate	Varies; average of 10 hours per day

Notes: mph = miles per hour

Key Views

The project site would be intermittently visible from a number of public viewpoints within the surrounding area. Varied views of the proposed improvements may be afforded from vehicles (or other modes of transit, such as bicycles) as they travel along Ponoma Street, West Clara Street, Port Hueneme Road, San Pedro Street, East Scott Street, and/or East Pearl Street in the vicinity of the site.

The following are key public views from which it is anticipated that the proposed improvements would have the highest degree of visibility. Refer also to Figure 3.1-1, Key View 1 – Existing View from East Pearl Street, and Figure 3.1-2, Key View 2 – Existing View from Hueneme Wharf Plaza, which show the existing views from the key viewpoint locations.

- **Key View 1: View Looking West Along East Pearl Street** - Key View 1 (Figure 3.1-1) is the view looking west to the project site along East Pearl Street. East Pearl Street intersects Ponoma Street just east of the project site and extends eastward for approximately 0.2 miles to its intersection with North 3rd Street. The roadway is improved to 2 lanes, with street parking and sidewalks on both sides. A mixture of single- and multi-family, 1- to 2-story residential uses, along with a church and fire station, are present along the length of the roadway (east to the intersection North 3rd Street), with mature ornamental landscaping on individual lots. Additionally, streetlights are placed intermittently.

- **Key View 2: View Looking North from Hueneme Wharf Plaza** - Key View 2 (Figure 3.1-2) is the view from the Hueneme Wharf Plaza looking north along a portion of Market Street to the project site. The vantage point considered herein is located approximately 0.3 miles to the south of the project site at its nearest point, just south of the Market Street/Surfside Drive intersection.

  Overall, Hueneme Wharf Plaza, situated along the Pacific Ocean coastline, serves as a scenic, historic, and recreational area located at Port Hueneme Beach Park. The plaza offers opportunities for waterfront, cultural, and leisure activities to visitors and residents alike. The plaza features the Hueneme Pier and Port Hueneme Lighthouse Promenade, along with restaurants, retail establishments, picnic areas, playgrounds, sand volleyball courts, and panoramic ocean views. Additionally, the wharf maintains historic significance due to its history and role in transforming the area into a vital trade hub.

  Along Market Street, Port of Hueneme lands are adjacent to the west/northwest; single-family residential uses are present to the northeast/east. Ornamental landscaping, bike lanes, and street parking are present on both sides of the roadway; a sidewalk is provided on the east side of the road. Light poles are visible on the Port property.

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Existing view looking west along East Pearl Street

7/13/2026 JN 209986 \\Santcra1hub\sandca1fs1\Hroot\PDATA\209986 PoH Parking Structure\04 Work\15 GIS\APRX\209986 - Port Hueneme Parking Structure.aprx

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ENVIRONMENTAL IMPACT REPORT

Key View 1 - Existing View from East Pearl Street

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Source: Watry Design, Inc. 2026

Figure 3.1-1

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Existing view looking north from Hueneme Wharf Plaza

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P1 HUENEME PARKING STRUCTURE PROJECT
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Key View 2 - Existing View from Hueneme Wharf Plaza

Source: Watry Design, Inc. 2026

Figure 3.1-2

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3.1.2. Regulatory Framework

Federal

There are no federal regulations pertaining to aesthetics or visual resources that are applicable to the proposed project.

State

California Scenic Highway Program

The State of California adopted a Scenic Highway Program (Streets and Highways Code Section 260 et seq.) to preserve and protect scenic highway corridors from change that would diminish the visual quality of areas adjacent to highways. The scenic designation is based on the amount of natural landscape visible by motorists, the scenic quality of the landscape, and the extent to which development intrudes upon the motorist's enjoyment of the view.

The nearest officially state scenic highway as designated by the California Department of Transportation (Caltrans) is State Route 33 (Maricopa Highway/Forest Route 5N24), located approximately 25 miles north of the project site at its nearest point. The nearest eligible state scenic highway is State Route 1 (Pacific Coast Highway), also referred to as South Rice Avenue and South Oxnard Boulevard in the project vicinity (Caltrans 2018). The road runs generally south/southeast, approximately 3.6 miles to the northeast/east of the project site.

California Coastal Act

The California Coastal Act protects coastal resources, assists local governments in implementing coastal planning and regulatory powers, and controls construction along the state's 1,100 miles of shoreline through the issuance of Coastal Development Permits. Under this act, local agencies are encouraged to adopt Local Coastal Programs (LCP) within their jurisdictions. The LCP consists of a Land Use Plan with goals and regulatory policies as well as a set of implementing ordinances. Even if a local government has an approved LCP, the California Coastal Commission (CCC) occasionally retains jurisdiction over some lands and continues to issue permits in those "retained jurisdictional" areas.

The Coastal Act calls for the identification and preservation of significant viewsheds in the Coastal Zone. Section 30251 of the Coastal Act states that "the scenic and visual qualities of the coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas." According to the past actions and precedents set by the CCC, the primary concern of this section of the Coastal Act is the protection of ocean and coastal views from public areas (highways, parks, beach access ways, viewpoints, etc.).

California Historic Parkways

California Streets and Highways Code Section 280 et seq. regulates the designation and maintenance of the system of California Historic Parkways. To be designated as a Historic Parkway, a freeway must have: (1) original construction completed prior to 1945; (2) features of historical significance as recognized by the California Office of Historic Preservation, including notable landmarks, historical sites, or natural or human achievements that exist or have occurred

during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes; (3) any portion of the highway or corridor bound on one or both sides by federal, state, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses; and (4) any portion of the highway traversed, at the time of designation and by Caltrans's best count or estimate using existing information, by no less than 40,000 vehicles per day on an annual daily average basis.

California Building Standards Code

California Building Standards Code: Building Code (Title 24, Part 2)

The State of California provides a minimum standard for building design through Title 24, Part 2, of the California Code of Regulations, commonly referred to as the California Building Code (CBC). The CBC is updated every three years. The CBC includes standards for outdoor lighting that are intended to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

California Building Standards Code: CALGreen (Title 24, Part 11)

The California Building Standards Commission adopted the California Green Building Standards Code, also known as CALGreen, in Part 11 of Title 24. CALGreen establishes building standards aimed at enhancing the design and construction of buildings using concepts that reduce negative environmental impacts and increase positive environmental impacts by encouraging sustainable construction practices. CALGreen also addresses light pollution related to outdoor lighting systems, under Section 5.106.8, *Light Pollution Reduction.*

Local

Master Development Plan for the Port of Hueneme and Local Coastal Program

The Port Master Plan and LCP, as certified by the CCC, has been prepared in compliance with the requirements of the California Coastal Act and serves to guide future development of the Port of Hueneme over the long term. The Port Master Plan is aimed at identifying means through which the Oxnard Harbor District–Port of Hueneme (District) may further development of the Port so as to achieve maximum economic, labor, and service benefits for the people within its service area. The Port Master Plan recognizes the Port's past growth patterns; provides an overall comprehensive plan for facility and land uses of future Port operations; provides an economic analysis of potential impacts resulting with implementation of the Port Master Plan over the near- and long-term; and describes the historical and existing conditions of the Port lands and their surroundings.

Section III-E, Environmental Considerations, of the Port Master Plan indicates that "Disruption of viewsheds due to various project structures can be avoided by judicious design and location of such structures. Further, various landscaping, screening, and painting schemes should prove not only to avoid adverse aesthetic impacts but to upgrade the scenic quality and vistas in many areas of the Harbor District" (District 1978).

The project site lies within the coastal zone. District approval of a Coastal Development Permit would be required as part of the discretionary process.

3.1.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to aesthetics if, except as provided in Public Resources Code Section 21099, it would:

1. Have a substantial adverse effect on a scenic vista.

2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.4. Impact Analysis and Mitigation Measures

Scenic Vista

Impact 3.1-1	**The project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.**

Scenic vistas occur from publicly accessible vantage points where expansive/panoramic views of a large geographic area can be viewed. Such views can extend into the distance and are generally experienced from an elevated position or across flatter lands where views into the distance are not disrupted by existing intervening development or established vegetation.

According to the City of Port Hueneme *General Plan Update Final EIR*, within the City, the primary scenic vistas occur along the shoreline, particularly from Surfside Drive (which runs adjacent to the Pacific Ocean within the project vicinity, then turns northward and extends through the City as South Surfside Drive) and Hueneme Beach Park, which includes the beach area and supporting infrastructure improvements (City of Port Hueneme 2021).

Although the project would result in construction of the new parking structure (up to 75 feet in height), the upper portions of which would be visible from private residences in the surrounding area, such residences do not currently have direct views to the coastline or ocean, largely due to the relatively flat viewing plane and intervening development. Additionally, evaluation of potential effects of a project on private views is not required pursuant to CEQA; rather, views from publicly accessible areas, such as vista points, public roadways, and public parks are considered.

Views of the shoreline and Pacific Ocean may occur from other publicly accessible vantage points within the surrounding viewshed (particularly from an elevated location) where more expansive/panoramic views are afforded. However, due to the generally flat topography of the City and surrounding areas, such vantage points would be at a distance from such scenic resources. As such, it is not anticipated that the project would substantially affect such scenic vistas; rather, visibility of the proposed on-site improvements within the viewshed would be

diminished from such vantage points due to distance and scale, with the project elements visually blending into the existing visual, urbanized landscape.

Further, it is not anticipated that development on the project site would directly obscure any scenic vistas. The project site is located approximately 0.3 miles north of the shoreline at its nearest point. As shown in Figure 2-2, Project Vicinity Map, and Figures 3.1-1 and 3.1-2, local roadways within the project area do not currently afford views to the Pacific Ocean or shoreline due to intervening development, a relatively level viewing plane, distance from such resources, and viewing angle. It is therefore not anticipated that new development resulting with the proposed project would substantially change or adversely affect current conditions with respect to scenic vistas.

Overall, viewer response to the visual changes on the site would depend on the vantage location, distance to the site, and the degree to which the development is visible. The following is a discussion of specific public views that would be experienced from the identified key viewpoints. Refer to Figures 2-2 and 2-3 for an aerial view of surrounding lands.

Key View 1: View from East Pearl Street Looking West

Key View 1 is the view looking west to the project site along East Pearl Street. East Pearl Street intersects with Ponoma Street just east of the project site and extends eastward for approximately 0.2 miles to its intersection with North 3rd Street; refer to Figure 3.1-1.

Viewer groups experiencing views from this key public vantage point would likely be residents of the local neighborhood, patrons of existing uses (i.e., church), and other visitors passing through to get to the Port or beach areas or other surrounding uses. As such, it is anticipated that a higher level of familiarity with existing views to the project site may be experienced with this key view location (as with other surrounding residential neighborhood streets), and thus, an increased sensitivity to any changes in the visual setting.

Under existing conditions, travelers along this roadway are afforded direct views to the project site, including existing structural elements associated with the Port. In the foreground, views consist of a mixture of single- and multi-family, 1- to 2-story residential uses along the length of the roadway, with mature ornamental landscaping on individual lots and aboveground utility poles/lines. The screened block wall along the perimeter of the Port property and a canopy structure (shading surface parking; approximately 15 feet in height) are visible in the middleground, with lower portions of the on-site warehouse building visible through the canopy structure.

With implementation of the proposed project, the vegetated perimeter block wall and canopy structure would be retained and would remain visible in the middleground, with the upper (approximately 3 stories) and the exterior ramp to the new parking structure visible from this vantage point. Rooftop photovoltaic (PV) solar panels may also be installed. Portions of the lower levels of the parking garage would be obscured by the exterior ramp to the structure, as well as by the existing canopy structure.

It is anticipated that screening techniques may be applied to the exterior of the parking structure on the eastern-facing façade and ramp to diminish their visibility within the visual setting and blend

the elements into the surrounding landscape. Project implementation without the use of any screening treatments represents a worst-case scenario. The parking structure and associated ramps could potentially integrate a “green wall” into the design of the structure along the eastern façade. Such plantings would continue to mature over time, providing additional screening of the structure and further reducing the visual mass and scale of the building within the landscape. As part of the anticipated stormwater improvements required for the project, planters may be placed at ground level along the eastern façade of the structure, allowing for the planting of trees or bushes that could provide additional screening coverage as they mature and grow in height over time. Other screening techniques may include installation of decorative panels, painted surfaces, or other façade treatments.

Portions of the proposed improvements (parking garage and associated ramps) would be visible from this public vantage point; however, the proposed elements would be introduced into a built environment that currently supports other Port facilities generally having a similar utilitarian- or industrial-type character within an urbanized local setting. Thus, the project would not result in development of pristine lands or substantially alter the character (i.e., from undeveloped to developed land) of the subject site or the views currently experienced from this and other similar vantage points in the area. Retaining the existing perimeter wall and on-site canopy structure with the project would also contribute to a sense of continuity (i.e., familiar visual elements) between the existing and proposed conditions, thereby potentially lessening the degree of visual change experienced with development of the site as proposed.

Additionally, due to the existing developed nature of the project site and surroundings, combined with the generally flat topography of the area, this vantage point does not afford scenic views to the ocean or other area natural resources that would be newly blocked or reduced by the proposed development. No existing mature trees (with one non-native tree), hillsides, or other features contributing to the visual quality of the site would be altered or removed with the project, and therefore, the project would not substantially alter existing views in this regard.

As the proposed improvements would be constructed in an urbanized setting, on a previously-developed site with uses similar in character to that proposed, combined with the lack of existing scenic resources or views, the proposed project would not substantially degrade the existing visual quality or character of the site or its surroundings from this key vantage point or have a substantial adverse effect on a scenic resource. Impacts would be less than significant.

Key View 2: View from Hueneme Wharf Plaza Looking North

Key View 2 is the view from the Hueneme Wharf Plaza looking north along a portion of Market Street to the project site. The public vantage point considered herein is located approximately 0.3 miles to the south of the project site at its nearest point, just south of the Market Street/Surfside Drive intersection; refer to Figure 3.1-2.

It is anticipated that viewer groups experiencing views from this key public vantage point would generally be local residents and visitors to the area visiting the beach for recreational purposes and Hueneme Wharf Plaza shops and restaurants. As such, viewer sensitivity to a change in the existing setting may vary, with locals being more familiar with the visual landscape and visitors being less aware of the surrounding visual environment.

Existing views looking north to the project site from this vantage point would be of Market Street and the public plaza in the foreground, with the Port of Hueneme lands to the northwest/west and existing single-family residential development to the northeast/east within the middleground and background. Mature landscaping is present along both sides of the road; bike lanes, a sidewalk, and street parking are also provided.

Views from this public vantage point of the project site are largely obscured due to distance, as well as intervening development and landscaping. As such, visibility of the proposed parking structure within the landscape would be reduced by its horizontal character, and the structure would not represent an element of substantial mass or scale when viewed in the surrounding context. Although portions of the proposed parking structure would be partially visible from this location, it would be viewed within the larger overall setting which reflects an established urban environment, in combination with views of other existing development on the Port lands and along Market Street. Visibility of the structure would be further reduced by landscaping along Market Street and the existing perimeter wall along the Port boundary. Other elements, such as the roadway itself, infrastructure improvements, and street parking, within the foreground and middleground may also contribute to a diminished quality of the view experienced. Additionally, as noted, views experienced from this public vantage point would also be highly influenced by viewer awareness of the project site within the overall visual landscape.

Although there are other resources of scenic value in the vicinity of this key viewpoint, (i.e., Pacific Ocean, shoreline), the proposed project would not include elements that would intervene with or obstruct public views to such resources. Rather, views from this vantage point would be looking to the north, away from such resources, with the project site being distanced approximately 0.3 miles away.

Therefore, due to distance from the site, intervening development, and the overall urbanized character of the surrounding area, the project as proposed would not substantially degrade the existing visual quality or character of the site or its surroundings from this key vantage point or have a substantial adverse effect on a scenic resource. Impacts would be less than significant.

Other Views

Additional public views to the project site may be experienced along other local roadways, including West/East Clara Street, San Pedro Street, and Pacific Road to the north; Ponoma Street to the east; and East Scott Street and Market Street to the east/southeast, among others in the project vicinity. These roadways trend through the existing residential and industrial neighborhoods in the vicinity of the Port.

Views along these roadways looking to the project site are anticipated to be similar to existing views shown in Figures 3.1-1 and 3.1-2. The degree of visibility of the proposed project elements would be influenced by proximity to the subject site, viewing angle, and travel speed, as well as intervening development or other vertical features within the visual landscape. General viewer awareness and familiarity with the area would further influence the degree of visual change experienced by viewers, with local residents having a heightened sensitivity and awareness to changes in the surrounding landscape versus visitors.

As noted, the topography of areas surrounding the project site is generally flat, thereby restricting views to the site (flat viewing plane), with visibility of the site becoming restricted or altogether obscured as one moves away from the property and existing development intervenes. Further, it is anticipated that the proposed parking structure would visually blend in with other vertical elements currently visible within the surrounding visual landscape of the Port lands and area neighborhoods, thereby reducing its visibility within the overall viewshed. Screening techniques would also help to reduce direct views of the parking structure from public roads located to the northeast/east/southeast, as discussed above under Key View 1.

Due to such existing conditions, and similar to views experienced from the key views evaluated, the project as proposed is not anticipated to have a substantial adverse impact on any scenic resources or scenic views from these public roadways. Impacts would be less than significant in this regard.

Summary

Based on the discussion above, the project would not have a substantial adverse effect on a scenic vista or other scenic resource. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Scenic Resources

Impact 3.1-2	**The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Impacts would be less than significant.**

The nearest officially designated state scenic highway to the project site is State Route 33 (Maricopa Highway/Forest Route 5N24), located approximately 25 miles to the north (Caltrans 2018). The nearest eligible state scenic highway is State Route 1 (Pacific Coast Highway), also referred to as South Rice Avenue and South Oxnard Boulevard in the project vicinity. This roadway runs generally south/southeast, approximately 3.6 miles to the northeast/east of the project site. No eligible or designated state scenic highways traverse the City of Port Hueneme, which surrounds the project site (City of Port Hueneme 2021). The project site is therefore not located directly along or within the vicinity of a designated state scenic highway.

As stated, the site currently supports an existing warehouse surrounded by adjacent loading dock facilities and paved circulation areas that facilitate operational activities associated with the building. As the site is developed and/or paved, no scenic resources or natural features such as mature vegetation, trees (with one exception), or rock outcroppings are present.

Due to the age of the warehouse, the structure was evaluated for historic value. The resource was found to be ineligible for the California Register of Historical Resources and the National Register of Historic Places. As a result, the warehouse building is not a historical resource as defined by CEQA Section 15064.5(a), nor is it a historic property as defined by 36 Code of Federal

Regulations 800.16(l)(1). No other historic resources are present on the project site (Michael Baker International 2026; see also Section 3.3, Cultural Resources).

Based on such conditions, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Conflict with Zoning or Other Regulations

Impact 3.1-3	**The project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.**

As the Port lies within the limits of the City, the Port is assigned General Plan land use and zoning designations. The project site currently has a City land use designation of "Port" and is also zoned "Port." Additionally, the Port Master Plan identifies the following land use designations for the project site: "Autos/General Cargo" (Parcels 1 and 2); "Warehousing" (Parcel 3); and "General Cargo/Bunkering Off-shore Oil" (Parcel 8). The proposed parking structure and surface parking uses would be consistent with the existing City and Port Master Plan designations and associated regulations, and no changes to the existing land use or zoning designations are required or proposed with project implementation. Additionally, the proposed land use and operational characteristics of the proposed project would not substantially differ from the existing off-loading and surface storage of vehicles that presently occur on-site. The project would not result in a conflict with existing regulations in this regard.

The Coastal Act (Article 6, Section 3.251) states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas; to minimize the alteration of natural landforms to be visually compatible with the character of surrounding areas; and, where feasible, to restore and enhance visual quality in visually degraded areas. As noted in the Port Master Plan, Port development "is not proposed in any areas designated highly scenic;" however, it is also noted that the Port Master Plan "could potentially enhance visual quality in visually degraded areas." The Port Master Plan states, "Disruption of viewsheds due to various project structures can be avoided by judicious design and location of such structures. Further, various landscaping, screening, and painting schemes should prove not only to avoid adverse aesthetic impacts, but to upgrade the scenic quality and vistas in many areas of the Harbor District" (District 1978).

As discussed under Impact 3.1-1, the project would not obstruct any existing scenic views to the ocean or of the coastline, as there is not a direct line of sight to such resources from public roadways affording views across the project site. Therefore, no such views would be affected with construction of the parking structure.

The project site is generally flat and highly developed under existing conditions; therefore, any grading required would not substantially alter natural features or change existing landforms on-site. It is anticipated that project grading would result in only minor alterations to the existing site topography to accommodate the proposed improvements, with depth of grading not anticipated to exceed one foot. No scenic resources are present on-site that would be affected by proposed grading or landform modification, and no conflict with applicable regulations regarding scenic quality would result in this regard. All required site grading would occur under the District's oversight and with grading permit issuance.

The project design may also incorporate a "green wall" or other aesthetic treatments to the eastern façade for purposes of visual screening to reduce potential overall visibility of the structure, and visual blending it into the existing visual setting. Views into the site would also be generally obstructed by the existing vegetated perimeter wall (ranging from approximately 7 to 9.5 feet in height) that extends along the Port boundary on Ponoma Street and West Clara Street in the project vicinity. Therefore, the project would not adversely affect the scenic or visual qualities of coastal resources or scenic views, consistent with the intent of the Coastal Act and the Port Master Plan.

Based on the above discussion, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Create New Source of Substantial Light or Glare

Impact 3.1-4	**The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant.**

Artificial light during evening and nighttime hours emanates from building interiors and passes through windows, from street lighting for purposes of vehicular circulation and bike and pedestrian safety, and from other exterior sources (e.g., building illumination, security lighting, parking lot lighting, landscape lighting, and signage). The degree of illumination may vary widely depending on the amount of light generated, height of the light source, shielding by barriers or obstructions, type of light source, and weather conditions. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. Artificial light can be a nuisance to adjacent residential areas and diminish the view of the clear night sky. Residences and hotels are considered light sensitive, as occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is caused by the reflection of sunlight or artificial light on highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare is common in urban areas and is typically associated with exterior facades largely or entirely composed of highly reflective glass. Glare can also occur during evening and nighttime hours with the reflection of artificial light sources such as automobile

headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Under existing conditions, nighttime lighting is present on-site at the existing warehouse, surface parking areas, paved on-site circulation ways, and adjacent loading dock facilities. Such lighting is intended to serve for purposes of safety and security and to facilitate om-site circulation of vehicles and people. The proposed project would therefore not introduce a new substantial source of lighting in an area where such conditions do not presently exist.

Similar to existing on-site uses, the proposed project would result in the installation of nighttime lighting for the primary purposes of safety and security, and to enable on-site circulation of vehicles and employees. It is anticipated that lighting would be installed at the parking structure, as well as within the high-and-heavy surface parking lot. All such lighting would be designed and installed in accordance with Port lighting standards and would be low-level, shielded, and directed downward to prevent escape into the night sky or spillover onto adjacent lands. A conceptual lighting plan would be prepared as part of the improvement plans for review and approval by the District to demonstrate that on-site lighting levels with project implementation would meet any applicable requirements for nighttime lighting levels at the property line. Project consistency with such requirements would ensure the minimization of potential impacts associated with the provision of night-lighting that may otherwise adversely affect nighttime views in the area.

The proposed parking structure would not involve installation of highly reflective materials or surfaces that could create a new source of adverse glare. The project design does not include incorporation of large expanses of glass or high gloss surface colors that would have the potential to cause substantial reflection and/or glare; any metal surfaces would be painted with non-reflective paint or otherwise treated (i.e., galvanized). As such, the project would not create a new source of substantial glare with the potential to adversely affect daytime views.

In addition, PV solar panels may be installed on the rooftop of the parking structure. Due to the nature of their intended function, PV solar panels are designed to be highly absorptive of incoming sunlight and do not create substantial glare that would affect motorists or on- and off-site receptors. If installed, the PV solar panels would be mounted on the rooftop, up to six levels above ground, the potential for glare effects experienced by direct views to the site from surrounding uses would be reduced, due to elevational differences and the anticipated viewing angle. If such effects are experienced, the duration of any received glare or exposure of receptors would be temporary, short-term, and dependent upon the angle of the sun and viewing location. Therefore, PV solar panels, if installed on-site, are not anticipated to result in a new source of substantial glare that would adversely affect daytime views in the area.

Based on the discussion above, the project as proposed would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.1-5	**The project would not result in a significant cumulative aesthetic impact. Impacts would be less than significant.**

Geographic Scope

The cumulative setting for aesthetics consists of existing and future uses within the project viewshed. As stated, the project site is located within a highly urbanized area, with surrounding areas including the City of Port Hueneme, Port of Hueneme, NBVC Port Hueneme, City of Oxnard, and other communities contributing to the urbanized character. Immediately surrounding the site, development within the City is guided by the 2045 City of Port Hueneme General Plan and Municipal Code, in combination with other regulatory planning documents and ordinances, thereby influencing future land uses and the overall character at buildout.

The geographic scope for cumulative impacts related to aesthetic resources includes existing development and reasonably foreseeable future development projects. Such projects may be viewed in conjunction with the proposed project from public roadways or public lands in the surrounding viewshed and may therefore have the potential to contribute to an overall change in the existing visual setting. Cumulative projects considered are identified in Table 3.0-1, Cumulative Projects, in Section 3 of this EIR and shown on Figure 3.0-1, Cumulative Project Locations. As noted therein, all future cumulative development projects considered in this analysis would be located within the City of Oxnard or on land under the ownership of the District on Port of Hueneme lands (with one exception of improvements occurring at Ventura Harbor).

Potential Cumulative Impacts

The cumulative impact analysis focuses on whether the combination of the proposed project with other cumulative projects would have a cumulative aesthetic impact on the local viewshed. The project's impact would be cumulatively considerable if, when considered with other existing, approved, proposed, and reasonably foreseeable development in the region, it would result in substantial alteration of the visual character of the region, significant impacts to scenic vistas, or substantial increases in daytime glare and nighttime lighting.

As mentioned under Impact 3.1-1, the City identifies scenic vistas as occurring along the shoreline and Hueneme Beach Park. Although the project site may be visible within the larger viewshed from vantage points at higher elevations, views of the project components within the visual landscape would be diminished due to the highly urbanized nature of the area, in combination with viewing distance and the relative scale of the proposed improvements. As such, the project is not anticipated to contribute to substantial degradation of or change to existing scenic views or vistas. Future development projects within the study area would similarly be required to consider and evaluate proximity to and potential effects on such resources on a site-specific basis, and to identify proper mitigation measures to reduce any such significant effects.

The proposed project would not conflict with the Coastal Act, Port Master Plan, or other applicable regulations governing scenic quality, and therefore, would not contribute to a cumulative impact in this regard. Other cumulative projects considered would similarly be required to demonstrate conformance with applicable zoning and other regulations pertaining to the protection of scenic

resources. As appropriate, design or minimization measures or mitigation would be applied to ensure that potential effects of development are reduced to the extent feasible.

No scenic resources, such as mature trees, rock outcroppings, or historic buildings, would be affected by the proposed project, as such resources are not located on the project site; refer to Impact 3.1-2 above. Cumulative projects within the study area would similarly be required to evaluate potential effects on such resources on a site-specific basis, and with consideration for the intended improvement characteristics, to identify whether a cumulative impact would occur.

Other existing, approved, proposed, or reasonably foreseeable projects that could combine with the proposed project to contribute to an increase in daytime glare or nighttime lighting would include planned Port-related improvements, and residential and industrial uses in proximity to the project site and in the surrounding area. Based on project design, anticipated project-specific lighting requirements, and conformance with applicable design regulations, the project is not anticipated to result in significant impact related to light or glare. Similarly, other cumulative projects considered would be subject to applicable lighting and glare requirements, including design measures identified in the City of Oxnard Municipal Code or as adopted by the Port, to ensure that new development does not adversely affect daytime or nighttime views in the area, or that proper measures are incorporated to minimize such effects.

As appropriate, the cumulative projects considered, and development of other future land uses in the surrounding viewshed, would be conditioned via discretionary review on a site-specific, as-needed basis to avoid, reduce, or mitigate significant visual impacts relative to proposed improvements. Such future development would be evaluated on a project-specific basis to ensure that no conflict with applicable regulations pertaining to scenic resources would occur, or that any such effects are reduced to the extent feasible as appropriate.

In combination with other cumulative projects and with development of other future land uses in the surrounding area, the proposed project would not result in a significant impact to scenic vistas; damage to scenic resources on the project site; conflict with applicable zoning and other regulations governing scenic quality; or creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The project would not contribute to a significant cumulative impact related to aesthetics or glare. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Cumulative impacts would be less than significant.

3.1.5. Sources Cited

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3.2. Air Quality

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to air quality. Air quality impacts were assessed in accordance with methodologies recommended by the California Air Resources Board (CARB) and the Ventura County Air Pollution Control District (VCAPCD).

This section is based on technical data and analysis from the following:

- *P1 Hueneme Parking Structure Project Air Quality Technical Report*, prepared by Impact Sciences, Inc. (2026; Appendix C)
- *P1 Hueneme Parking Structure Project - Vehicle Miles Traveled Assessment,* prepared by Michael Baker International (2026; Appendix I)
- *2045 City of Port of Hueneme General Plan* (2022)

3.2.1. Environmental Setting

Air quality and the dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability. The factors affecting the dispersion of air pollution with respect to the South Central Coast Air Basin (Basin) are discussed below.

South Central Coast Air Basin

The Basin includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. The project site is located within the Ventura County portion of the Basin.

Ventura County is located along the southern portion of the central California coast between Santa Barbara and Los Angeles Counties. Its diverse topography is characterized by mountain ranges to the north, two major river valleys (the Santa Clara, which trends east-west, and the Ventura, which trends roughly north-south), and the Oxnard Plain to the south and west. As pollutants are carried into the inland valleys by prevailing winds, they are frequently trapped against the mountain slopes by a temperature inversion layer, generally occurring between 1,500 and 2,500 feet above sea level. Above the temperature inversion layer, pollutants are allowed to disperse freely. The air monitoring stations are therefore found between the coast and the inland valley mountain foothills up to approximately 1,000 feet.

The purposes of the VCAPCD's air monitoring network are to: (1) determine Ventura County's attainment status for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for ozone and particulate matter ($PM_{2.5}$ and PM_{10}); (2) track Ventura County's air quality trends; (3) provide information to the public about the quality of Ventura County's air (i.e., reporting of the Air Quality Index and ozone and particulate episode forecasting); and (4) collect data for air quality modeling efforts.

The majority of the population resides in the southern half of Ventura County; thus, the VCAPCD has focused its air monitoring efforts there. The southern half is divided into five air monitoring

regions: Ventura and the Oxnard Coastal Plain, Ojai Valley, Santa Clara River Valley, Simi Valley, and the Conejo Valley. The air monitoring network has been designed to provide air monitoring coverage to those regions of Ventura County. The project site is located in the Ventura and the Oxnard Coastal Plain.

Ventura and the Oxnard Coastal Plain, as an air monitoring region, is a broad coastal area stretching from the Pacific Ocean to several inland valleys, covering 405 square miles, and having a population of 433,245 people. This area encompasses the Cities of Port Hueneme (City), Ventura, Oxnard, and Camarillo. The Oxnard plain area is a relatively flat plain area with foothills and mountains at its northern border. This area is home to considerable agricultural activities and includes a deepwater port and a number of Ventura County's major stationary sources, including two natural gas-fired electric-generating units, two naval bases, several natural gas-fired cogeneration facilities, several oil and gas production and processing facilities, and a paper products manufacturer. The area is impacted by mobile sources and marine shipping operations occurring off Ventura County's coast.

Sensitive Receptors

Sensitive receptors are more susceptible to the effects of air pollution than the general population. Sensitive populations in proximity to localized sources of toxics and carbon monoxide are of concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest air quality sensitive receptors to the project site boundary are the following: (1) residences north of the project site along West Clara Street (approximately 70 feet away) and (2) residences east of the project site along Ponoma Street (approximately 290 feet away).

Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state laws. These regulated air pollutants are known as criteria air pollutants and are categorized into primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG) and equivalently functional reactive organic compounds (ROC), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), lead, and fugitive dust are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere (for example, ozone is formed by a chemical reaction between ROG and NO_X in the presence of sunlight). Ozone and nitrogen dioxide (NO_2) are the principal secondary pollutants.

Sources and health effects commonly associated with criteria pollutants are summarized in Table 3.2-1, Criteria Air Pollutants Summary of Common Sources and Effects.

TABLE 3.2-1 CRITERIA AIR POLLUTANTS SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Major Man Made Sources	Human Health and Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and NOx in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles, and dyes.
Particulate Matter (PM_{10} & $PM_{2.5}$)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and other sources.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.

Source: CAPCOA 2021

Criteria Air Pollutant Monitoring Data

Ambient air quality in Ventura County can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. Existing levels of ambient air quality and historical trends and projections are documented by measurements made by the VCAPCD, the air pollution regulatory agency in the Basin. The VCAPCD maintains air quality monitoring stations which process ambient air quality measurements throughout the Basin.

Ambient concentration data are collected for a wide variety of pollutants. The most important of these in Ventura County are ozone, $PM_{2.5}$, and PM_{10}. Other pollutants measured include oxides of nitrogen (NOx), nitric oxide (NO), nitrogen dioxide (NO_2), toxics (hexavalent chromium, total metals, and aldehydes), and volatile organic compounds (VOC). Measurement of meteorological parameters is also conducted at all monitoring stations. Data for all of the pollutants is used to better understand the nature of the ambient air quality in Ventura County, as well as to inform the public about the quality of the air.

The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the NAAQS and CAAQS. Ozone and particulate

matter (PM_{10} and $PM_{2.5}$) are pollutants of particular concern in the Basin. The monitoring station located closest to the project site and most representative of ambient air quality is CARB Station No. 346, El Rio-Rio Mesa School #2, at 545 Central Avenue in El Rio, approximately 7 miles northeast of the project site. Ambient emission concentrations vary due to localized variations in emissions sources and climate and should be considered "generally" representative of ambient concentrations near the project site. This station currently monitors O_3, PM_{10}, and $PM_{2.5}$. Refer to Table 3.2-2, El Rio-Rio Mesa School #2 Air Monitoring Station Ambient Pollutant Concentrations (2022-2024).

TABLE 3.2-2 EL RIO-RIO MESA SCHOOL #2 AIR MONITORING STATION AMBIENT POLLUTANT CONCENTRATIONS (2022-2024)

Pollutant	Monitoring Metric	Year: 2022	Year: 2023	Year: 2024
Ozone (O_3)	Maximum 1-hour concentration monitored (ppm)	0.077	0.071	0.073
Ozone (O_3)	Maximum 8-hour concentration monitored (ppm)	0.063	0.059	0.060
Ozone (O_3)	Number of days exceeding state 1-hour standard of 0.09 ppm	0	0	0
Ozone (O_3)	Number of days exceeding federal/state 8-hour standard of 0.070 ppm	0	0	0
Respirable Particulate Matter (PM_{10})	Maximum 24-hour concentration monitored (µg/m^3)	57.5	104	90.8
Respirable Particulate Matter (PM_{10})	Annual average concentration monitored (µg/m^3)	23.1	20.4	19.3
Respirable Particulate Matter (PM_{10})	Number of samples exceeding state standard of 50 µg/m^3	3	7	1
Respirable Particulate Matter (PM_{10})	Number of samples exceeding federal standard of 150 µg/m^3	0	0	3
Fine Particulate Matter ($PM_{2.5}$)	Maximum 24-hour concentration monitored (µg/m^3)	18.5	24.5	47.8
Fine Particulate Matter ($PM_{2.5}$)	Annual average concentration monitored (µg/m^3)	6.4	6.1	5.1
Fine Particulate Matter ($PM_{2.5}$)	Number of samples exceeding federal standard of 35 µg/m^3	0	0	2

Source: CARB 2026.
Notes: ppm = µg/m^3 =micrograms per cubic meter; parts per million

3.2.2. Regulatory Framework

Federal and State

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established the CAAQS, which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards

before an air basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for ozone, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10} and $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 3.2-3, Ambient Air Quality Standards.

TABLE 3.2-3 AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	National Standards: Primary	National Standards: Secondary
O_3	1 hour	0.09 ppm (180 µg/m^3)	—	Same as Primary Standard
O_3	8 hours	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary Standard
NO_2	1 hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	Same as Primary Standard
NO_2	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
CO	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	None
CO	8 hours	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	None
SO_2	1 hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	—
SO_2	3 hours	—	—	0.5 ppm (1,300 µg/ m^3)
SO_2	24 hours	0.04 ppm (105 µg/m^3)	0.14 ppm (for certain areas)	—
SO_2	Annual	—	0.030 ppm (for certain areas)	—
PM_{10}	24 hours	50 µg/m^3	150 µg/m^3	Same as Primary Standard
PM_{10}	Annual Arithmetic Mean	20 µg/m^3	—	Same as Primary Standard
$PM_{2.5}$	24 hours	—	35 µg/m^3	Same as Primary Standard
$PM_{2.5}$	Annual Arithmetic Mean	12 µg/m^3	9.0 µg/m^3	15.0 µg/m^3
Lead	30-day Average	1.5 µg/m^3	—	—
Lead	Calendar Quarter	—	1.5 µg/m^3 (for certain areas)	Same as Primary Standard
Lead	Rolling 3-Month Average	—	0.15 µg/m^3	Same as Primary Standard
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m^3)	—	—
Vinyl chloride	24 hours	0.01 ppm (26 µg/m^3)	—	—
Sulfates	24 hours	25 µg/m^3	—	—
Visibility-reducing particles	8 hours (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2024

Notes: µg/m^3 = micrograms per cubic meter; CO = carbon monoxide; mg/m^3 = milligrams per cubic meter; NO_2 = nitrogen dioxide; O_3 = ozone; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; ppm = parts per million by volume; SO_2 = sulfur dioxide

Regional

Ventura County Air Quality Management Plan

The management of air quality in Ventura County is the responsibility of the VCAPCD. The VCAPCD is responsible for bringing air quality in the County into conformity with federal and state air quality standards. Specifically, the VCAPCD must monitor ambient air pollutant levels throughout the County and develop and implement attainment strategies to ensure that future emissions will be within federal and state standards (VCAPCD 2003). These attainment strategies form the basis for the Air Quality Management Plan (AQMP), which is continuously updated to reflect changes in control strategies mandated by updates of the federal and state Clean Air Acts.

To implement these strategies, the VCAPCD Board has adopted specific rules and regulations to limit emissions from stationary and mobile sources and activities within the County (VCAPCD, no date-b). These rules and regulations identify specific pollution-reduction measures, which must be implemented in association with various uses and activities. These rules not only regulate the emissions of criteria pollutants, but also emissions of toxic air contaminants (TACs) and hazardous air pollutants. The rules and regulations are subject to ongoing refinement by the VCAPCD. Enforcement of these rules and regulations is carried out through a permitting process that monitors emissions generated by stationary sources, such as power plants, manufacturing operations, and large and small businesses, that use products that release ozone-forming precursors or TACs into the atmosphere. The project would be subject to the VCAPCD rules and regulations in order to reduce project-related emissions and minimize potential air quality impacts.

In addition to permitting stationary sources, the VCAPCD Air Quality Planning and Evaluation Section administers the CEQA program for Ventura County, which is used to review and comment on the adequacy of environmental documents. It recommends thresholds for determining whether projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. The *Ventura County Air Quality Assessment Guidelines* (VCAPCD 2003) describe the criteria and methods required to mitigate construction and operational emissions from planned developments to ensure compliance with the VCAPCD AQMP.

Stationary emission sources subject to these rules are generally regulated through VCAPCD's permitting process. Some activities associated with the project may be subject to VCAPCD rules and regulations. The VCAPCD's 2022 AQMP is designed to comply with the federal and state Clean Air Acts, accommodate growth, reduce the levels of pollutants within the County, and identify a control strategy to reduce ozone-forming emissions from mobile and stationary sources. Building on previous Ventura County AQMPs, the 2022 AQMP presents a combined local and state clean air strategy based on concurrent ROG and NO_X emission reductions to bring Ventura County into attainment of the 2015 federal 8-hour ozone standard.

Ventura County 2040 General Plan/Climate Action Plan

The Ventura County 2040 General Plan (County of Ventura 2020) includes an integrated approach to addressing climate change by incorporating related policies and programs throughout the General Plan, such that the General Plan will also serve as the County's Climate Action Plan. The General Plan serves as a long-range plan to guide decision-making, establish rules and

standards for development and County improvements, and helps to inform residents, developers, and decision makers; it reflects the County's vision for the future and provides direction through the year 2040 on growth and development. The General Plan contains multiple elements, including a Hazards and Safety Element that has a section dedicated to air quality. Applicable goals and policies as they relate to air quality are listed below:

Goal HAZ-10 To promote a high level of air quality in order to protect public health, safety, and welfare, and mitigate any adverse air quality impacts to the maximum extent feasible.

Objective HAZ-10.2 **Air Quality Management Plan Consistency.** The County shall prohibit discretionary development that is inconsistent with the most recent adopted Air Quality Management Plan (AQMP), unless the Board of Supervisors adopts a statement of overriding considerations.

Objective HAZ-10.3 **Air Pollution Control District Rule and Permit Compliance.** The County shall ensure that discretionary development subject to Ventura County Air Pollution Control District (VCAPCD) permit authority complies with all applicable APCD rules and permit requirements, including the use of Best Available Control Technology (BACT) as determined by the VCAPCD.

Objective HAZ-10.5 **Air Pollution Impact Mitigation Measures for Discretionary Development.** The County shall work with applicants for discretionary development projects to incorporate bike facilities, solar water heating, solar space heating, incorporation of electric appliances and equipment, and the use of zero and/or near zero emission vehicles and other measures to reduce air pollution impacts and reduce greenhouse gas (GHG) emissions.

Objective HAZ-10.11 **Air Quality Assessment Guidelines.** In evaluating air quality impacts, the County shall consider total emissions from both stationary and mobile sources, as required by the California Environmental Quality Act. The County shall evaluate discretionary development for air quality impacts using the Air Quality Assessment Guidelines as adopted by the VCAPCD except that emissions from APCD-permitted sources shall also be included in the analysis. The County shall revise the Initial Study Assessment Guides to implement this policy.

Objective HAZ-10.12 **Conditions for Air Quality Impacts.** The County shall require that discretionary development that would have a significant adverse air quality impact shall only be approved if it is conditioned with all feasible mitigation measures to avoid, minimize or compensate (offset) for the air quality impact. The use of innovative methods and technologies to minimize air pollution impacts shall be encouraged in project design.

Objective HAZ-10.13 **Construction Best Management Practices.** Discretionary development projects that will generate construction-related air emissions shall be

required by the County to incorporate best management practices (BMPs) to reduce emissions. These BMPs shall include the measures recommended by VCAPCD in its Air Quality Assessment Guidelines or otherwise to the extent applicable to the project.

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

Local

2045 City of Port Hueneme General Plan

The 2045 City of Port Hueneme General Plan creates a framework for the Port of Hueneme (Port) that depicts the community's vision and desires through the year 2045 (City of Port Hueneme 2022). The General Plan provides modern and comprehensive policies for air quality, circulation, climate action, conservation and open space, economic development, housing, land use, local coastal program, noise, public safety and facilities, and social equity. Applicable goals and policies as they relate to air quality are listed below:

Land Use Goal 5 Protection of the City's interests by continuing collaboration efforts with adjacent and regional jurisdictions to address common issues, including air quality, transportation, water quality and supply, solid disposal, and natural hazards (e.g., sea level rise).

Policy LU 5-1 Consider the environmental impacts of development decisions.

Goal AQ 2: Minimization of exposure to air pollutants, including toxic air contaminants.

Policy AQ 2-4 Work cooperatively with the Port of Hueneme to minimize local exposure to air pollution from oceangoing vessels and heavy trucks.

Policy AQ 2-8 Support VCAPCD requirements to minimize fugitive dust emissions from construction and maintenance activities.

Oxnard Harbor District Board of Harbor Commissioners Resolution No. 1238 – Adopting the Goal of Decarbonizing Operations at the Port of Hueneme

The Port of Hueneme 10-Year Strategic Plan 2025-2035 creates a visioning tool for Port that guides its commitment to a strong future, commerce, community and environment (District 2024). Applicable goals are listed below:

In 2021, the Oxnard Harbor District–Port of Hueneme (District) Board of Harbor Commissioners adopted Resolution No. 1238, A Resolution of The Board of Harbor Commissioners of The Oxnard Harbor District Adopting the Goal of Future Zero Emission Operations at The Port of Hueneme (District 2021). The resolution includes a variety of implementation measures to help the District achieve its goal of zero emissions at the Port. The Port's 10-Year Strategic Plan

establishes by when this goal will be achieved (year 2030). The resolution formally confirms the District's commitment to achieving a decarbonized, zero emission future for Port operations. It reflects the District's recognition of climate change, its sustainability leadership, and its role in protecting the local environment. Resolution No. 1238 outlines implementation measures to support progress toward this goal, including the following implementation measures that are applicable to the proposed project:

- The District will continue to implement projects for zero emission cargo handling.
- The District will continue to work with State and Federal partners, neighboring jurisdictions, tenants and customers to collaborate and secure funding for green infrastructure projects.

Port of Hueneme 10-Year Strategic Plan

The Port of Hueneme 10-Year Strategic Plan 2025-2035 creates a visioning tool for Port that guides its commitment to a strong future, commerce, community and environment. Applicable goals are listed below:

Goal 1 **Economic Vitality.** Contribute to a vibrant and healthy economy by supporting businesses, job growth, and international commerce, while also ensuring a sustainable port organization. Optimize economic development tools of Foreign Trade Zone (FTZ) and World Trade Center (WTC).

Goal 2 **Infrastructure.** Develop and maintain state of the art infrastructure that enhances productivity and efficiency while retaining and growing jobs in goods movement, reduces externalities, and strengthens the Port's competitive positioning.

Goal 3 **Environment.** Be a leader in tackling climate change and clean energy transition while pursuing decarbonized, human operated zero emission port operations and reducing or avoiding environmental impacts from port operations and development where feasible.

Goal 4 **Innovation & Technology.** Foster ideas, innovation, and leading-edge technologies for the advancement of ports, the maritime environment, community, and entrepreneurs.

Goal 5 **Social Equity, Community & Partners.** Pursue policies and projects that address social inequity, strengthen the well-being of the communities in which we operate and develop partnerships that further our mission and vision.

3.2.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of any applicable air quality plan.

2. Result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard.

3. Expose sensitive receptors to substantial pollutant concentrations.

4. Result in other emissions (such as those leading to odors), adversely affecting a substantial number of people.

CEQA Guidelines Section 15064.7 states that the significance criteria established by the applicable air quality management district (i.e., VCAPCD) may be relied upon to make determinations of significance. The VCAPCD's 2003 *Ventura County Air Quality Assessment Guidelines* (VCAPCD Guidelines) for quantifying and determining the significance of air quality emissions. Thresholds of significance contained in the VCAPCD Guidelines include:

- Construction-related and operational emissions would result in a significant impact if the project generates more than 25 pounds per day of the ozone precursors ROC or NO_X.

- A project with estimated emissions of two pounds per day or greater of ROC, or two pounds per day or greater of NO_X, and that is inconsistent with the AQMP will have a significant cumulative adverse air quality impact. Inconsistent projects are usually those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP. A project with emissions below two pounds per day of ROC and of NOx is not required to assess consistency with the AQMP.

- The VCAPCD has not established quantitative thresholds for particulate matter for either construction or operation. However, the guidelines state a project would result in 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. The VCAPCD recommends implementation of fugitive dust measures as described in Section 7.4.1 of the VCAPCD Guidelines.

- The VCAPCD has not established quantitative thresholds for CO or SO_X for either construction or operation. However, the VCAPCD 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 pounds per day) that may significantly impact roadway intersections currently or forecasted to operate at Level of Service (LOS) E or F. If project emissions do not meet these criteria, then the project would have a less than significant impact related to CO hotspots.

- Odor emissions would result in a significant impact if the project could reasonably be expected to generate odorous emissions in such quantities as to cause 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, or which may cause, or have a natural tendency to cause, injury or damage to business or property.

Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to project implementation. Air pollutant emissions associated with the project would result from project operations and from project-related traffic volumes. Construction activities would also generate air pollutant emissions at the project site and on roadways due to construction-related traffic. The net increase in project site emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to applicable thresholds of significance recommended by the VCAPCD.

Construction Emissions

The regional construction emissions associated with the project were calculated using the California Emissions Estimator Model (CalEEMod Version 2022.1.1.41). CalEEMod was developed in collaboration with the air districts of California as a statewide land use emissions computer model and designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas emissions associated with both construction and operations from a variety of land use projects.

Construction activities associated with demolition (warehouse), grading, and building construction (including finishing and paving) would generate pollutant emissions. Specifically, these construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. These construction emissions were compared to the thresholds established by the VCAPCD.

Operational Emissions

Operational emissions associated with the project were also calculated using CalEEMod 2022.1.1.41. Operational emissions associated with the project would include mobile source emissions, energy demand, and other area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site. For purposes of this analysis, mobile source emissions include vehicle movements between the proposed parking structure and regional vehicle processing centers, as well as associated shuttle van trips. The operational emissions analysis is based on the forecast increase of 1,125 daily trips by horizon year 2046. Vessel emissions were not included in the operational emissions inventory because the project would not directly increase vessel calls at the Port. To determine if a regional air quality impact would occur, the increase in emissions is compared to the VCAPCD's recommended regional thresholds for operational emissions.

3.2.4. Project Impacts and Mitigation

Conflict with Air Quality Plan

Impact 3.2-1 **The project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant.**

The primary objective of the VCAPCD AQMP is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards. The VCAPCD's most recent AQMP was adopted in 2022 and establishes a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is in nonattainment for ozone and PM_{10}. The AQMP also addresses the requirements set forth in the state and federal Clean Air Acts. As discussed below under Impact 3.2-2, the project's air quality emissions would be below the VCAPCD operational significance thresholds and mitigation measures have been identified where appropriate consistent with VCAPCD recommendations.

As stated in the VCAPCD Guidelines, project consistency with the AQMP can be determined by comparing the actual population growth in Ventura County with the projected growth rates used in the AQMP. The projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the AQMP. These emission estimates are used, in part, to project the date by which Ventura County is projected to attain the federal ozone standard. Therefore, a demonstration of consistency with the population forecasts used in the most recently adopted AQMP should be used for assessing project consistency with the AQMP.

The project would include construction and operation of a new above-ground vehicle parking structure and a high-and-heavy (HH) concrete pad at the Port. The proposed parking structure and HH pad would serve as the transfer point between oceangoing vessels and off-Port vehicle processing facilities. Since the project is not proposing any uses that would result in an increase in population, the project would not have the potential to increase local or regional population estimates. Therefore, impacts related to population growth would be less than significant.

As the project would not increase population figures over those that have been planned for the area, it would not have the potential to jeopardize attainment of state and federal ambient air quality standards. For these reasons, the project would not conflict with or obstruct implementation of the applicable AQMP, and impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulatively Considerable Net Increase of Criteria Pollutants and Expose Sensitive Receptors to Pollutants

Impact 3.2-2	**The project would not result in a significant impact from a net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard or other cumulative impacts related to air quality. Impacts would be less than significant with mitigation incorporated.**
Impact 3.2-3	**The project would not permanently expose sensitive receptors to substantial pollutant concentrations, and therefore operational impacts would be less than significant. However, the project would temporarily expose sensitive receptors to substantial pollutant concentrations during project construction. As such, construction-related impacts would be less than significant with mitigation incorporated.**

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are schools, hospitals, and daycare centers (California Health and Safety Code Section 42705.5[a][5]). CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB, no date-a).

As defined in the VCAPCD Guidelines, sensitive receptors are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and daycare centers. In addition, recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on human respiratory function (VCAPCD 2003). The closest air quality sensitive receptors to the project site are residences to the north and east (approximately 72 and 288 feet away, respectively).

Construction

Table 3.2-4, Maximum Construction-related Emissions (Unmitigated), identifies predicted maximum daily construction-generated emissions for the project.

With the use of CalEEMod, emissions throughout project construction were calculated from off-road equipment usage, hauling vehicles, delivery trips, and worker trips to and from the site. Table 3.2-4 identifies predicted maximum daily construction-generated emissions for the project. The analysis assumes that the construction equipment and activities would operate for one to eight hours each day. Table 3.2-4 represents a worst-case scenario for construction activities.

TABLE 3.2-4 MAXIMUM CONSTRUCTION-RELATED EMISSIONS (UNMITIGATED)

Emissions	ROC/ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Construction Emissions (pounds per day)	8.14	35.16	76.98	0.12	17.40	4.65

Source: Impact Sciences, Inc. 2026. See Appendix C.

As shown in Table 3.2-4, construction would exceed 25 pounds per day of NOx emissions. As such, impacts would be **potentially significant** and implementation of **MM AQ-1** would be required (see below).

The VCAPCD has not established quantitative construction-related thresholds for CO, SO_X, or particulate matter ($PM_{2.5}$ and PM_{10}); therefore, the project would not exceed any significant thresholds for these pollutant criteria. Additionally, the project would implement fugitive dust measures as described in Section 7.4.1 of the VCAPCD Guidelines. Therefore, air quality impacts associated with construction-related CO, SO_X, and particulate matter would be less than significant.

Construction-related Mitigation Measures

AQ-1 **Construction Equipment Emissions Standards.** All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 off-road emissions standards. In addition, all construction equipment shall be outfitted with the Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT determination, and CARB or VCAPCD operating permit shall be maintained on-site by the project contractor at the time of mobilization of each applicable unit of equipment.

Implementation of **MM AQ-1** would reduce emissions of NOx during construction to a less than significant level. Further, implementation of a fugitive dust mitigation plan during project construction in compliance with VCAPCD Guidelines would reduce dust generation. Specifically, as shown in Table 3.2-5, Maximum Construction-related Emissions (Mitigated), **MM AQ-1** would reduce peak NOx emissions to below the VCAPCD threshold of 25 pounds per day. As such, impacts with respect to construction-related emissions would be **less than significant**.

TABLE 3.2-5 MAXIMUM CONSTRUCTION-RELATED EMISSIONS (MITIGATED)

Emissions	ROC/ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Construction Emissions (pounds per day)	6.75	22.04	79.66	0.12	17.02	4.31

Source: Impact Sciences, Inc. 2026. See Appendix C.

Construction-related Level of Significance: Less than significant with mitigation incorporated.

Operation

Project-generated emissions would be associated with motor vehicle use and area sources. Operational emissions would also include mobile sources associated with on-site vehicle movement and equipment used to support Port operations, such as vehicle transporters, forklifts, and other cargo-handling equipment, which may be powered by diesel, or electricity depending on equipment type. The operational emissions from the project were calculated with CalEEMod and were compared against VCAPCD thresholds. Long-term operational emissions attributable to the project are summarized in Table 3.2-6, Maximum Operational Emissions. As shown, the operational ROC/ROG emissions generated by the project would be 3.61 pounds per day. The VCAPCD Guidelines state that a project with emissions of 2 pounds per day or greater of ROC, or 2 pounds per day or greater of NO_X, that is found to be inconsistent with the AQMP will have a significant cumulative adverse air quality impact. Although the project may exceed 2 pounds per day of ROC, because the proposed project would not be inconsistent with the VCAPCD AQMP (as discussed under Impact 3.2-1), impacts associated with operational ROC emissions would be **less than significant**.

TABLE 3.2-6 MAXIMUM OPERATIONAL EMISSIONS

Emissions Source	ROC/ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO_2 (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Mobile Source	3.37	1.41	12.61	0.02	1.92	0.50
Area Source	0.14	-	-	-	-	-
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
Operational Equipment	0.10	1.27	1.80	0.00	0.02	0.02
Emissions Totals	**3.61**	**2.68**	**14.42**	**0.02**	**1.94**	**0.52**

Source: Impact Sciences, Inc. 2026. Emissions calculations are provided in Appendix C.
Note: lbs/day = pounds per day. Totals in table may not appear to add exactly due to rounding in CalEEMod.

The project would generate up to 14.42 pounds per day of CO during construction, which is below the VCAPCD screening threshold of 25 pounds per day. Therefore, a CO hotspot screening analysis is not required for the project. Thus, air quality impacts associated with operational CO would be less than significant.

The VCAPCD has not established quantitative operational thresholds for SO_X or particulate matter ($PM_{2.5}$ and PM_{10}); therefore, the project would not exceed any significant thresholds for these pollutant criteria. As such, air quality impacts associated with operational SO_X and particulate matter would be less than significant.

The project would not include the operations of any land uses routinely involving the use, storage, or processing of carcinogenic or non-carcinogenic TACs. Project operations would generate mobile-source emissions associated with vehicle movements and shuttle trips, which may include trace amounts of TACs, such as diesel particulate matter. However, the project would not introduce a substantial new source of TAC emissions, and vessel activity is not anticipated to increase as a result of the project. Therefore, the project would not expose nearby sensitive receptors to substantial TAC concentrations, and no appreciable operational-related toxic airborne emissions would result from project implementation. With respect to construction, the construction activities associated with the project would be typical of other similar land use development projects in the region and would be subject to the regulations and laws relating to

toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions.

Operational emissions associated with the project would result primarily from vehicle trips associated with automobile transport activities. The project would not substantially change the nature of Port operations but would accommodate vehicle staging within a structured facility and adjacent concrete pad. Vehicle trips associated with vessel unloading, staging, and distribution activities would continue to occur as under existing conditions, with a net increase of 1,125 daily trips by 2046, as the project would facilitate an increase in the number of vehicles that could be held and processed at the site. These trips include vehicle movements between the Port and off-site vehicle processing facilities. Shuttle van trips associated with returning drivers to the Port are encompassed within the estimated daily trip total. Furthermore, most off-site deliveries would consist of passenger and light-duty vehicle trips, which do not emit high quantities of TAC emissions. Vessel emissions are not included in the operational emissions analysis because the project would not directly increase vessel calls at the Port. As such, operational impacts associated with the release of TACs would be **less than significant**.

Diesel Particulate Matter

Project construction would include demolition, site clearance and grading, placement of utilities, building construction, paving, application of architectural coatings, and finishing. Construction equipment and associated heavy-duty truck trips generate exhaust, which contains diesel particulate matter (DPM), known as a TAC.

Construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, building construction, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

In March 2015, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised guidelines that updated previous guidance by incorporating advances in risk assessment with consideration of infants and children using Age Sensitivity Factors. The intent of the OEHHA 2015 guidance is to provide health risk assessment procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources. As the project is not part of the Air Toxics Hot Spots Program, does not require a new source review permit through the VCAPCD, and is considered a typical construction project consisting primarily of mobile and area sources (i.e., non-stationary sources), the OEHHA 2015 guidance is not directly applicable.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Although construction would occur over an approximately four-year period, DPM emissions would vary by construction phase and would not occur continuously over the duration of construction. Current methodology for conducting health risk assessments is associated with long-term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities such as the project would not be expected to generate a significant health risk. In addition, the VCAPCD Air

Quality Assessment Guidelines do not establish a screening distance or other criterion requiring preparation of a health risk assessment for temporary construction activities. As discussed under Impact 3.2-2, the project would implement mitigation measure **AQ-1** due to NOx emissions, requiring the use of Tier 4 equipment during construction.

This measure would also serve to substantially reduce DPM emissions during construction. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions (CARB, no date-b). For these reasons, DPM generated by construction activities would not expose sensitive receptors to substantial amounts of air toxics and these impacts would be **less than significant.**

Operation-related Mitigation Measures: None required.

Operation-related Level of Significance: Less than significant.

Concurrent Construction and Operation Emissions

The project would be constructed in phases; therefore, portions of the project may become operational while construction activities continue in other areas of the site. As a result, temporary overlap between construction-related emissions and operational emissions could occur during certain limited periods of the construction schedule.

To provide a conservative assessment, peak daily mitigated construction emissions were combined with peak daily operational emissions to represent a potential overlap scenario. This scenario is conservative because it assumes full project operation and peak day construction emissions together, while the likely potential overlapping scenario would only include approximately half of the proposed parking structure as operational. Nevertheless, Table 3.2-7, Maximum Concurrent Construction and Operational Emissions, presents the estimated peak day concurrent construction and operational emissions. As shown, the worst-case overlap condition would not exceed significance thresholds for ROC/ROG or NOx of 25 pounds per day. Furthermore, construction activities would remain subject to Mitigation Measure **AQ-1**. Accordingly, impacts associated with temporary overlap of construction and operational activities would be less than significant.

TABLE 3.2-7 MAXIMUM CONCURRENT CONSTRUCTION AND OPERATIONAL EMISSIONS

Emissions	ROC/ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Construction Emissions (pounds/day)	6.75	22.04	79.66	0.12	17.02	4.31
Maximum Operational Emissions (pounds/day)	3.61	2.68	14.42	0.02	1.94	0.52
Concurrent Emissions (pounds/day)	10.36	24.72	94.08	0.14	18.96	4.83

Source: Impact Sciences, Inc. 2026. Emissions calculations are provided in Appendix C.

Mitigation Measures for Concurrent Construction and Operation Emissions:
Implement mitigation measure **AQ-1**.

Level of Significance for Concurrent Construction and Operation Emissions:
Less than significant with mitigation incorporated.

Other Emissions Such as Those Leading to Objectionable Odors

Impact 3.2-4	**The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.**

For impacts associated with odors, the VCAPCD considers specific land uses primarily associated with odor complaints such as wastewater treatment plants, landfills, composting operations, petroleum operations, food and byproduct processes, factories, and agricultural activities, such as livestock operations. The project would not include any of the land uses that have been identified by the VCAPCD as odor sources. Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon buildout.

In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimize the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. Any odor impacts to existing adjacent land uses would be short-term and not substantial.

Additionally, the project would comply with VCAPCD regulations regarding odor nuisances. Any project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, which would prevent substantial nuisance odors from being perceived off the project site. Therefore, potential odor impacts associated with construction and operation of the project would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.2-5	**The project would not result in a significant cumulative impact related to air quality. Impacts would be less than cumulatively considerable.**

Geographic Scope

The geographic scope for the cumulative impact analysis for air quality is Ventura County. VCAPCD recommends that a project be considered to result in a cumulatively considerable impact to air quality if any construction-related emissions and operational emissions from individual development projects results in a net increase of a criteria pollution that is in nonattainment by comparing a project's emissions to adopted thresholds. VCAPCD does not recommend quantified analyses of the emissions generated by a set of cumulative development projects. A project is also considered to result in a cumulatively considerable contribution to significant impacts if the population and employment projections for the project exceed the rate of growth defined in VCAPCD's AQMP by SCAG's RTP/SCS population forecasts.

Potential Cumulative Impacts

As discussed under Impacts 3.2-2 and 3.2-3, project construction would have the potential to exceed VCAPCD's threshold of 25 pounds per day for NOx emissions. Implementation of mitigation measure **AQ-1** would reduce emissions of NOx during construction to a less than significant level. As such, the project's generation of air quality emissions during construction would not be cumulatively considerable, and cumulative construction impacts would be **less than significant**.

As discussed under Impacts 3.2-2 and 3.2-3, the project's air quality emissions would be below the VCAPCD operational significance thresholds, and concurrent construction and operational impacts associated with the proposed project would be less than significant. Furthermore, as discussed in Impact 3.2-1, project consistency with the AQMP can be determined by comparing actual population growth in Ventura County with the population forecasts used in the AQMP. The project would not result in population growth because it would consist of a vehicle parking structure and would not introduce residential uses or otherwise increase local or regional population estimates. Therefore, the project would not exceed the growth assumptions used in the AQMP or jeopardize attainment of state and federal ambient air quality standards. As such, the project would not have the potential to conflict with or obstruct implementation of the AQMP and the project's generation of operational air quality emissions would not be cumulatively considerable. Cumulative operational impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

3.2.5. Sources Cited

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3.3. Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, the California Environmental Quality Act (CEQA) is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code (PRC) Section 21084.1 and CEQA Guidelines Section 15064.5; and "unique archaeological resources," which are defined in PRC Section 21083.2

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to historical and archaeological resources. Tribal cultural resources are evaluated in Section 3.10, Tribal Cultural Resources, of this Environmental Impact Report (EIR), including consideration of outcomes from Native American consultation per Assembly Bill (AB) 52 and potential impacts as the result of project implementation.

This section is based on technical data and analysis from the following:

- *Phase I Cultural Resources Assessment Report - P1 Hueneme Parking Structure Project,* prepared by Michael Baker International (2026; Appendix D)

3.3.1. Environmental Setting

The approximately 18.8-acre project site is bounded to the north by Naval Base Ventura County (NBVC) Port Hueneme and single-family residences, to the east by single- and multifamily residences, to the south by active Port of Hueneme (Port) facilities and the commercial harbor, and to the west by additional NBVC Port Hueneme property and the Port channel entrance, with the Pacific Ocean located further west and south. Refer to Figure 2-2, Project Vicinity Map.

The area is situated on the Oxnard Plain, a broad coastal lowland in western Ventura County. The region is characterized by flat terrain, low elevation, and proximity to the Pacific Ocean. Ground surface elevations on the project site range from approximately 8 to 13 feet above mean sea level. The adjacent shoreline is defined by a public walking path, riprap armoring, and ephemeral beach sands, which form the southern boundary of the Port installation.

The area was prehistorically occupied by the Ventureño Chumash peoples for thousands of years—from the earliest inhabitants of the California coast to the complex society at European contact, whose descendants are still present. Ethnographically, the area operated as a nexus between major Chumash coastal centers, serving as a travel stop (Wene'mu) and as part of the territory of the influential Muwu chiefdom. Today, this landscape retains significance as ancestral land and potentially as the resting place of Chumash ancestors (Michael Baker International 2026).

Prior to modern development, natural coastal and deltaic alluvial processes likely reworked sediments in the area, thereby reducing the preservation potential of early archaeological resources (Michael Baker International 2026). The natural setting of the Port has been extensively modified by twentieth-century development. At the time of the US Navy's establishment of Port

Hueneme in 1943, the seaward half of the base consisted of active salt marsh and recently reclaimed tidal wetlands, while the inland portion was low-lying floodplain used for agriculture. Construction of the harbor involved dredging and the deposition of spoils to fill wetlands and raise land elevations, significantly altering the original terrain. Additional dredge material from the Channel Islands Harbor project in the late 1950s was deposited along the western side of the installation, further modifying the landscape (Michael Baker International 2026).

Today, the site is located within a highly disturbed, industrialized setting. Under current conditions, the site supports the existing warehouse structure and asphalt surface parking areas used to stage vehicles once they are offloaded from roll on/roll off (Ro/Ro)[1] transport ships.

Cultural Resources Inventory Results

Records Search

Michael Baker International conducted a California Historical Resources Information Systems (CHRIS) search for the project site and a 0.5-mile radius around it on November 3, 2025, at the South Central Coastal Information Center (SCCIC). The CHRIS records search determined that 22 previously recorded cultural resources studies have been conducted within a 0.5-mile radius of the project site. Although seven of these studies supposedly intersect the western edge of the project site, it is likely that they do not actually enter the project site as the studies were all general reports for the adjacent US Navy military installation,[2] which lies outside of the project boundaries.

As a result of these previous studies, 17 cultural resources have been recorded within the 0.5-mile search radius; as indicated, none of these resources are located on the project site. Resources comprise a mix of graves/cemetery, shells, foundations/structure pads, vegetation, buildings, and military property. Additionally, no properties eligible for or listed on the National Register of Historic Places (NRHP) were identified within the project site (Michael Baker International 2026).

Sacred Lands File Results

The California Native American Heritage Commission (NAHC) identifies, catalogs, and protects Native American cultural resources on private and public lands in California. Cultural resources include graves, cemeteries, and places of special religious or social significance to Native Americans. The NAHC also records the historical territories of state-recognized tribes into a database called the Sacred Lands File. The Sacred Lands File is consulted to ensure that the tribes potentially affected by a project are properly notified and consulted.

A search of the Sacred Lands File was conducted by the NAHC on October 27, 2025, for the project site and a 0.5-mile buffer. The results were received on January 20, 2026, and were negative, indicating that no known significant resources have been formally recorded within the search area (Michael Baker International 2026). However, the absence of specific site information

[1] "Roll-on/roll-off" (Ro/Ro) pertains to the onloading and offloading of vehicles from transport shipping vessels.

[2] The Port is located directly adjacent to, and partially within, the Naval Base Ventura County Port Hueneme, which has operated as a US Navy installation since World War II.

does not necessarily indicate the absence of cultural resources on the project site, as unknown (buried) cultural resources may be present.

Field Survey Results

A field survey of the project site was conducted by Michael Baker International on December 3, 2025. The project site consists of commercial harbor landscape that has undergone extensive grading and redevelopment since the mid-twentieth century. Existing conditions consist entirely of paved vehicle-staging areas and previously graded soils, which have been repeatedly reworked during Port construction, dredging programs, and operational activities.

The survey was intended to document the single built environment resource (Port Terminal Berth 5 warehouse building at 145 West Clara Street, constructed circa 1975); the survey was limited to the exterior of this single building. No artifacts, archaeological materials, or tribal cultural resources were expected or observed (Michael Baker International 2026).

3.3.2. Regulatory Framework

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) regulates the protection of archaeological sites and resources that are on public lands and Native American lands. The ARPA defines archaeological resources as material remains of past human life or activities that are at least 100 years old and of archaeological interest. The act requires that any excavation or removal of such resources be conducted only under a permit issued by the responsible federal land manager and in consultation with affected tribes, ensuring that activities are undertaken by qualified professionals using appropriate scientific methods. ARPA also establishes civil and criminal penalties for unauthorized disturbance, trafficking, or vandalism of archaeological resources, as well as forfeiture provisions for illegally obtained artifacts and equipment.

Section 106 of the National Historic Preservation Act

Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act of 1966. Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The council's implementing regulations, Protection of Historic Properties, are found in 36 Code of Federal Regulations (CFR) Section 800. The goal of the Section 106 review process is to offer a measure of protection to sites that are determined eligible for listing on the NRHP. The criteria for determining NRHP eligibility are found in 36 CFR 60. Amendments to the act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While federal agencies must follow federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a federal permit or if it uses federal funding; the project as proposed does not require federal permit issuance or the use of federal funding at this time.

National Register of Historic Places

The NRHP is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the federal regulations explicitly provide that a listing of private property on the NRHP "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

Historic properties, as defined by the Advisory Council on Historic Preservation, include any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR Section 800.16[l][1]). The NRHP recognizes properties that are significant at the national, state, and local levels. A property is eligible for the NRHP if it:

- **Criterion A.** Is associated with events that have made a significant contribution to the broad patterns of our history; or
- **Criterion B.** Is associated with the lives of persons significant in our past; or
- **Criterion C.** Embodies the distinctive characteristics of a type, period, or method of installation, or represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- **Criterion D.** Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance." In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historical integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, which are defined in the following manner in National Register Bulletin 15:

- **Location.** The place where the historic property was constructed or the place where the historic event occurred.
- **Design.** The combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting.** The physical environment of a historic property.
- **Materials.** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship.** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

- **Feeling.** A property's expression of the aesthetic or historic sense of a particular period of time.
- **Association.** The direct link between an important historic event or person and a historic property.

Some aspects of integrity may be accorded more weight than others, depending on the type of resource being evaluated and the applicable eligibility criteria. Integrity can be assessed only after it has been concluded that a resource is significant.

State

California Environmental Quality Act (CEQA)

State historic preservation regulations affecting the proposed project include the statutes and guidelines contained in CEQA, PRC Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant (PRC Section 5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including the following:

- The resource is associated with events that have made a contribution to the broad patterns of California history;
- The resource is associated with the lives of important persons from our past;
- The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, important information in prehistory or history.

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the technical advice series produced by the Governor's Office of Land Use and Climate Innovation. This technical advice series recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Register of Historical Resources (CRHR)

AB 2881 established the CRHR to serve as an authoritative guide in California used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial

adverse change. The criteria for eligibility for the CRHR are based on NRHP criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for, or listed in, the NRHP, State Landmarks, and State Points of Interest.

The California Office of Historic Preservation has broad authority under federal and state law for the implementation of historic preservation programs in California. The State Historic Preservation Officer makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating "substantial adverse effect" is defined in PRC Sections 5020.1(q) and 21084.1. Substantial adverse effect means demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. Such impairment of significance would result in an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archaeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by project-related activities. Activities that could potentially result in a significant impact include demolition, replacement, substantial alteration, and relocation of the resource. The significance of a resource is required to be determined prior to analysis of the level of significance of project activities. The steps required to be implemented to determine significance in order to comply with the CEQA Guidelines are:

- Identify cultural resources.
- Evaluate the significance of the cultural resources based on established thresholds of significance.
- Evaluate the effects of a project on all cultural resources.
- Develop and implement measures to mitigate the effects of the project on significant cultural resources.

Government Code Sections 6253, 6254, and 6254.10 authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (CPRA; Government Code Section 6250 et seq.) and California's open meeting laws (the Brown Act, Government Code Section 54950 et seq.) protect the confidentiality of Native American cultural place information. The CPRA contains two exemptions that aid in the protection of records relating to Native American cultural places by permitting any state or local agency to deny a CPRA request and withhold from public disclosure:

> *Records of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Section 5097.9 and Section 5097.993 of the Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency (Government Code Section 6254(r)); and*

> *Records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency (Government Code Section 6254.10).*

Likewise, the CHRIS Information Centers prohibit public dissemination of records and site location information. In compliance with these requirements, and those of the Code of Ethics of the Society for California Archaeology and the Register of Professional Archaeologists, the locations of cultural resources are considered restricted information with highly restricted distribution and are therefore not made publicly accessible.

Any project site located on non-federal land in California is also required to comply with state laws pertaining to the inadvertent discovery of Native American human remains.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code Section 5097.98

The discovery of Native American burial sites is regulated in accordance with PRC Section 5097.98, which states the following:

> *"(a) Whenever the commission receives notification of a discovery of Native American human remains from a county coroner…it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may… inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials."*

Native American Heritage Commission

The NAHC is a nine-member body appointed by the California state governor to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is responsible for preserving and ensuring accessibility of sacred sites and burials;

the disposition of Native American human remains and burial items; maintaining an inventory of Native American sacred sites located on public lands; and reviewing current administrative and statutory protections related to these sacred sites.

California Coastal Act and Local Coastal Program

The Port of Hueneme is located within California's Coastal Zone and is subject to the California Coastal Act (1976). Section 30244 of the Coastal Act requires that where development could potentially adversely impact archaeological or paleontological resources, reasonable mitigation measures must be required. Compliance with CEQA typically ensures consistency with the Coastal Act; however, additional measures may be required as a condition of Coastal Development Permit approval.

Local

Port of Hueneme Port Master Plan

The Master Development Plan for the Port of Hueneme (Port Master Plan; District 1978) and its subsequent amendments do not establish detailed, Port-specific standards for the identification, evaluation, or treatment of cultural or tribal cultural resources. Instead, cultural resources compliance for projects within the Port is implemented through project-level environmental review pursuant to CEQA, in coordination with applicable California Coastal Act requirements and the certified Port Master Plan. Under this framework, individual projects are required to assess potential impacts to historical, archaeological, architectural, and tribal cultural resources as part of CEQA review, including record searches, field surveys, significance evaluation, and impact analysis, as warranted by project scope and location. Where potentially significant impacts are identified, CEQA requires feasible avoidance, minimization, or mitigation measures, and consultation with Native American tribes pursuant to AB 52, where applicable.

For purposes of Coastal Act compliance, the Oxnard Harbor District–Port of Hueneme (District) serves as the Port governing body and CEQA lead agency for projects within the Port under a certified Port Master Plan pursuant to Chapter 8 of the Coastal Act, while the California Coastal Commission retains authority over certification and review of the Port Master Plan and its amendments. The City of Port Hueneme's certified Local Coastal Program incorporates the Port Master Plan by reference for informational purposes only and does not exercise primary coastal permitting authority over development occurring within the Port's jurisdiction.

The certified Port Master Plan functions as the land use and policy baseline for coastal consistency purposes but does not substitute for CEQA's project-specific cultural resources analysis. Instead, cultural resources protection is addressed through standard CEQA procedures and, where relevant, Coastal Act policies related to archaeological and paleontological resources.

3.3.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact on cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

3. Disturb any human remains, including those interred outside of formal cemeteries.

3.3.4. Project Impacts and Mitigation

Historical Resources

Impact 3.3-1	**The project would not have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant.**

The Port of Hueneme was established by the Oxnard Harbor District in 1937, with construction completed by late 1940. The US Navy took over the facility in 1942 under eminent domain for use during World War II. Construction of the harbor involved extensive dredging and the deposition of spoils to fill wetlands and raise land elevations, significantly altering the original terrain. Additional dredge material from the Channel Islands Harbor project in the late 1950s was deposited along the western side of the installation, further modifying the landscape prior to that time. A recent review of historical aerial photographs indicated that several residential structures were constructed in the project vicinity but were removed by 1967. Given this pattern of development followed by demolition, and subsequent construction of the Port Terminal Berth 5 Warehouse circa 1975, the potential for intact buried historic-period archaeological deposits is low (Michael Baker International 2026).

It is possible, though unlikely, that remains of early historic-period activity, such as a refuse dump or structural foundations associated with the Port's pre-World War II settlement or the post-World War II residences known to have occupied the site, may be preserved beneath on-site fill soils. However, the extensive prior grading and fill activities and artificial fill on the property have greatly diminished the probability that any subsurface features remain undisturbed or would be readily detectable.

Based on the record search results, one historic-period resource, the Port Terminal Berth 5 warehouse building on the project site, was identified and evaluated against applicable NRHP and CRHR criteria (see Section 3.3.2, Regulatory Framework). The warehouse is not known to have made a significant contribution to other broad patterns of local, regional, state, or national culture or history, and the Port lacks sufficient integrity to qualify as a historic district to which the warehouse could be a contributor. The warehouse is part of a larger Port infrastructure system established, managed, and utilized by numerous public and private citizens; although these

individuals may have contributed to aspects of local and regional history, there is insufficient evidence to establish a substantive connection between their specific contributions and the warehouse, or that the warehouse would be the best physical representation of those contributions.

The warehouse also does not represent a structure that is innovative or unusual for its time; fails to embody the distinctive characteristics of a type, period, or method of construction; and does not represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Lastly, the built environment of the subject property is not likely to yield valuable information that would contribute to an understanding of human history, as the property is not, and never was, the principal source of important information pertaining to significant events, people, or architectural style. Refer also to Appendix D for additional discussion.

For these reasons, the warehouse does not meet the significance thresholds for NRHP or CRHR criteria and was found to be ineligible for NRHP or CRHR listing. As a result, the building is not a historical resource as defined by CEQA Section 15064.5(a), nor is it a historic property as defined by 36 CFR 800.16(l)(1).

As the potential to encounter undiscovered historic resources is considered low, and with consideration for the highly disturbed nature of the site, the project would not have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Archaeological Resources

Impact 3.3-2	**The project would have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant with mitigation incorporated.**

As stated, the project area has prehistorically been occupied by the Ventureño Chumash peoples for thousands of years, with their descendants still present. The area operated as a nexus between major Chumash coastal centers, serving as a travel stop and as part of the territory of the influential Muwu chiefdom. Today, the area retains significance as ancestral land and potentially as the resting place of Chumash ancestors (Michael Baker International 2026).

The SCCIC records search, Sacred Lands File search, and field survey performed for the proposed project did not identify any known cultural resources on the project site (Michael Baker International 2026).

Project grading is estimated to require approximately 115,000 cubic yards (cy) of soil (40,000 cy of soil import and 75,000 cy of soil export). Maximum grading depth is estimated to be 1 foot. In constructing the foundations for the parking structure and high-and-heavy pad, it is anticipated

that construction would involve installation of approximately 4,100 piles to be driven to depths of approximately 85 feet below ground surface.

Geotechnical drilling for the project revealed that asphalt and fill soil occupy the top 3 feet throughout most of the project area, and in some locations fill soil is as thick as 7 feet. Native soil was encountered beneath the fill soil (Moore Twining Associates, Inc. 2026). Camarillo loam and Hueneme sandy loam beneath the fill could contain undisturbed cultural layers, such as prehistoric surfaces or shell middens sealed under flood deposits, thereby increasing the potential for undiscovered resources to be encountered (as compared to the fill soils).The archaeological sensitivity analysis and records search indicate that the potential for encountering previously undiscovered intact prehistoric archaeological deposits within the site boundaries is low to moderate, increasing with depth. As the broader area surrounding the site is culturally sensitive, deeply buried or redeposited materials may still be present beneath fill layers. Redeposited artifacts of tribal significance may therefore exist within fill soils (Michael Baker International 2026). As a result, the proposed project would have the potential to impact unknown archaeological resources during ground-disturbing activities.

To ensure proper protection of any unknown resources, should they be encountered during project-related ground-disturbing activities, archaeological monitoring would be required. Monitoring would allow for any discovery of unknown resources to be readily managed in accordance with applicable federal or state laws in order to prevent potential damage. With implementation of mitigation measure **CR-1**, impacts would be reduced to **less than significant with mitigation incorporated**.

Mitigation Measures:

CR-1 **Archaeological and Native American Construction Monitoring Program.** Prior to the commencement of ground-disturbing construction activities, the Oxnard Harbor District–Port of Hueneme (District) shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738) and shall offer Traditionally and Culturally Affiliated (TCA) tribes that have requested consultation the opportunity to provide a Native American monitor. The qualified archaeologist, in consultation with monitoring tribe(s), shall prepare a written Archaeological and Native American Monitoring Plan prior to the start of ground disturbance and submit the plan to the District for approval. The plan shall identify monitoring responsibilities, communication procedures, reporting requirements, the types of activities requiring monitoring, criteria and procedures for modifying the level of monitoring based on field conditions, and protocols for the evaluation, treatment and disposition of any archaeological resources, tribal cultural resources, or human remains that may be encountered.

Native American and archaeological monitoring shall be conducted during initial ground-disturbing activities in areas of undisturbed native soils and in other locations identified by the qualified archaeologist and monitoring tribe(s) as having the potential to contain archaeological resources or tribal cultural resources. The archaeologist, in consultation with the Native American monitor(s), may

recommend reductions, modifications, or suspension of monitoring if substantial ground disturbance has occurred without the discovery of resources and sufficient evidence demonstrates that the likelihood of encountering buried resources is low. Any modification to the monitoring program shall be documented in writing and supported by substantial evidence.

If archaeological resources, tribal cultural resources, or human remains are encountered during construction, all ground-disturbing activities within a minimum 100-foot radius of the find, or a distance determined appropriate by the qualified archaeologist, shall cease until the resource has been evaluated and appropriate treatment measures have been implemented. The qualified archaeologist and Native American monitor(s) shall recommend treatment measures, including avoidance and preservation in place as the preferred option where feasible. If preservation in place is determined infeasible, treatment measures shall be developed in consultation with monitoring tribe(s) and implemented prior to resumption of construction activities in the affected area.

Upon completion of ground-disturbing activities, the qualified archaeologist shall prepare a summary report documenting monitoring activities, discoveries, evaluations, and treatment measures implemented. The report shall be submitted to the District and any applicable repositories consistent with professional standards and applicable confidentiality requirements.

Level of Significance: Less than significant with mitigation incorporated.

Human Remains

Impact 3.3-3	**The project does not have the potential to disturb human remains, including those interred outside of formal cemeteries. Impacts would be less than significant.**

As the site is currently developed and has (most recently) been subject to prior subsurface disturbance associated with grading activities and excavation for the surface parking lot and warehouse building, the potential to encounter intact human remains during project construction is considered low. As noted, the records search conducted for the project site was negative. Additionally, no human remains have been recorded on the project site.

In the unlikely event that human remains are encountered, California Health and Safety Code Sections 7050.5 and 5097.98 dictates that the Ventura County Coroner's office be contacted immediately by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by the qualified archaeologist and/or the TCA Native American monitor) would be allowed to occur until the coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.

If such a discovery occurs, a temporary construction exclusion zone would be established surrounding the area of the discovery so that the area would be protected (as determined by the

qualified archaeologist and/or the TCA Native American monitor), and consultation and treatment could occur as prescribed by law. As further defined by state law, the coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the coroner recognizes the remains to be Native American, he/she would be required to contact the NAHC within 24 hours. The NAHC would make a determination as to the Most Likely Descendent. If Native American remains are discovered, the remains would be kept in situ ("in place"), or in a secure location in close proximity to where they were found, and the analysis of the remains would only occur on-site in the presence of the TCA Native American monitor.

The potential for encountering human remains is low due to the nature of subsurface soils, negative records search, and Native American consultation findings. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.3-4	**The project would have the potential to result in a significant cumulative impact related to historical or archaeological resources or human remains. Cumulative impacts would be less than significant with mitigation incorporated.**

Geographic Scope

Cumulative projects that would have the potential to be considered in a cumulative context with the proposed project, and that are included in the analysis of cumulative impacts relative to cultural resources, are identified in Table 3.0-1 in Section 3 of this EIR.

Potential Cumulative Impacts

As stated, the proposed project has a low potential to result in a significant impact to historic resources or undiscovered human remains and would therefore not contribute to a significant cumulative impact in this regard. Compliance with applicable federal, state, and local regulations would further ensure that project impacts remain less than significant. Similarly, other cumulative projects would be evaluated on a site-specific basis to determine whether a significant impact would occur to known or unknown historic resources or human remains and to identify appropriate mitigation, as needed.

Project construction activities would include grading and excavation, which would have a low to moderate potential to result in the discovery of previously unknown subsurface resources. Project implementation could therefore contribute to potential cumulative impacts on archaeological resources. Past, present, and foreseeable projects have affected, or would have the potential to affect, cultural resources throughout the region over time. However, federal, state, and local laws are designed to protect such resources. These laws have led to the discovery, recordation, preservation, and curation of artifacts and historic structures.

Mitigation measure **CR-1** addresses the discovery and treatment of unknown archaeological resources through construction monitoring, identification of potential resources, and evaluation of the significance of a find. Mitigation measure **CR-1** would be implemented to reduce the potential for the project to contribute to a cumulative impact from project construction on undiscovered resources, if encountered, to less than significant. Similarly, with conformance to applicable federal, state, and local regulations, combined with the evaluation of resource significance and implementation of mitigation measures in compliance with applicable legislation, it is anticipated that other cumulative development projects would be adequately addressed and impacts on archaeological resources would be reduced to the extent feasible.

Therefore, individual project-level impacts associated with cultural resources would be less than significant with incorporation of mitigation measure **CR-1.** Further, the proposed project and other cumulative projects would be subject to conformance with applicable federal, state, and local requirements for the protection of such resources. The proposed project's contribution to a cumulative impact on cultural resources is considered **less than significant with mitigation incorporated**.

Mitigation Measures: Implement mitigation measure **CR-1**.

Level of Significance: Less than significant with mitigation incorporated.

3.3.5. Sources Cited

District (Oxnard Harbor District—Port of Hueneme). 1978. *A Master Development Plan for the Port of Hueneme*.

Michael Baker International. 2026. *Phase I Cultural Resources Assessment Report - P1 Hueneme Parking Structure Project.*

Moore Twining Associates, Inc. 2026. *Preliminary Geotechnical Engineering and Geohazard Investigation, Proposed P1 Parking Structure, Oxnard Harbor District, Port of Hueneme, Ventura County, California.*

3.4. Geology and Soils

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to geology and soils.

This section is primarily based on technical data and analysis from the following, in addition to other reference sources:

- *Preliminary Geotechnical Engineering and Geohazard Investigation,* prepared by Moore Twining Associates, Inc. (2026; Appendix E)
- *City of Port Hueneme General Plan Update Final Environmental Impact Report* (EIR) (2021)

3.4.1. Environmental Setting

Regional Geology

The City of Port Hueneme (City), the boundary of which includes the Port of Hueneme (Port), lies in the southwest portion of the Oxnard Plain, which is situated within the Transverse Ranges geomorphic province. The Oxnard Plain is bounded by the Santa Clara River Valley and the Santa Susana Mountains to the north/northeast; the Topatopa Mountains further to the north; the Santa Monica Mountains to the east; and the Santa Barbara Channel of the Pacific Ocean to the south and west. The slopes of the Transverse Ranges extend approximately 275 miles west-east from Point Arguello in Santa Barbara County, east to the San Bernardino Mountains, and south to the Anacapa-Santa Monica-Hollywood-Raymond-Cucamonga fault zone. Within Ventura County, three major riverine systems extend from the mountains to the Pacific Ocean and include the Ventura River, Santa Clara River, and Calleguas Creek (City of Port Hueneme 2021).

Geologically, the County is largely underlain by late Quaternary alluvial and fluvial sedimentary deposits, beach deposits, and artificial fill. Such deposits are composed of volcanic, marine, and non-marine sedimentary rocks overlying a basement complex of granitic and metamorphic rock (Moore Twining Associates, Inc. 2026).

Site-Specific Geology

The Port is located along the Pacific Ocean coastline on lands that have been extensively modified through historical dredging, filling, and Port-related construction activities. The land area affected by the proposed project (and the whole of lands within the Port boundary) is underlain by artificial fill, consisting of engineered and non-engineered fill material (Moore Twining Associates, Inc. 2026).

On-site soils are composed of silty sand fill and poorly graded sand fill soils at a depth of approximately 3 to 7 feet below ground surface (bgs). Underlying the fill soils, native surface soils consist of alternating layers of silty sand and poorly graded sand to approximate depths of 5 to 7.5 feet bgs. The silty sands and poorly graded sands are underlain by alternating layers of lean clay, silty clay, and fat clay, which are further underlain by alternating layers of poorly graded sand, silty sand, clayey sand, lean clay, poorly graded sand with silt, fat clay, and silt extending to approximately 81 feet bgs. Dense to very dense granular soils with interbedded zones of

medium dense granular soils and interbeds of soft to medium stiff clay and silt of varying thickness were encountered throughout the depth explored to approximately 100 feet bgs (Moore Twining Associates, Inc. 2026). Refer to Appendix E for a detailed description of each soil type.

Seismic and Geologic Hazards

Active Faults

California's Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults that pose a risk of surface ground rupture. The US Geological Survey defines an active fault as a fault that has had surface displacement within Holocene times (approximately the last 11,700 years) and/or is in a state-designated Alquist-Priolo Earthquake Fault Zone; such faults are considered more likely to generate a future earthquake (Moore Twining Associates, Inc. 2026). The act requires the State Geologist to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy and prevent the construction of buildings used for human occupancy on the surface trace of active faults.

No active faults are known or suspected to traverse the City, and the City is not located within a special seismic zone established by the Alquist-Priolo Special Studies Zones Act or a known local earthquake fault rupture hazard zone (Moore Twining Associates, Inc. 2026). Therefore, the potential for surface fault rupture within the Port boundaries is low.

The offshore segments of the Oak Ridge Fault to the north and the Malibu Coast Fault to the south/southeast are the closest known faults to the project site, both located approximately 5.5 miles away at their nearest point. The nearest active fault to the project site with the potential for surface rupture is the Springville Fault, located approximately 8 miles northeast (Moore Twining Associates, Inc. 2026).

Ground Shaking

Ground shaking is the earthquake effect that produces the majority of damage and is the most common effect of earthquakes that adversely affects people, animals, and constructed improvements. Several factors control how ground motion interacts with structures, making the hazard of ground shaking difficult to predict. Earthquakes, or earthquake-induced landslides, can cause damage near and far from fault lines. Damage to public and private buildings and infrastructure can threaten public safety and result in significant economic loss. Seismic waves propagating through the earth's crust are responsible for the ground vibrations normally felt during an earthquake. Seismic waves can vibrate in any direction and at different frequencies, depending on the frequency content of the earthquake rupture mechanism and the path and material through which the waves propagate. The earthquake rupture mechanism is the distance from the earthquake source, or epicenter, to an affected site.

The California Building Code (CBC) defines different seismic design Site Classes based on the severity of the probable earthquake ground motion at a particular site. The project site has been assigned a Design Category of DE, indicating that the site is located in a region of high seismicity and is considered to be subject to strong ground shaking from potential earthquakes on several nearby faults (Moore and Twining Associates, Inc. 2026).

Paleontological Resources

According to the City's *General Plan Final EIR*, sedimentary deposits mapped at the project site (and on the whole of the Port property) are artificial fill (engineered and non-engineered) of the late to middle Holocene. Such materials are considered to have a low potential for paleontological resources at the surface; however, sensitivity is considered to increase with depth. Paleontological records have not yielded any record of vertebrate fossil localities within the project vicinity (City of Port Hueneme 2021).

3.4.2. Regulatory Framework

State

California Building Code

The State of California establishes minimum standards for building design and construction through the CBC (California Code of Regulations, Title 24, Part 2). The CBC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBC requirements.

The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. The City and Port, as well as all of Southern California, lie within Seismic Zone 4, which represents the area of greatest risk and is therefore subject to the strictest building design standards (City of Port Hueneme 2021).

California Public Resources Code Section 5097.5

California Public Resources Code (PRC) Section 5097.5 provides protections for paleontological resources on public lands. Section 5097.5(a) of the PRC states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

"Public lands" are those lands owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Public agencies are required to comply with PRC Section 5097.5 for certain activities, including construction and maintenance, and for permit actions (e.g., encroachment permits) that may be undertaken by others.

Regional

Ventura County Multi-Jurisdictional Hazard Mitigation Plan

The Ventura County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) represents a collaborative effort between the County, 10 incorporated municipalities, and 14 special districts to

address the need for hazards planning and protective measures in the event of a natural or human-made disaster (e.g., severe storms, earthquake, flooding, tsunami, drought, dam failure, wildfire, sea level rise, and landslide). The MJHMP is intended to facilitate a multi-jurisdictional approach to hazard mitigation planning, risk assessment, evaluating jurisdictional capabilities, and encouraging the building of partnerships between communities that face common hazard risks and vulnerabilities. The MJHMP provides a framework for identifying potential hazards within the participating communities and districts and outlining methods to address prevention, protection, public education and awareness, emergency services, infrastructure improvements, and enhanced community capacity.

The MJHMP provides a "hazard risk rating" for the City for various hazardous events and identifies the likelihood of occurrence for each type of hazard. The City and Port are identified as having a medium risk (on a scale of low to high) for potential occurrence of earthquakes and landslides and a low risk for tsunami events (County of Ventura 2022).

3.4.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to geology and soils if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. 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.
    b. Strong seismic ground shaking.
    c. Seismic-related ground failure, including liquefaction.
    d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on 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.
4. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.4.4. Project Impacts and Mitigation

Risk of Loss, Injury, or Death Involving Rupture of Alquist-Priolo Fault

Impact 3.4-1a	**The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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. Impacts would be less than significant.**

Damage resulting directly from fault rupture ground displacement occurs where structures are located astride a rupture surface with relative displacement. No known active faults transect the project site, nor is the project site located within an earthquake fault zone mapped by the state or the County of Ventura. The nearest active fault to the project site with surface rupture is the Springville Fault, located approximately 8 miles northeast. Considering the distance to this fault, the potential for surface fault rupture to occur at the project site due to a known active fault is considered low (Moore Twining Associates, Inc. 2026).

Although no active faults traverse the project site, all new development would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act and the CBC. The CBC requirements address structural seismic safety and include design criteria for seismic loading, geologically induced loading to govern sizing of structural members, building supports, and materials; calculation methods to assist in the design process; and other geologic hazards. The CBC includes provisions for buildings and other structures to structurally survive an earthquake without collapsing through incorporation of measures such as structural anchoring to the foundation and structural frame design.

Site-specific geotechnical recommendations for the proposed parking structure would be provided in a final geotechnical report that incorporates the CBC engineering design requirements, including pad compaction levels, foundation requirements, wall footing design parameters, and other design measures to ensure the structure is constructed to appropriate engineering requirements. Project conformance with such recommendations would further reduce potential safety risks to occupants of the site (e.g., employees and visitors).

Because of the distance to the nearest fault and the magnitude of past seismic activity, the proposed project would neither negate nor supersede the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, nor would the proposed project expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault as delineated on the current Alquist-Priolo Earthquake Fault Zoning Map. Adherence to City and state engineering design standards would ensure that project impacts remain **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Risk of Loss, Injury, or Death Involving Strong Seismic Ground Shaking

Impact 3.4-1b	**The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant.**

Seismic activity poses two types of potential hazards for people and structures, categorized as either primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Secondary hazards include ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

The project site is in a seismically active region and may experience ground shaking associated with an earthquake along nearby faults, including the offshore segments of the Malibu Coast Fault or Oak Ridge Fault, among others. The proposed project is likely to be subjected to strong ground motion from seismic activity, similar to that of the rest of Ventura County and Southern California, due to regional seismic activity.

The proposed improvements would be designed to comply with the CBC, which includes criteria for seismic loading and addressing other geologic hazards. While ground shaking impacts from seismic events may be potentially damaging, such effects on on-site structures and supporting infrastructure would be reduced through integration of CBC design criteria. The CBC includes provisions for buildings to structurally survive an earthquake without collapse, as well as other measures such as anchoring structures to a foundation and structural frame design.

Conformance with the CBC and City requirements would ensure that the proposed project does not result in the exposure of people or structures to potentially substantial adverse effects involving strong seismic ground shaking. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Risk of Loss, Injury, or Death Involving Seismic-related Ground Failure

Impact 3.4-1c	**The project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Impacts would be less than significant with mitigation incorporated.**

Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Loose granular soils are most susceptible to these effects, with liquefaction generally restricted to saturated or near-saturated soils at depths of less than 50 feet (e.g., where groundwater levels are less than 50 feet bgs). Liquefaction normally occurs in soils such as sand in which the strength is purely friction; however, such events can occur in soils other than clean sand. Liquefaction typically results under vibratory conditions, such as those induced by a seismic event.

Groundwater was encountered at depths of approximately 9 to 10.5 feet bgs during on-site exploratory investigations; historic high groundwater at the site is known to be approximately 5 feet bgs (Moore Twining Associates, Inc. 2026). Therefore, shallow groundwater conditions may contribute to the potential for liquefaction to occur.

The project site is located in a seismic hazard zone for liquefaction. Based on exploratory testing performed, the majority of liquefiable soils identified are located within the upper 45 feet below existing site grades; however, liquefaction may have the potential to occur in layers of varying thickness extending to depths of up to approximately 85 feet bgs (Moore Twining Associates, Inc. 2026).

As the project would have the potential to expose people or structures to potential substantial adverse effects, including from seismic-related ground failure and liquefaction, impacts are considered to be potentially significant. Implementation of mitigation is therefore required to ensure that proper measures are incorporated into site preparation and foundation design. To reduce the potential for liquefaction to occur (as well as associated seismic settlement and lateral spreading), mitigation measure **GEO-1** requires preparation of a site-specific geotechnical investigation and incorporation of its recommendations into the final structural and foundation design. Final design shall be based on and consistent with geotechnical recommendations. Based on the preliminary geotechnical report, final engineering design would implement deep foundation systems (drill piles or an auger-cast pile foundation is anticipated) to extend below liquifiable soils and address liquefaction-induced settlement, lateral spreading, and downdrag loading.

Project design and construction would also be required to conform to standard CBC and local design measures to address potential seismic-related liquefaction and related effects, such as settlement and lateral spreading. Incorporation of mitigation measure **GEO-1**, combined with project adherence to applicable CBC and local engineering design and construction requirements, would reduce potential impacts related to seismic ground failure, including liquefaction, to **less than significant**.

Mitigation Measure

GEO-1 **Structural Support Design to Address Liquefaction.** During final project engineering design, and prior to issuance of a grading permit, the Oxnard Harbor District–Port of Hueneme shall retain a qualified geotechnical engineer to prepare a site-specific geotechnical evaluation addressing liquefaction hazards associated with the project. The evaluation shall identify the depth, extent, and severity of potentially liquefiable soils; estimate potential liquefaction-induced settlement, lateral spreading, and downdrag effects; and provide design recommendations to ensure project structures and infrastructure are capable of withstanding anticipated liquefaction-related ground deformation and settlement.

Based on the findings of the geotechnical evaluation, final engineering and foundation plans shall incorporate all recommended measures necessary to address liquefaction hazards. Such measures include, but are not limited to, ground improvement, soil densification, deep foundations, pile systems, mat

foundations, or other engineering techniques demonstrated to be effective for site conditions.

The project applicant shall incorporate all geotechnical recommendations into final construction plans. A qualified geotechnical engineer shall review the final plans and provide written certification that the plans are consistent with the geotechnical recommendations prior to issuance of grading or building permits. During construction, the geotechnical engineer or their designee shall verify that liquefaction mitigation measures are implemented in accordance with the approved plans and specifications.

Level of Significance: Less than significant with mitigation incorporated.

Risk of Loss, Injury, or Death Involving Landslides

Impact 3.4-1d	**The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant with mitigation incorporated.**

Non-seismically induced landslides can be caused by water from rainfall, septic systems, landscaping, or other origins that infiltrate slopes with unstable material. Seismically induced landslides generally occur as slope failure during intense ground shaking events (e.g., earthquake) and may include rockfall, soil slide, or avalanche. Such events typically occur in mountainous or hilly areas and may result in catastrophic debris movement, destruction of infrastructure, and blocking waterways, causing formation of dams and associated flooding.

The project site is generally flat and is developed with existing Port facilities. However, the adjacent commercial harbor channel extends 35 to 40 feet below the water surface and has earthen slopes constructed with a repose of approximately 2:1 (horizontal:vertical). The project site is located approximately 250 feet north of these underwater slopes. As the site is located in an area susceptible to potential liquefaction, such slopes are considered seismically unstable as the result of lateral spreading, flow failure, and/or similar geologic conditions.

As the proposed parking structure would be distanced from the existing channel slopes and would be constructed utilizing site-appropriate engineering techniques such as ground improvement and/or deep foundation systems, as required by mitigation measure **GEO-1**, potential impacts resulting from seismic slope instability would be reduced. Further, the project would be designed and constructed in conformance with related requirements of the current CBC. Under such conditions, the potential for on-site landslides to occur is considered negligible for design purposes (Moore Twining Associates, Inc. 2026). Therefore, the proposed project would not expose people or structures to potential risk of loss, injury, or death involving landslides. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Soil Erosion or Loss of Topsoil

Impact 3.4-2 **The project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.**

Temporary soil disturbance would occur during project construction and associated earth-moving activities which may include grading, excavation, and trenching for foundations and utilities. As such activities may expose disturbed soils, erosion from wind and rain may result, thereby generating sediment transport via storm water runoff. Pollutants contained in storm water runoff may include sediments and contaminants such as oils, fuels, paints, and solvents. Other pollutants, including nutrients, trace metals, and hydrocarbons, may also attach to sediment and be transported off-site to downstream waterbodies, thereby contributing to water quality degradation.

Areas that disturb 1 or more acre of land surface are subject to the Construction General Permit (Order WQ 2022-0057-DWQ) adopted by the State Water Resources Control Board (SWRCB). As the project site is approximately 18.8 acres, preparation of a Storm Water Pollution Prevention Plan (SWPPP) would be required in conformance with the National Pollution Discharge Elimination System (NPDES) Construction General Permit as administered by the Los Angeles Regional Water Quality Control Board (RWQCB) for the Port. The SWPPP is required to describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-storm water management controls. Implementation of the SWPPP would require inspection of the construction site prior to and following storm events to identify storm water discharge from construction activities and to implement additional control measures, if necessary.

Best management practices (BMPs) would be implemented to avoid pollutant discharge from the site, including removal and lawful disposal of solid waste or other substances (e.g., fuels, waste fuels, chemicals, and chemical and animal waste). The project would also be subject to post-construction design requirements pursuant to the Construction General Permit to further reduce potential effects on stormwater.

Development of the site as proposed would result in construction of the parking garage and surface parking for high and heavy vehicles; refer to Figure 2-2, Project Vicinity Map. No areas of exposed surface (undeveloped land) would occur on-site; the entirety of the site would be of paved surface, as occurs under existing conditions. Potential erosion associated with exposed soils on-site would therefore not occur following project implementation.

The Los Angeles RWQCB establishes water quality discharge requirements meeting area-wide surface water use objectives as permit requirements. Pursuant to the Los Angeles RWQCB's NPDES permit system, all existing and future municipal and industrial discharges to surface waters within the City are subject to regulation. Such permits identify limits on the pollutant amounts that can be contained in a facility's discharge.

No increase in the amount or rate of storm water runoff from the subject site would occur with the proposed project as required under the stormwater permit. As with other existing facilities owned

by the Oxnard Harbor District–Port of Hueneme, the Port would be responsible for long-term maintenance of on-site storm water infrastructure in perpetuity to ensure that adverse effects from site runoff do not occur.

With conformance to applicable state and local regulations, and implementation of appropriate construction and post-construction BMPs, the proposed project would not result in substantial soil erosion or the loss of topsoil. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Unstable Geologic Unit or Soil

Impact 3.4-3	**The project would 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. Impacts would be less than significant with mitigation incorporated.**

Refer to Response 3.4-1d, above, pertaining to on- and off-site landslides. Impacts related to the potential for liquefaction to occur would be reduced to less than significant with implementation of mitigation measure **GEO-1**; refer to Impact 3.4-1c.

Lateral Spreading

Lateral spread is a type of landslide characterized by the horizontal movement of gently sloping or flat terrain, typically caused by earthquake-induced liquefaction. Saturated, loose soil (usually sand or silt) behaves like a liquid, causing upper, coherent soil layers to break into blocks and move laterally, often causing severe damage.

Lateral spreading has the potential to occur on the project site due to liquefaction (see Impact 3.4-1c, above). As the existing slopes associated with the adjacent harbor channel extend to a depth of 35 to 40 feet below the water surface, such slopes and adjacent areas would be subject to potential seismic instability and lateral spreading. However, given that the proposed parking structure would be distanced from these slopes and foundation system design would be supported either through ground improvement, soil densification, deep foundations, pile systems, mat foundations, or other engineering techniques demonstrated to be effective for site conditions as required by mitigation measure **GEO-1**, potential impacts from seismic slope instability would be reduced. Where deep foundations are required, as applicable, the extent of such modifications may need to be expanded adjacent to the parking structure to provide protection from lateral spreading associated with the adjacent slopes. Project conformance with CBC and local design requirements would further ensure that impacts related to lateral spreading are reduced to less than significant.

Subsidence

Several areas within Ventura County experience subsidence due to groundwater extraction, including the Oxnard Plain, Las Posas Valley, and the Santa Clara River Valley (County of

Ventura 2020); however, such areas are distanced from the project site. No known areas of subsidence occur in the City (City of Port Hueneme 2021). Thus, the potential for regional subsidence to affect the project site is considered low. Impacts would be less than significant in this regard.

Collapse

Collapsible soils are typically loose, dry, low-density soils that experience significant consolidation with the presence of water. Such soils generally occur in areas where young alluvial fans, debris flow sediments, and wind-blown deposits are present. Collapsible soils can have substantial strength in a dry state; however, saturation may lead to the failure of clay/cement bonds that hold the soil grains together, resulting in soil collapse and subsequent structural damage.

Laboratory test results determined that on-site soils have insignificant collapse characteristics when wetted under a load of 2,000 pounds per square foot. Additionally, due to shallow groundwater levels, general dry density of near surface soils, and results of on-site soils testing, collapsible soils are not anticipated to be a substantial concern for the project site (Moore Twining Associates, Inc. 2026).

Based on the above findings, the project has the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. As stated under Impact 3.4-1c, impacts related to liquefaction would be reduced to less than significant with incorporation of mitigation measure **GEO-1**. Impacts would be **less than significant with mitigation incorporated**.

Mitigation Measures: Implement mitigation measure **GEO-1**.

Level of Significance: Less than significant with mitigation incorporated.

Expansive Soils

Impact 3.4-4	**The project would not be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Impacts would be less than significant.**

Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Such shrink/swell cycles have the potential to impact structural foundations and lightly loaded slabs-on-grade when not designed for the anticipated expansive soil pressures.

Based on testing of representative samples of near surface soils, the majority of on-site material is anticipated to have a low expansion potential (Moore Twining Associates, Inc. 2026). To reduce the potential for damage resulting from expansive soils, if determined to be present on-site during project ground-disturbing and excavation activities, the proposed project would comply with standard requirements of the CBC and local building codes, as well as adherence to the engineering design recommendations identified in the *Preliminary Geotechnical Engineering and Geohazard Investigation* as part of the final project design. Conformance with such measures

would further ensure that potential impacts and related substantial direct or indirect risks to life or property would be minimized. No special measures to address an expansive soils condition would be required.

The proposed project would be located on soils having a low potential for expansion, as defined in Table 18-1-B of the Uniform Building Code (1994) or damage caused by related effects. Substantial direct or indirect risks to life or property are therefore not anticipated with project implementation. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Septic Tanks

Impact 3.4-5	**The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. No impact would occur.**

The Port does not operate its own wastewater treatment plant or associated infrastructure; rather, it receives wastewater collection and treatment services from the City of Port Hueneme's Wastewater Division, which operates the local wastewater collection and treatment system, including pump stations and underground piping that serve the City and surrounding facilities. The City maintains 5 wastewater pump stations and 32 miles of collection pipelines, handling wastewater from more than 5,000 service connections (City of Port Hueneme 2025).

The proposed parking structure would not include any restrooms or other uses that would generate wastewater. Connection to the existing public sewer system is not required and new demand for wastewater collection or treatment would not result with project implementation.

The proposed project would not require septic tanks or alternative wastewater disposal systems as wastewater would not be generated by the proposed use. **No impact** related to septic tanks or alternative wastewater disposal systems would occur.

Mitigation Measures: None required.

Level of Significance: No impact.

Paleontological Resources or Unique Geologic Features

Impact 3.4-6	**The project would have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Impacts would be less than significant.**

Impacts on paleontological resources occur when excavation activities encounter fossiliferous geological deposits and cause physical destruction of fossil remains. Fossil remains, fossil sites, fossil-producing geologic formations, and geologic formations with the potential for containing

fossil remains are all considered paleontological resources or have the potential to be paleontological resources. Fossil remains are considered important if they are well preserved, identifiable, type/topotypic specimens, age diagnostic, useful in environmental reconstruction, and/or represent new, rare, and/or endemic taxa.

Sedimentary deposits underlying the project site (and the whole of the Port property) are engineered and non-engineered artificial fill soils (Moore Twining Associates, Inc. 2026). Such artificial fill soils are considered to be of the late to middle Holocene period (approximately the last 11,000 years) and have a low potential for paleontological resources at the surface; however, paleontological sensitivity is considered to increase with depth (City of Port Hueneme 2021).

On-site fill soils were determined to generally extend to a depth of approximately 3 to 7 feet bgs. Underlying the fill soils and where fill was not observed, native surface soils generally consisted of alternating layers of silty sand and poorly graded sand to depths of approximately 5 to 7.5 feet bgs. Such sands were further underlain by alternating layers of medium stiff to stiff lean clay, silty clay, and very soft fat clay, extending to a depth of 15 to 16 feet bgs. These clay soils were underlain by alternating layers of medium dense to dense poorly graded sand, medium dense to very dense silty sand, dense clayey sand, hard lean clay, dense poorly graded sand with silt, soft to stiff fat clay and hard silt extending to the maximum depth of exploration, which was 81.5 feet bgs (Moore Twining Associates, Inc. 2026).

Grading of the project site to accommodate the proposed parking garage would total approximately 115,000 cubic yards, with 40,000 cubic yards of soil import and 75,000 cubic yards of soil export. It is anticipated that ground floor elevations of the parking structure as constructed would generally match the existing ground floor elevations on-site; therefore, maximum grading depth is estimated to be 1 foot in depth. If pile foundations are utilized, it is anticipated that the piles would derive bearing support in the very dense sands encountered below depths of approximately 80 to 85 feet bgs (Moore Twining Associates, Inc. 2026). Due to existing on-site conditions, the unanticipated discovery of paleontological resources in native soils during project ground-disturbing activities is considered low. Project construction is therefore not anticipated to have the potential to directly or indirectly damage or destroy unique paleontological resources or features that may be present below the ground surface. Impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.4-7	**The project would not have the potential to result in a significant cumulative impact related to geology and soils. Cumulative impacts would be less than significant.**

Geographic Scope

Risks related to geology and soils are typically localized in nature because they tend to be related to on-site conditions or conditions caused by a project's construction. Cumulative projects that would have the potential to be considered in a cumulative context with the proposed project's

incremental contribution, and that are included in the analysis of cumulative impacts relative to geology and soils, are identified in Table 3.0-1 in Section 3 of this EIR. Cumulative projects were chosen based on proximity to the proposed project. The majority of the cumulative projects are similar to the proposed project regarding construction and operational activities. These selection factors are appropriate in the context of geology and soils cumulative impacts because generally there needs to be a direct nexus and similar geologic conditions for a synergistic impact to occur, such as site modifications at nearby projects combining to destabilize soils.

Potential Cumulative Impacts

Like much of Southern California, the project site is located in a seismically active area. All areas of Ventura County are considered seismically active to a lesser or greater extent depending on their proximity to active regional faults. Impacts of the proposed project would be cumulatively considerable if the proposed project, combined with related projects, resulted in significant cumulative impacts. However, the effects of the cumulative projects are not of a nature to cause cumulatively significant effects related to geologic or soil conditions (e.g., liquefaction, lateral spread, collapse), as such impacts are site-specific and would only have the potential to combine with impacts of the proposed project if they occur in the same location. As such, the proposed project is not considered to contribute to a significant cumulative impact related to fault rupture, seismic ground shaking, landslides, liquefaction, lateral spreading, subsidence, or collapse.

No known areas of subsidence occur within the City (City of Port Hueneme 2021). However, several areas within the larger Ventura County area are within subsidence hazard zones, including along the Santa Clara River Valley, Oxnard Plain, and Las Posas Valley, due to groundwater extraction (County of Ventura 2020). Although cumulative projects are located within these areas, the proposed project is distanced from such hazard zones and does not involve the pumping or use of groundwater. The project would therefore not contribute to a significant cumulative impact related to subsidence.

As stated, grading of the site to accommodate the proposed parking garage would require an estimated total of 115,000 cubic yards of soil with a maximum excavation depth of approximately 1 foot; however, pile driving for the foundation could reach up to an estimated 85 feet bgs. Although construction activities would have the potential to result in erosion on the project site, adherence to state and local grading and building requirements would reduce potential erosion impacts to less than significant. Other cumulative projects would adhere to similar requirements, thereby minimizing cumulative scenario erosion impacts. Any planned projects in the vicinity of the proposed project would be subject to environmental review and would be required to conform to CBC and local regulations, as applicable.

Due to prior disturbance and underlying conditions on the subject site, the project is not anticipated to result in a significant impact to undiscovered paleontological resources. Other cumulative projects within the study area considered may be located in areas identified as sensitive for paleontological resources. As appropriate, such projects would be required to implement appropriate mitigation to reduce potential impacts to paleontological resources to less than significant, or to the level feasible.

With adherence to grading and building requirements, the proposed project would not contribute to cumulative impacts for geologic, seismic hazards, or related events because the proposed project and other cumulative projects in the area would be required to demonstrate compliance with local and state building and safety standards, prior to issuance of grading and/or building permits. As a result, cumulative impacts related to geology and soils would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

3.4.5. Sources Cited

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3.5. Greenhouse Gas Emissions

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes the project's consistency with applicable plans and policies.

This section is based on technical data and analysis from the following:

- *P1 Hueneme Parking Structure Project Greenhouse Gas Technical Report* prepared by Impact Sciences, Inc. (2026; Appendix F)

3.5.1. Environmental Setting

Background

GHGs are naturally present in the earth's atmosphere and play a critical role in maintaining the planet's temperature. The natural process through which heat is retained in the troposphere is called the greenhouse effect. The greenhouse effect traps heat in the troposphere through a threefold process as follows: shortwave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long-wave radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and re-emit it in all directions, with some radiation heading out into space and some heading back toward the earth. This "trapping" of the long-wave (thermal) radiation emitted back toward the earth is the underlying process of the greenhouse effect. Without the presence of GHGs, the earth's average temperature would be approximately zero degrees Fahrenheit.

Parts of the earth's atmosphere act as an insulating blanket, trapping sufficient solar energy to keep the global average temperature within a range suitable for human habitation. The blanket is a collection of atmospheric gases called greenhouse gases because they trap heat similar to the effect of glass walls in a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone, and chlorofluorocarbons, all act as effective global insulators, reflecting infrared radiation back to the earth. A general description of each GHG discussed in this section is provided in Table 3.5-1, Description of Greenhouse Gases. Human activities, such as producing electricity and driving internal combustion vehicles, emit these gases into the atmosphere.

GHG are unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood by scientists who study atmospheric chemistry that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration.

TABLE 3.5-1 DESCRIPTION OF GREENHOUSE GASES

Pollutant	General Description
Carbon Dioxide (CO_2)	CO_2 is an odorless, colorless GHG, which has both natural and man-made sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing; manmade sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	CH_4 is a flammable gas and is the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. There are no ill health effects from CH_4. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	N_2O is a colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Black Carbon*	Black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass.

Source: Association of Environment Professionals 2007.

* Black carbon contributes to global warming, but it is a solid particle or aerosol, not a gas.

Statewide GHG Emissions

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. According to CARB's 2024 emission inventory (CARB 2024), 2022 emissions from GHG-emitting activities statewide were 371.1 million metric tons of carbon dioxide equivalent ($MMTCO_2e$), 9.3 $MMTCO_2e$ lower than 2021 levels and 59.9 $MMTCO_2e$ below the 2020 GHG limit of 431 $MMTCO_2e$ established through Assembly Bill (AB) 32 and CARB's subsequent Scoping Plans. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the

COVID-19 pandemic.[1] Economic recovery from the pandemic may result in emissions increases over the next few years. As such, the total 2020 reported emissions are likely an anomaly, and any near-term increases in annual emissions should be considered in the context of the pandemic. The most notable highlights in the 2024 edition inventory include:

- The transportation sector showed the largest decline in emissions of 5.2 $MMTCO_2e$ (3.6 percent) compared to 2021. The decrease in on-road transportation was due in large part to reduced use of fossil distillate (17.6 percent) and fossil gasoline (1.7 percent).

- Industrial sector emissions decreased by 1.5 $MMTCO_2e$ (2 percent) compared to 2021. The oil and gas production and processing sub-sector accounted for most of the decrease, with emissions decreasing by 0.9 $MMTCO_2e$ (7 percent).

- Electricity sector emissions decreased by 2.6 $MMTCO_2e$ (4.1 percent) compared to 2021. Total electricity generation increased by 8.5 terawatt-hour (TWh) (2.7 percent) while the carbon intensity of generation decreased by 6.7 percent. Solar power generation increased by 8.8 TWh (14.5 percent) and wind power generation increased by 1.4 TWh (5.5 percent), incentivized by California's clean energy policies. Hydropower generation had a modest increase of 1.8 TWh (4.2 percent) as drought continued to impact hydropower generation. As a result, fossil gas-powered electricity generation decreased by 2.7 TWh (2.5 percent).

At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, and reduce transportation-source air pollutants, GHG emissions, and vehicle miles traveled (VMT).

Table 3.5-2, GHG Emissions in California, provides a summary of GHG emissions reported in California in 2000 and 2022 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

[1] CARB's 2022 Sustainable Communities Progress Report shows that prior to the pandemic in 2019 no MPO (except Tahoe) was on track to meet 2020 SB 375 targets for reductions in light duty vehicle emissions as compared to 2005 (CARB 2022b). (SCAG is the MPO that includes the City of Los Angeles.) CARB determined that if the state's 18 MPOs all met the SB 375 GHG cars and light-duty trucks emission reduction targets set by CARB in 2018, an 18 percent reduction in per capita VMT (from cars and light-duty trucks) would be achieved by 2035. In the target re-setting report, CARB indicated that to meet the statewide reduction goals set forth by SB 32 and the 2017 Scoping Plan, the state would need to reduce per capita GHG emissions from cars and light-duty trucks by 25 percent by 2035, resulting in a 7 percent gap between the 18 percent emissions reductions targets set for the regions (averaged for the 18 MPOs and compared to a baseline year of 2005). The 2022 Scoping Plan does not update SB 375 GHG reduction targets, but it does set aggressive VMT reduction targets for the years 2030 (25 percent as compared to 2019) and 2045 (30 percent as compared to 2019).

TABLE 3.5-2 GHG EMISSIONS IN CALIFORNIA

Source Category	Year 2000 GHG Emissions ($MMTCO_2e$)	Percent of Total	Year 2022 GHG Emissions ($MMTCO_2e$)	Percent of Total
Energy	**405.8**	**19323.8%**	**297.7**	**80.2%**
Energy Industries	158.3	--	97.1	--
Manufacturing Industries & Construction	17.3	--	12.7	--
Transport	178.1	--	140.9	--
Other Sectors (Residential/Commercial/Institutional)	44.8	--	38.9	--
Fugitive Emissions from Solid Fuels	0.0	--	0.0	--
Fugitive Emissions from Oil & Natural Gas	6.1	--	7.4	--
Fugitive Emissions from Geothermal Energy Production	1.1	--	0.8	--
Pollution Control Devices	0.0	--	0.0	--
Industrial Processes & Product Use	**19.6**	**0.0%**	**34.2**	**9.2%**
Mineral Industry	5.6	--	4.6	--
Chemical Industry	0.1	--	0.0	--
Metal Industry	0.1		0.0	
Non-Energy Products from Fuels & Solvent Use	2.5	--	2.0	--
Electronics Industry	0.5	--	0.3	--
Substitutes for Ozone Depleting Substances	5.6	--	20.9	--
Other Product Manufacture and Use	1.5	--	1.1	--
Other	3.7	--	5.2	--
Agriculture, Forestry, & Other Land Use	**28.4**	**71.4%**	**29.1**	**7.8%**
Livestock	19.1	--	20.9	--
Aggregate Sources & Non-CO2 Sources on Land	9.3	--	8.2	--
Waste	**8.9**	**442.9%**	**10.1**	**2.7%**
Solid Waste Disposal	6.6	--	7.9	--
Biological Treatment of Solid Waste	0.1	--	0.3	--
Wastewater Treatment & Discharge	2.1	--	2.0	--
Emissions Summary: Gross California Emissions	**462.9**	**--**	**371.1**	**--**

Source: CARB 2024.

Note: Year 2022 is the most recent year of available data and the comparison to the Year 2000 is intended to illustrate the changes in GHG emissions over a 22-year period.

CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan; CARB 2022a) reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (the California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan. See Table 3.5-3, Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan.

TABLE 3.5-3 ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Year	Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	2019 State GHG Emissions	404
2030	2030 BAU Forecast	312
2030	2030 GHG Emissions without Carbon Removal and Capture	233
2030	2030 GHG Emissions with Carbon Removal and Capture	226
2030	2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
2030	Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)*
2045	2045 BAU Forecast	266
2045	2045 GHG Emissions without Carbon Removal and Capture	72
2045	2045 GHG Emissions with Carbon Removal and Capture	(3)

Source: CARB 2022a.
Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
* 312 – 260 = 52. 52, and 52. 52 / 312 = 16.7%

3.5.2. Regulatory Framework

State

Assembly Bill 32

The California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500–38599) established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and established a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This requirement was achieved early in 2016.

Senate Bill 97

Senate Bill (SB) 97 (2007) (Chapter 185, Statutes of 2007; Public Resources Code Sections 21083.05 and 21097) acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. The Natural Resources Agency adopted amendments to the CEQA Guidelines in 2010 to address the directive. As a result, CEQA lead agencies are required to estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and construction activities to determine whether project-level or cumulative impacts could occur and to mitigate the impacts where feasible.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 or SB 375 (2008) (Chapter 728, Statutes of 2008) aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires each metropolitan planning organization (MPO) to adopt a sustainable communities strategy or alternative planning strategy that will prescribe land use allocation in that MPO's regional transportation plan. CARB is charged with reviewing each MPO's sustainable communities strategy or alternative planning strategy for consistency with its assigned targets. Ventura County is part of the Southern California Association of Governments' (SCAG) MPO and is covered under SCAG's *Connect SoCal 2024 Regional Transportation Plan/Sustainable Community Strategies* (2024 RTP/SCS).

California Air Resources Board Scoping Plan (2022)

CARB's 2022 Scoping Plan for Achieving Carbon Neutrality assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the prior 2017 Scoping Plan; addresses recent legislation and direction from Governor Newsom; extends and expands upon these earlier plans; and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Scoping Plan, "the plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches." Specifically, the 2022 Scoping Plan achieves the following:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Scoping Plan includes emissions and carbon sequestration in natural and working lands and explores how they contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

California Green Building Code (California Code of Regulations Title 24)

Although not originally aimed at reducing GHG emissions, California Code of Regulations Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently reduces GHG emissions. The 2022 Title 24 standards were adopted, among other reasons, to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations Title 24, Part 11). Title 24 standards are updated triennially; the current update was adopted in 2025 and took effect on January 1, 2026.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the regional planning agency for Ventura, Los Angeles, Orange, Riverside, San Bernardino, and Imperial Counties. As required by federal and state law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG develops long-range regional transportation plans, including sustainable community strategies and growth forecast components, regional transportation improvement programs, and regional housing needs allocations. SCAG data are used in the preparation of South Coast Air Quality Management District's (SCAQMD) air quality management plans, as well as air quality forecasts and conformity analyses.

On May 7, 2025, CARB formally accepted SCAG's determination that the 2024 RTP/SCS satisfies the state's GHG reduction targets. The 2024 RTP/SCS establishes regional land use and transportation strategies designed to achieve per capita GHG reductions of 8 percent by 2020 and 19 percent by 2035 relative to 2005 levels. These strategies focus on building and maintaining an integrated multimodal transportation system, supporting the development of sustainable and livable communities, promoting regional health for present and future populations, and fostering a sustainable, efficient, and productive regional economy. CARB's acceptance confirms that the 2024 RTP/SCS is consistent with the requirements of SB 375 and aligned with California's broader climate goals.

VCAPCD Greenhouse Gas Thresholds

The Ventura County Air Pollution Control District (VCAPCD) is responsible for protecting public health from adverse air quality impacts and for developing and implementing programs to attain and maintain state and federal air quality standards. For purposes of evaluating GHG impacts under CEQA, the VCAPCD provides guidance through its *Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County*. This guidance identifies a tiered approach commonly used to determine the significance of GHG emissions from land use development projects, which includes consideration of CEQA exemptions, project consistency with an adopted local climate action plan, and the application of thresholds designed to capture 90 percent of project-generated GHG emissions. In addition, the VCAPCD provides

resources addressing GHG effects, reduction strategies, and mitigation measures applicable to land use development projects. Local

Ventura County 2040 General Plan/Climate Action Plan

The Ventura County 2040 General Plan also serves as the County's Climate Action Plan (CAP; County of Ventura 2020). Applicable goals and policies related to reducing countywide GHG emissions are included in Table 3.5-5, Project Consistency with Local Plans, in Section 3.5.4.

City of Port Hueneme 2045 General Plan/Climate Action Plan

The 2045 City of Port Hueneme General Plan creates a framework for the City of Port Hueneme (City) that depicts the community's vision and desires through the year 2045 (City 2022). The General Plan provides modern and comprehensive policies for air quality, circulation, climate action, conservation and open space, economic development, housing, land use, local coastal program, noise, public safety and facilities, and social equity. The General Plan also includes a CAP Element, which presents the City's plan for reducing GHG emissions to help mitigate climate change while meeting state-adopted GHG emissions targets. The CAP establishes GHG reduction targets and includes goals, policies, and implementation measures intended to reduce citywide GHG emissions through strategies such as reducing VMT, supporting alternative transportation and electric vehicle infrastructure, improving energy efficiency, promoting sustainable development, and increasing community resiliency to climate change. The City General Plan and CAP also recognize the Port as a major land use within the City that is governed by the District and its Port Strategic Plan. The City CAP includes policies supporting coordination with the Port and implementation of the Port's environmental initiatives to reduce GHG emissions associated with Port operations. Applicable goals and policies as they relate to reducing citywide GHG emissions are included in Table 3.5-5, Project Consistency with Local Plans, in Section 3.5.4.

Oxnard Harbor District Board of Harbor Commissioners Resolution No. 1238 – Adopting the Goal of Decarbonizing Operations at the Port of Hueneme

In 2021, the Oxnard Harbor District–Port of Hueneme (District) Board of Harbor Commissioners adopted Resolution No. 1238, A Resolution of The Board of Harbor Commissioners of The Oxnard Harbor District Adopting the Goal of Future Zero Emission Operations at The Port of Hueneme (District 2021). The adoption of the resolution affirms the District's commitment to pursuing a decarbonized, zero emission future of the Port of Hueneme's (Port) operations in recognition of the global nature of climate change and to demonstrate the District's sustainability leadership at the Port as well as the District's role as a steward of the local environment. Resolution No. 1238 includes a variety of implementation measures to help the District achieve its goal of zero emissions at the Port. The Port's 10-Year Strategic Plan (District 2024) establishes the year (2030) by when this goal will be achieved (see below). The following implementation measures from the resolution are applicable to the proposed project:

- The District will continue to implement projects for zero emission cargo handling.
- The District will continue to work with State and Federal partners, neighboring jurisdictions, tenants and customers to collaborate and secure funding for green infrastructure projects.

Port of Hueneme 10-Year Strategic Plan

The Port's 10-Year Strategic Plan was developed under the support and guidance of a team composed of representatives from the District, the Cities of Port Hueneme and Oxnard, County of Ventura, the local community, and other private interests. The 10-Year Strategic Plan establishes a visioning tool for the District, reinforces its mission statement, and establishes goals and strategies to guide Port operations, business retention and growth, and potential future capital investments over the planning period from 2025-2035.

The 10-Year Strategic Plan builds on the previously adopted 2020 Strategic Plan; the 2020 Strategic Plan's accomplishments include reducing diesel particulate emissions by 85 percent, having the Port become the first in the state to achieve green marine certification for its 2012 Environmental Management Framework, and establishing a blueprint for a 2030 decarbonization goal. The 10-Year Strategic Plan establishes goals around five key pillars as listed below:

- **Economic Vitality:** Contribute to a vibrant and healthy economy by supporting businesses, job growth, and international commerce, while also ensuring a sustainable port organization. Optimize economic development tools of Foreign Trade Zone and World Trade Center.

- **Infrastructure:** Develop and maintain state of the art infrastructure that enhances productivity and efficiency while retaining and growing jobs in goods movement, reduces externalities, and strengthens the Port's competitive positioning.

- **Environment:** Be a leader in tackling climate change and clean energy transition while pursuing decarbonized, human operated zero emission port operations and reducing or avoiding environmental impacts from port operations and development where feasible.

- **Innovation and Technology:** Foster ideas, innovation, and leading-edge technologies for the advancement of ports, the maritime environment, community, and entrepreneurs.

- **Social Equity, Community, and Partners:** Pursue policies and projects that address social inequity, strengthen the well-being of the communities in which we operate and develop partnerships that further our mission and vision.

The Port has a long history of being a national and regional leader in maritime decarbonization and environmental achievement. The 10-Year Strategic Plan highlights how the Port will be furthering these environmental achievements, including:

- Procuring a zero-emission street sweeper which will be utilized to help remove pollutants and sediments from the Port's lands before rain can wash them into the water;

- Installing a new, state-of-the-art stormwater filtration system which will be retrofitted into one of the Port's existing drainage basins to demonstrate new water quality protecting technologies;

- Enrolling in the Protecting Blue Whales and Blue Skies voluntary Vessel Speed Reduction Program, to incentivize shipping companies to slow the speeds of their vessels in order to

produce less pollution, create a safer environment for ocean creatures, and reducing underwater noise.

- Implementing the sustainability campaign called Port of Hueneme, Reducing Emissions, Supporting Health (PHRESH), which is focused on decarbonization of the Port including infrastructure planning and equipment replacement, community air quality, and climate adaptation and resiliency.

- Following the preparation of the Zero Emissions Blueprint study to determine which clean fuels could power the Port, the study concluded that the Port could achieve zero emissions of Port operations inside the Port by 2030 through external funding and equipment availability, such as through the implementation of zero emissions trucking in the community.

- Implementing two CARB approved emissions capture barges to eliminate ship emissions straight from the ship stack.

- Installing a new solar canopy on the Port able to generate nearly 1 megawatt of power, enabling the Port to reduce its consumption of grid power at peak times and thus strain on the electric grid and adding carbon-free power back into the Port's power grid for local resilience.

- Exploring the development of dedicated shipping corridors between partnering ports in Japan and Korea; these agreements would enable the use of newly developed green ship fuels like green methanol or ammonia.

The Port is also working with its cargo partners to prepare infrastructure for electrical equipment and zero emissions operations at the Port.

Port of Hueneme Environmental Management Framework

The Port of Hueneme Environmental Management Framework helps guide the integration of sustainability into the Port's day-to-day operations (District 2013). This robust environmental document sets strategic action plans in these core areas:

- Air Quality Management

- Marine Resources Management

- Soil and Sediment Management

- Water Quality Management

- Energy Management

- Climate Change Adaptation

3.5.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact on GHG if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Methodology

The VCAPCD and CARB have not adopted thresholds of significance for GHG emissions associated with land development projects. In the absence of any numeric thresholds of significance adopted by the VCAPCD or CARB, this analysis evaluates the significance of the project GHG emissions in a cumulative context based on its consistency with the state's laws and programs to address climate change. Therefore, this analysis assesses the significance of the project's potential environmental impacts associated with its GHG emissions qualitatively, based on the project's consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan) and SB 375 (through demonstration of conformance with Connect SoCal 2024), as well as the relevant components of applicable local plans.

3.5.4. Project Impacts and Mitigation

Greenhouse Gas Emissions

Impact 3.5-1	**The project would not have the potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant.**

CEQA Guidelines Section 15064.4(a) states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe and estimate the amount of GHG emissions resulting from a project. CEQA Guidelines Section 15064.4(c) states a lead agency may use a model or methodology to estimate GHG emissions resulting from the project and that the lead agency has the discretion to select the model or methodology it considers most appropriate to enable decision-makers to intelligently take into account the project's incremental contribution to climate change.

Based upon this guidance, GHG emissions were quantified for the project using the California Emissions Estimator Model (CalEEMod Version 2022.1.1.41), which is the model recommended by the VCAPCD. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the VCAPCD to be an accurate and comprehensive tool for quantifying GHG emissions from land development projects throughout California.

Construction

For purposes of this analysis, the project is anticipated to be constructed over an approximate four-year duration. The project would be constructed in three phases: (1) demolition, grading, and construction of phase 1 of the parking structure; (2) construction of phase 2 of the parking structure; and (3) construction of high-and-heavy (HH) concrete pad. Project construction-related GHG emissions were calculated from construction equipment, hauling vehicles, delivery trips, and worker trips to and from the project site. Construction of the project would result in approximately 7,454 metric tons of carbon dioxide equivalent ($MTCO_2e$) of GHG emissions.

Operation

Operational GHG emissions associated with the project would be primarily driven by goods movement activities, including automobile transport operations, truck trips, and on-site vehicle circulation, which represent the primary sources of emissions at the Port. Policies and strategies implemented at the Port include reducing GHG emissions from cargo movement through improved operational efficiency and the transition toward lower-emission technologies, where feasible. The project would support these policies and strategies by reorganizing existing vehicle staging and circulation within a structured facility designed to improve operational efficiency. In addition, the project could include sustainable design features, such as a vegetated eastern-facing façade with drought-tolerant and native plant species and/or solar panels on top of the proposed parking structure; these optional features would be consistent with sustainability objectives at the Port.

Emissions associated with project operations would result from vehicular trips associated with automobile staging and transport operations, including cargo vans and employee vehicles traveling to and from the parking structure. Operational GHG emissions would also include electricity consumption associated with lighting and operation of the project. Due to the nature of the proposed project, energy-related emissions account for a larger portion of operational GHG emissions than mobile sources. The project would not substantially change the nature of Port operations but would accommodate vehicle staging within a structured facility and adjacent concrete pad. Vehicle trips associated with vessel unloading, staging, and distribution activities would continue to occur as under existing conditions, with a net increase of 1,125 daily trips as the project would facilitate an increase in the number of vehicles that could be held, processed, and delivered to off-Port locations. Presently, vehicles are staged at-grade within the Port, and circulation within the project site is governed by operational practices rather than fixed infrastructure, which can result in inefficiencies in vehicle movement, including periods of idling and internal queueing. The proposed project would consolidate vehicle storage within a multilevel parking structure and establish a more defined internal circulation system designed to improve operational efficiency and reduce internal vehicle conflicts.

The project site would continue to be accessed via existing Port roadways and regional transportation routes, including connections to major highways serving the region. The project would not change the overall origin or destination patterns of vehicles associated with Port operations, as vehicles would continue to be transported to off-site processing facilities and distribution centers. While the total number of vehicle trips associated with automobile transport would remain generally consistent with existing conditions, the project would improve on-site circulation and staging efficiency by accommodating vehicles within a structured facility rather

than at-grade. As a result, operational emissions would remain consistent with existing conditions, and any changes in vehicle activity would occur within the context of ongoing operations at the Port. Emissions of operational GHGs are shown in Table 3.5-4, Project Operational Greenhouse Gas Emissions. As shown, the GHG emissions generated by the project would be approximately 4,152 $MTCO_2e$ per year.

TABLE 3.5-4 PROJECT OPERATIONAL GREENHOUSE GAS EMISSIONS

Emissions Source	GHG Emissions ($MTCO_2e$ per year)
Mobile Sources	339
Area Sources	0
Energy Sources	3,778
Water Sources	0
Waste Sources	0
Off Road Sources	35
Total GHG Emissions	**4,152**

Source: Impact Sciences, Inc. 2026. See Appendix F.

This quantification of the project's GHG emissions is provided for informational purposes. The significance under CEQA is based on the project's consistency with statewide and regional policies and plans to meet the state reduction goals (refer to Impact 3.5-2, below). Based on the discussion under Impact 3.5-2, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and impacts related to GHG emissions would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Conflict with Applicable Plans, Policies, or Regulations

Impact 3.5-2 **The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.**

Consistency with AB 32, SB 32, AB 1279, and the CARB 2022 Scoping Plan

The project is generally consistent with the applicable goals of AB 32, SB 32, AB 1279, and the associated CARB Scoping Plans, which call for strategies to reduce statewide GHG emissions. Appendix D, Local Actions, of the 2022 Scoping Plan recommends that lead agencies that want to take meaningful climate action aligned with the state's climate goals should look to the following three priority areas: transportation electrification, VMT reduction, and building decarbonization.

While the project does not directly include transportation electrification or building decarbonization features, the project would support transportation electrification through the continued import of electric cars. The project would also be consistent with the Port's Environmental Key Pillar, which includes the goal to pursue decarbonized, zero-emission Port operations by providing a structured facility that improves vehicle circulation and can accommodate the future use of electric and alternative fuel vehicles and equipment.

Although car imports to the Port would increase by approximately 1,124 vehicles per day by 2046 (refer to Section 3.9, Transportation), the project would not result in a substantial change in VMT, as the project would not introduce new land uses or substantially increase employment and would primarily accommodate existing and future operational activities within a new parking structure at the Port. Additionally, it is important to note the larger context of the project as it relates to efficiently moving goods throughout the region, which is a method of reducing overall VMT and related GHGs emissions. The project would consolidate existing at-grade vehicle storage into a multilevel parking structure, improving internal circulation and reducing inefficiencies associated with informal staging practices. The project would implement a more organized circulation system within the parking structure and surrounding site, which would improve operational efficiency and reduce internal vehicle conflicts. While the project would not change regional trip lengths or origin-destination patterns, it would improve on-site circulation efficiency within the Port and increase the capacity of cars processed at the Port. As such, the project would be consistent with the CARB 2022 Scoping Plan, and, in turn, would also be consistent with AB 32, SB 32, and AB 1279.

Consistency with SB 375 and the SCAG 2024 RTP/SCS

As discussed above, the State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each MPO prepare an SCS in the RTP that demonstrates how the region will meet GHG emissions targets. Adoption of the Connect SoCal 2024 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of SB 375.

The primary goal of the SCAG RTP/SCS is to provide a vision for future growth in Southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies in the RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. The RTP/SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

Under existing conditions, approximately 360,000 automobiles annually are transported on vessels and handled by the Port. With project implementation, approximately 701,670 automobiles would be annually transported on vessels to the Port by the year 2046. This translates to an average of approximately 58,470 imports per month, or 2,249 imports per day (a doubling of volume by the year 2046). Refer also to Section 3.9, Transportation. The average daily trips “generated” by the project are representative of anticipated Port operations and do not reflect the introduction of a new land use. However, the project would improve operational efficiency and increase vehicle processing capacity, which, as discussed above, could result in an increase in vehicle trips on-site. As demonstrated under Impact 3.5-1, the project would not result a substantial increase in VMT.

Additionally, the project would improve internal circulation and operational efficiency within the Port by consolidating vehicle storage into a multilevel parking structure. This is consistent with the Port’s strategic plan infrastructure goal to develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency while retaining and growing jobs in goods movement, a key economic sector for the region. While regional trip lengths and origin-destination patterns

would remain generally unchanged, these operational efficiencies support broader GHG reduction goals. Project improvements are consistent with Connect SoCal 2024 RTP/SCS strategies to support the efficient movement of goods and advance the deployment of zero- and near-zero emission technologies, by providing capacity to accommodate increased import and handling of electric and alternative fuel vehicles over time. Accordingly, the project would be consistent with the assumptions and objectives identified in SCAG's Connect SoCal 2024 RTP/SCS, and, in turn, would also be consistent with SB 375.

Consistency with Local Plans

This analysis assesses the proposed project's consistency with policies aimed at reducing GHG emissions in the Ventura County 2040 General Plan/CAP, City of Port Hueneme 2045 General Plan/CAP, District Board of Harbor Commissioners Resolution No. 1238 – Adopting the Goal of Decarbonizing Operations at the Port of Hueneme, and Port of Hueneme 10-Year Strategic Plan. As shown in Table 3.5-5, Project Consistency with Local Plans, the project would be consistent with local goals and objectives related to reducing GHG emissions.

Summary of Consistency Analyses

As discussed above, the project would be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with the 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2024 RTP/SCS), and relevant components of the Ventura County 2040 General Plan/CAP, City of Port Hueneme 2045 General Plan/CAP, and Port of Hueneme 10-Year Strategic Plan. Therefore, project impacts associated with GHG emissions would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

TABLE 3.5-5 PROJECT CONSISTENCY WITH LOCAL PLANS

Plan	Goals, Objectives, and Policies	Consistency Analysis
Ventura County 2040 General Plan/CAP	**Goal LU-11:** To promote the development of mixed-use, commercial, and industrial uses in the areas that are appropriate for these uses. **Objective LU-11.3: Design.** The County shall require new commercial and industrial developments to be designed to be generally compact, grouped and consolidated into functional units providing for sufficient off-street parking and loading facilities, maximize pedestrian and vehicle safety, reduce vehicle miles traveled (VMT), encourage electric vehicle charging, and minimize the land use conflicts and traffic congestion. The County shall require that commercial and industrial discretionary development be designed to provide adequate buffering (e.g., walls, landscaping, setbacks) and operational conditions (e.g., hours of operation, and scheduling of deliveries) to minimize adverse impacts (e.g., noise, glare, and odors) on adjoining and adjacent residential areas.	**No Conflict.** The project would be designed to be consistent with Title 24, Part 6 of the California Code of Regulations and the most current CALGreen standards to ensure that the project operates as efficiently as possible.
Ventura County 2040 General Plan/CAP	**Goal COS-10:** To improve the long-term sustainability of the community through local efforts to reduce GHG emissions. **Objective COS-10.2: Community Greenhouse Gas Emissions Reduction Target for 2030.** The County shall work toward achieving a community-wide GHG emissions reduction target of 41 percent below 2015 levels by 2030. **Objective COS-10.3: Community Greenhouse Gas Emissions Reduction Goals for 2040 and 2050.** The County shall work toward achieving longer-term, post-2030 community-wide GHG emissions reduction goals, as follows: • 61 percent below 2015 levels by 2040; and • 80 percent below 2015 levels by 2050. **Objective COS-10.4: Greenhouse Gas Reductions in Existing and New Development.** The County shall reduce GHG emissions in both existing and new development through a combination of measures included in the GHG Strategy, which includes new and modified regulations, financing, and incentive-based programs, community outreach and education programs, partnerships with local or regional agencies, and other related actions.	**Consistent.** The project would be designed and built to meet Title 24, Part 6 of the California Code of Regulations and CALGreen standards, resulting in an energy-efficient parking structure that supports existing and future Port operations. The project would contribute to the community-wide effort of achieving GHG emissions reduction by improving on-site vehicle staging and circulation efficiency.
City of Port Hueneme 2045 General Plan/CAP	**CAP Goal 1:** Reduced greenhouse gas emissions from energy use in buildings. **CAP Policy 1-2:** Require electrification of newly constructed buildings by 2025.	**Consistent.** The project would be designed and built to meet Title 24, Part 6 of the California Code of Regulations and CALGreen standards, resulting in an energy efficient building.

TABLE 3.5-5, CONTINUED

Plan	Goals, Objectives, and Policies	Consistency Analysis
City of Port Hueneme 2045 General Plan/ CAP	**CAP Goal 2:** Reduced greenhouse gas emissions from transportation. **CAP Policy 2-1:** Increase electric/alternative fuel vehicle and equipment adoption to 10% by 2030, and 15% by 2045.	**Consistent.** The project would improve on-site vehicle staging and circulation efficiency compared to existing at-grade conditions. Such proposed operational efficiencies would contribute to regional efforts to reduce GHG emissions from transportation. In addition, the project supports the Port's long-term decarbonization goals by providing infrastructure to accommodate continued growth in the import and handling of electric and alternative-fuel vehicles.
District Board of Harbor Commissioners Resolution No. 1238 – Adopting the Goal of Decarbonizing Operations at the Port of Hueneme	**Goal:** Future Zero Emission Operations at the Port Of Hueneme **Implementation Measure:** The District will continue to implement projects for zero emission cargo handling. **Implementation Measure:** The District will continue to work with State and Federal partners, neighboring jurisdictions, tenants and customers to collaborate and secure funding for green infrastructure projects.	**Consistent.** The project would improve on-site vehicle staging and circulation efficiency compared to existing at-grade conditions. Such proposed operational efficiencies would contribute to regional efforts to reduce GHG emissions from transportation. In addition, the project supports the District's long-term decarbonization goals at the Port by providing infrastructure to accommodate continued growth in the import and handling of electric and alternative-fuel vehicles.
Port of Hueneme 10-Year Strategic Plan	**Infrastructure:** Develop and maintain state of the art infrastructure that enhances productivity and efficiency while retaining and growing jobs in goods movement, reduces externalities, and strengthens the Port's competitive positioning.	**Consistent.** The project would improve on-site vehicle staging and circulation efficiency compared to existing at-grade conditions through the development of a multilevel parking structure within the Port.

Source: Impact Sciences, Inc. 2026. See Appendix F.

Cumulative Impacts

Impact 3.5-3	**The project would not have the potential to result in a significant cumulative impact related to greenhouse gas emissions. The project's contribution to cumulative GHG emissions would not be cumulatively considerable, and impacts would be less than significant.**

Geographic Scope

Climate change is an inherently cumulative category of impact. No one project will cause climate change; rather, it is the agglomeration of all global emissions that causes harm. Cumulative projects that would have the potential to be considered in a cumulative context with the proposed project's incremental contribution, and that are included in the analysis of cumulative impacts relative to GHG emissions, are identified in Table 3.0-1 and Figure 3.0-1 in Section 3 of this EIR.

Potential Cumulative Impacts

The cumulative analysis was prepared in accordance with CEQA Guidelines Section 15130, which requires consideration of whether a project's incremental contribution to GHG emissions is cumulatively considerable. Climate change is a global phenomenon resulting from the accumulation of GHG emissions from numerous sources, and as such, GHG impacts are inherently cumulative. While the project would generate GHG emissions during operation, these emissions would represent a small contribution relative to regional and statewide totals. As discussed above, the project incorporates operational efficiencies and is consistent with applicable regional planning frameworks, including SCAG's Connect SoCal 2024 RTP/SCS, which includes strategies to improve transportation system efficiency, support goods movement, and advance lower-emission technologies. Therefore, the project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable, and impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

3.5.5. Sources Cited

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3.6. Hazards and Hazardous Materials

This section discusses the environmental setting, existing conditions, regulatory context and potential impacts of the proposed project related to hazards and hazardous materials that could result from construction or operation of the proposed project.

This section is based on technical data and analysis from the following:

- *Phase I Environmental Site Assessment – P1 Hueneme Parking Structure Project* (Phase I ESA), prepared by Kroner Environmental Services, Inc. (2026; Appendix G)
- *Preliminary Geotechnical Engineering and Geohazard Investigation*, prepared by Moore Twining Associates, Inc. (2026; Appendix E)

3.6.1. Environmental Setting

Definition of Hazardous Materials and Waste

Under Title 22 of the California Code of Regulations (CCR), the term hazardous substance refers to both hazardous materials and hazardous wastes; both are classified according to four properties, i.e., toxicity, ignitability, corrosiveness, and reactivity (22 CCR Section 66261.30). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or that may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of or otherwise managed.

Public health is potentially at risk whenever hazardous materials are or will be used. It is necessary to differentiate between the hazard of these materials and the acceptability of the risk they pose to human health and the environment. The risk to health and public safety is determined by the probability of exposure and the inherent toxicity of a material.

Factors that can influence health effects when human beings are exposed to hazardous materials include the dose to which the person is exposed, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (22 CCR Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. Various agencies maintain hazardous waste and substance lists in planning documents used by state and local agencies to comply with California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials sites. While hazardous substances are regulated by multiple agencies, as described under the Regulatory Framework subsection below, cleanup requirements for hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over a project.

Existing Conditions

The project site currently consists of a warehouse structure and an asphalt concrete parking lot used to stage vehicles once they are offloaded from roll on/roll off transport ships. The project site is bounded to the north by Naval Base Ventura County (NBVC) Port Hueneme and single-family residences, to the east by single- and multi-family residences, to the south by active Port of Hueneme (Port) facilities and the commercial harbor, and to the west by additional NBVC Port Hueneme property and the Port channel entrance, with the Pacific Ocean located further west and south.

The project site is located approximately 0.25 miles west of Hueneme Elementary School and approximately 1 mile northwest of the Halaco US Environmental Protection Agency (EPA)-designated Superfund Site at 6200 Perkins Road in the City of Oxnard. The Halaco Superfund Site includes a smelter area and has been subject to illegal waste disposal. Remediation of surrounding contaminated areas has been completed and the EPA continues to facilitate the remediation of the Halaco Superfund Site (Kroner Environmental Services, Inc. 2026). The Port has no affiliation with the Halaco site nor is it responsible for any cleanup activities.

The *City of Port Hueneme General Plan Update Final EIR* states that over 50 active Military Cleanup Sites, 20 closed or inactive Military Cleanup Sites, and one active State Water Resources Control Board (SWRCB) Site Cleanup Program Site are located at the Naval Construction Battalion Center. The battalion center is located adjacent to and northwest of the project site (Kroner Environmental Services, Inc. 2026).

A Phase I ESA was prepared for the project site and included a review of standard environmental record sources and additional regulatory agency records, including historical aerial photographs; historical topographic maps; records from City Directory, SWRCB GeoTracker, California Department of Toxic Substances Control (DTSC) EnviroStor, California Department of Conservation, Geologic Energy Management Division Well Finder, Ventura County Fire Department, and Ventura County Environmental Health Division; and information provided in the *Draft Preliminary Geotechnical Engineering and Geohazard Investigation* (Moore Twining Associates, Inc. 2026). A site reconnaissance was conducted on April 8, 2026. Additionally, records made available by Port staff were reviewed at the Port Republic Services office and Port personnel knowledgeable of current and historical site operations were interviewed.

The records review identified no Recognized Environmental Conditions (RECs) and no Controlled Recognized Environmental Conditions (CRECs) associated with the project site. One closed Voluntary Cleanup Program case associated with Assessor's Parcel Number (APN) 206002017 within the project boundaries was identified in the DTSC EnviroStor database. Available records indicate that the case involved historical petroleum hydrocarbon and polycyclic aromatic hydrocarbon (PAH) impacts connected with a former Southern California Edison facility, that remedial activities were conducted in 2005, and that the DTSC later issued a determination of no further action. Accordingly, this condition is considered a Historical Recognized Environmental Condition (HREC) and is not considered a current environmental concern for the project site.

Although no RECs were identified, historical records indicate that hazardous materials have been stored, used, and managed at facilities associated with the site and surrounding Port area. Site

reconnaissance observations, records reviewed during the site visit, and interviews with knowledgeable Port personnel did not identify evidence of spills, releases, or other environmental conditions that could materially affect the project site.

The history of petroleum storage and handling at the site suggests a possibility of petroleum-contaminated soil being present. Shallow groundwater may also be present on-site, and therefore, the potential for liquefaction to occur does exist (Moore Twining Associates, Inc. 2026). However, based on the Phase I ESA, there is no evidence of a known release requiring remediation.

3.6.2. Regulatory Framework

Federal

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires infrastructure at the state or local level to plan for emergencies resulting from potential release of chemical materials. Any documented information pertaining to a specific release at a site is required to be made publicly available so that interested parties may become informed about potentially dangerous chemicals released in their community. Sections 301 through 312 of the act are administered by the EPA Office of Emergency Management.

Hazardous Materials Transportation Act

Under Title 49 of the Code of Federal Regulations, the US Department of Transportation is responsible for regulating the transport of hazardous materials. The California Highway Patrol and the California Department of Transportation are primarily responsible for enforcing federal and state regulations pertaining to such activities and for responding to any related emergencies. These agencies are also responsible for necessary permitting for the transport of hazardous materials.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) phased out the use of asbestos and asbestos-containing materials in new building materials. The act identifies requirements for the use, handling, and disposal of asbestos-containing materials. Additionally, Section 402(a)(1) of the act establishes disposal standards for lead-based paint.

Resource Conservation and Recovery Act (as Amended by the Hazardous and Solid Waste Amendments of 1984)

The Resource Conservation and Recovery Act (RCRA) generally communicate federal laws pertaining to hazardous waste management and provides for a “cradle to grave” approach to the regulation of hazardous wastes. The RCRA requires any entity generating hazardous waste to identify and track such substances from generation to recycling, reuse, or disposal. The DTSC implements the RCRA program in combination with other state hazardous waste laws, collectively known as the Hazardous Waste Control Law.

State

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) is aimed at the protection of human health and the environment and associated coordinated deployment of state resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality (CalEPA 2026). The CalEPA and SWRCB establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable state and local laws include the following:

- Air Toxics Hot Spots and Emissions Inventory Law
- Hazardous Substances Information and Training Act
- Hazardous Waste Control Law
- Porter-Cologne Water Quality Control Act
- Public Safety/Fire Regulations/Building Codes
- Underground Storage of Hazardous Substances Act

As required by Government Code Section 65962.5, CalEPA also develops an annual update to the Hazardous Waste and Substances Sites (Cortese) List (discussed in detail below).

California Fire Code

The California Fire Code, which is updated every three years, is included in California Code of Regulations Title 24, Part 9 and was created by the California Building Standards Commission. Based on the International Fire Code, the California Fire Code serves as the primary means for authorizing and enforcing procedures and methods to ensure the safe handling and storage of hazardous substances that pose potential public health and safety hazards. The code regulates the use, handling, and storage requirements for hazardous materials at certain facilities. The California Fire Code and the California Building Code (CBC) apply a classification system in identifying appropriate protective measures relative to fire protection and public safety. Such measures may include identification and use of proper construction standards, setbacks from property lines, and/or installation of specialized equipment.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for structural standards (similar to those identified in the CBC), fire protection and public notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise structures and childcare facilities, and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all state-owned buildings, state-occupied buildings, and state institutions in California.

Government Code Section 65962.5(a), Cortese List

The California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by state and local agencies and by private developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires CalEPA to annually update the Cortese

List. The DTSC is responsible for preparing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list.

The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying state response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. EnviroStor identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste.

Strategic Fire Plan for California

The 2024 Strategic Fire Plan was prepared by the California Board of Forestry and Fire Protection and the California Department of Forestry and Fire Protection (Cal Fire) for the purpose of statewide fire protection. The plan is aimed at improving the availability and application of data on fire hazards and risk assessment; land use planning relative to fire prevention and safety; facilitating cooperation and planning between communities and multiple fire protection jurisdictions, including county- and community-based wildfire protection plans; establishing fire resistance in assets at risk; shared visioning among multiple fire protection jurisdictions and agencies; assessment of levels of fire suppression and related services; and appropriate recovery efforts following the event of a fire.

Federal/State Occupational Safety and Health Act

Federal and state Occupational Safety and Health Act (OSHA) laws provide for the education of handlers of hazardous materials; employee notification for those working with or in proximity to hazardous materials; acquisition of product safety data sheets and manufacturing data for proper use and handling of hazardous materials; and remediation training for employees for accidental release of hazardous materials. The act requires preparation of an Injury and Illness Prevention Program, which outlines measures to ensure employee safety such as inspections, how to address unsafe conditions, employee training, and communication protocols.

Regional

Los Angeles Regional Water Quality Control Board (Region 4)

The Los Angeles Regional Water Quality Control Board (RWQCB) provides regulatory oversight for ground and surface water quality in the Los Angeles region, including the coastal watersheds of Los Angeles and Ventura Counties and very small portions of Kern and Santa Barbara Counties. The SWRCB delegates to RWQCB the authority to regulate storage of hazardous materials in underground storage tanks on the regional level and typically to the local fire department on the local level.

Ventura County Environmental Health Division

The Ventura County Environmental Health Division is the certified unified program agency that provides regulatory oversight for hazardous materials and hazardous waste programs in the City of Port Hueneme (City), unincorporated areas, and other cities in Ventura County. The Ventura County Environmental Health Division operates the following programs:

- Hazardous Materials Business Plan
- Hazardous Waste
- Tiered Permitting
- Underground Storage Tanks
- Above-ground Petroleum Storage
- California Accidental Release Prevention

Every business that handles hazardous materials above certain thresholds must file a Hazardous Materials Business Plan and Emergency Response/Contingency Plan with the Ventura County Environmental Health Division. The Environmental Health Division provides this information to the Ventura County Fire Protection District for its use in responding to emergencies at these businesses. The County Hazardous Materials Emergency Response Plan is supplemented by individual business plans for businesses and facilities that store or handle hazardous materials and waste.

Ventura County Air Pollution Control District

The proposed project site is located within the South Central Coast Air Basin. The Ventura County Air Pollution Control District (VCAPCD) monitors criteria pollutant levels in Ventura County to ensure that air quality standards are met, and if they are not met, develops strategies to meet the standards. Under the California Health and Safety Code, Division 26, the VCAPCD operates a range of programs including air monitoring, planning, rulemaking, permitting, inspections, incentives, and public information.

The VCAPCD regulates asbestos renovation and demolition projects through Rule 62.7, Asbestos – Demolition and Renovation. Rule 62.7 requires that a project owner provide notification to the VCAPCD prior to any demolition activities, and that the site be surveyed for asbestos-containing building materials (ACM) prior to issuance of a demolition permit.

Ventura County Airport Comprehensive Land Use Plan

The Ventura County Airport Comprehensive Land Use Plan, adopted by the Ventura County Transportation Commission acting as the Airport Land Use Commission, serves as the County's airport land use compatibility plan. The plan covers Camarillo Airport, Santa Paula Airport, Oxnard Airport, and Naval Air Station Point Mugu, along with their surrounding influence areas. The Ventura County Transportation Commission acts the primary authority for consistent land use compatibility around these airports. The County is also in the process of implementing Military Land Use Compatibility Overlay Zones for areas around NBVC Point Mugu, with hearings and amendments anticipated in 2026. The proposed project site is located approximately 0.5 miles from the US Marine Corps (USMC) Helipad Naval Construction Battalion Center Port Hueneme and approximately 4.8 miles from NBVC Point Mugu, which comprise NBVC.

Local

Master Development Plan for the Port of Hueneme

The Master Development Plan for the Port of Hueneme (Port Master Plan), as certified by the California Coastal Commission, has been prepared in compliance with the requirements of the California Coastal Act and serves to guide future development of the Port of Hueneme over the

long term (District 1978). The Port Master Plan recognizes the Port's past growth patterns; provides an overall comprehensive plan for facility and land uses of future Port operations; provides an economic analysis of potential impacts resulting with implementation of the Port Master Plan over the near- and long-term; and describes the historical and existing conditions of the Port lands and their surroundings. As identified in the Port Master Plan, activities at the Port involving work in the water are regulated by the EPA, US Army Corps of Engineers, and the RWQCB.[1] Compliance with the requirements of these agencies ensures that long-term beneficial uses of the harbor's waters are protected. The Oxnard Harbor District–Port of Hueneme (District) also currently requires spill containment plans from Port users, including operations manuals, for operations involving liquid bulk fuel, diesel fuel, acids, and dry bulk.

Port of Hueneme Environmental Management Framework – Strategic Implementation Plans

The *Environmental Management Framework* (District 2013) strategic implementation plans guide the integration of sustainability into the Port's day-to-day operations and set strategic action plans in the core areas of air quality management, marine resources management, soil and sediment management, water quality management, energy management, and climate change adaptation. Relative to hazards, the plan addresses existing conditions pertaining to sources of contaminated soil and sediment and water quality on the Port facilities and identifies key sources of potential contamination, as well as the applicable regulatory framework. Short-term and long-term implementation strategies identified to address immediate concerns regarding potential contamination and protections, as well as the means by which to establish a sustainable course of action to ensure attainment of the Port's long-range goals.

Soil and sediment quality on the Port may be impacted by point source discharge of pollutants such as spills, leaks, and illicit discharges; migrating groundwater plumes; and stormwater runoff from upstream properties (e.g., farming and industrial operations). The strategic implementation plans identify short- and long-term strategies for soil and sediment management including comprehensive identification of existing conditions (both regulatory requirements and contaminant impacts); performing limited soil and sediment assessments to establish baseline conditions; documenting findings and recommendations to address critical conditions identified; preparing a Soil and Sediment Management Guide to address import fill and soil reuse options and management of contaminated soils; and, tracking of key environmental data collected to ensure ongoing compliance.

Contaminants commonly impacting water quality at the Port include sediment and pollutants attached to sediment; nutrients (specifically nitrates and phosphates); and toxic substances (heavy metals, pesticides, petroleum products, bacteria). The strategic implementation plans indicate water quality protection at the Port can be accomplished largely through pollutant source abatement or reduction; prevention of discharge of pollutants contained in direct discharges and stormwater; and passive and active treatment activities. Strategies applied to achieve improved water quality and reduced contamination potential include preparation of a stormwater pollution prevention plan and industrial stormwater reporting; spill prevention, control, and

[1] It is noted that the proposed project does not require work in the water with construction of the proposed improvements.

countermeasures; and monitoring and reporting of environmental data to inform long-term performance.

Port of Hueneme Emergency Operations Plan

The District implements its own Emergency Operations Plan (EOP), as adopted by the Board of Harbor Commissioners, and as directed by Port's Operations Policy #214 (Port Emergency Operations Plan Policy). The EOP has been prepared in accordance with National Incident Management System and California Standardized Emergency Management System requirements, as well as relevant federal, state, and maritime security regulations. The plan adheres to federal 33 Code of Federal Regulations 105 regulations and coordinates with local, state, and Navy partners for unified command, with annual reviews conducted. The EOP is intended to address overall preparedness, response, and recovery procedures for hazards (i.e., tsunami, natural disasters, and security hazards) affecting Port operations, personnel, tenants, and the surrounding community. The Port is responsible for conducting regular training for relevant personnel and for coordinating exercises to ensure readiness and familiarity with the EOP.

3.6.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

2. 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.

3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

5. Result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

3.6.4. Project Impacts and Mitigation

Transport, Use, or Disposal of Hazardous Materials

Impact 3.6-1	**The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.**

Project construction may result in temporary hazards related to the transport and use of hazardous materials, including those used for construction vehicle use and maintenance (e.g., diesel fuel, motor oil). All hazardous materials, soils, drums, trash, and debris generated would be removed and disposed of in accordance with state and federal regulatory guidelines at a licensed Class I, II, or III disposal facility depending on the amount and type of material encountered. Additionally, a stormwater pollution prevention plan (SWPPP) would be prepared for the project and would include standard provisions to avoid significant effects associated with such materials during construction.

Although no RECs or CRECs were identified in the Phase I ESA, project construction and excavation activities may have the potential to encounter contaminated soil or groundwater which would either be treated in-situ or transported off-site to an approved facility for proper disposal in accordance with applicable local, state, and federal regulatory requirements and discharge limits; however, if encountered, contaminated soil and groundwater resources are not expected to be acutely hazardous or pose potential health risks to the public at large (Kroner Environmental Services, Inc. 2026). Short-term and long-term impacts associated with foreseeable upset and accidental conditions involving the release of hazardous materials into the environment are addressed below (see Impact 3.6-2).

The routine transport, use, and disposal of hazardous materials can result in potential hazards to the public or the environment; however, such hazardous conditions are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, and waste disposal distribution facilities. None of these uses are proposed by the project.

The proposed project would involve the temporary on-site storage of imported vehicles. Such operations are not anticipated to generate hazardous emissions or require the routine transport, use, or disposal of hazardous or acutely hazardous materials, substances, or waste, similar to conditions associated with current on-site operations. As appropriate, project operations would be subject to applicable federal, state, and local health and safety laws and regulations intended to minimize potential public health risks associated with hazardous materials.

The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Accidental Release of Hazardous Materials

Impact 3.6-2	**The project would have the potential to 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. Impacts would be less than significant with mitigation incorporated.**

Short-term Impacts

Project construction activities could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, paint, and solvents. Although care would be taken to transport, use, and dispose of small quantities of these materials by licensed professionals, there is a possibility that upset or accidental conditions may arise which could release hazardous materials into the environment. Accidental releases of hazardous materials are those releases that are unforeseen or that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those release or exposure events that can be anticipated and planned for.

Project construction activities would occur in accordance with applicable standards adopted by the District, as well as applicable state and federal health and safety requirements intended to minimize hazardous materials risk to the public, such as Cal/OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Protection Program, and the California Health and Safety Code. All hazardous materials, soils, drums, trash, and debris would be removed and disposed of in accordance with state and federal regulatory guidelines at a licensed Class I, II, or III disposal facility depending on the amount and type of material encountered.

The construction contractor would be required to implement such regulations related to the transport, handling, and disposal of any hazardous materials, including the use of standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by federal, state, and local laws.

Stormwater runoff from the site, under both construction and post-construction development conditions, would be avoided through compliance with National Pollutant Discharge Elimination System (NPDES) regulations administered by the Los Angeles RWQCB. The project would be required to prepare and implement the Construction General Storm Water Permit (Order 2022-0057-DWQ) and SWPPP (refer to Section 3.7, Hydrology and Water Quality).

Based on the results of the Phase I ESA, there are no RECs associated with the project site and no evidence of a known release requiring remediation (Kroner Environmental Services, Inc. 2026). Project construction would require demolition of the existing on-site warehouse. Due to the age of the structure, ACM, lead based paints (LBP), and/or polychlorinated biphenyls (PCBs) may be present. As such, the project is considered to have the potential to create a significant hazard to the public or environment through the release of such hazardous materials into the environment during the demolition phase; impacts are therefore considered to be potentially significant.

Mitigation measure **HAZ-1**, in combination with project conformance with applicable federal, state, and local regulations, would be implemented to require inspection of the existing warehouse structure prior to demolition to determine the presence of hazardous materials. If ACM and/or LBP are discovered, a licensed asbestos and/or LBP materials abatement contractor would remove the ACM in accordance with Cal/OSHA regulations and VCAPCD Rule 62.7, and/or LBP in accordance with EPA's Lead Abatement Program regulations under the TSCA.

Similarly, prior to any rehabilitation or demolition activities, inspections for PCB-containing electrical features would be required. In California, the EPA enforces the federal regulations for PCB disposal and storage (under the TSCA) and the DTSC administers and enforces the state's additional requirements for PCB hazardous waste (under the RCRA). Compliance with Title 40 of the Code of Federal Regulations and Title 22 of the California Code of Regulations would ensure that proper procedures are followed to minimize potential exposure to significant health hazards associated with PCBs. These materials, if present, are commonly encountered in structures of similar age and can be safely identified, removed, transported, and disposed of pursuant to established federal and state regulatory programs. Compliance with these requirements has been demonstrated to effectively minimize exposure risks to workers and the public.

Although no RECs were identified, historical records indicate that hazardous materials have been stored, used, and managed at facilities associated with the site and surrounding Port area. Site reconnaissance observations, records reviewed during the site visit, and interviews with knowledgeable Port personnel did not identify evidence of spills, releases, or other environmental conditions that would materially affect the project site.

Nonetheless, the history of petroleum storage and handling at the site suggest the possibility of petroleum-contaminated soil being present (Kroner Environmental Services, Inc. 2026). Shallow groundwater may be encountered during project construction (Moore Twining Associates, Inc. 2026), and liquefaction-related ground improvements or deep foundation elements may be required that involve dewatering; such groundwater may have the potential to contain contaminants. These potential construction-related considerations are not considered RECs under ASTM E1527-21 and there is no evidence of a known release requiring remediation (Kroner Environmental Services, Inc. 2026). However, anticipated project-related construction activities involving soil disturbance and dewatering may warrant sampling and analytical testing to characterize excavated soil and groundwater for handling, treatment, and off-site disposal or in-situ treatment.

To verify subsurface conditions in advance of construction activities, mitigation measure **HAZ-2** is proposed to require preparation of a Phase II ESA. The purpose of the Phase II ESA is to identify appropriate handling and disposal requirements should localized contamination be encountered during construction. Implementation of mitigation measure **HAZ-2** would ensure that any contaminated soil or groundwater encountered during construction is identified, characterized, handled, transported, and disposed of in accordance with applicable regulatory requirements. Because the established regulatory programs provide specific procedures for investigation, remediation, and disposal of contaminated materials, implementation of mitigation measure **HAZ-2** would reduce potential impacts associated with contaminated soil or groundwater to less than significant.

The District also implements its own EOP, as adopted by the Board of Harbor Commissioners, and as documented in the Port's Operations Policy #214 (Port Emergency Operations Plan Policy). The EOP addresses overall preparedness, response, and recovery procedures for hazards affecting Port, including, for example, proper on-site storage and maintenance of hazardous materials and construction equipment and implementing proper procedures in the event of a spill or leak of hazardous materials during construction.

With conformance to applicable federal, state, and local requirements and implementation of mitigation measures **HAZ-1** and **HAZ-2**, the potential for the project to create a significant hazard to the public or the environment from the release of hazardous materials into the environment during the construction phase would be reduced to **less than significant with mitigation incorporated**.

Long-term Impacts

Once operational, it is anticipated that the project may involve minor quantities of potentially hazardous materials or chemicals (i.e., cleaning products, landscaping chemicals and fertilizers, maintenance equipment fuels, pesticides, and/or various other commercially available substances) that could be stored or used on-site to support long-term maintenance activities. However, such substances are currently in use at the site under existing operations and do not represent a new potentially hazardous condition. Further, the use of these substances would be subject to applicable federal, state, and local health and safety laws and regulations intended to minimize potential risks to public health associated with hazardous materials. Project conformance with such regulations (i.e., Hazardous Materials Transportation Act, RCRA, CalEPA, federal and state OSHA requirements, Ventura County Environmental Health Division regulations, and California Fire Code, among others) pertaining to the routine transport, use, storage, and/or disposal of hazardous materials or hazardous wastes would ensure that potential adverse effects are minimized and that such substances are handled appropriately in the event of accidental release. No industrial production operations are planned and no substantial quantities of hazardous materials would be used, stored, transported, or disposed of in conjunction with routine day-to-day project operations once construction is complete.

Currently, in accordance with District Policy #209, Fire Prevention Program, in the event that any hazardous materials or substances are being transported, handled, or stored on District property (including at the Port), the Chief Operations Officer or their designated representative is responsible for ensuring Port compliance with existing laws and regulations. Any violations are required to be reported immediately to the Chief Executive Officer and Port Director to minimize potential risk or upset. The District's Fire Prevention Program would also apply to the proposed project.

As a percentage of the vehicles stored at the Port are electric vehicles (EVs) and therefore (most commonly) have lithium-ion batteries, there is a current (and future) potential for battery fires to occur and result in the release of hazardous substances into the environment. Under current conditions, approximately 360,000 vehicles are imported at the Port per year. With project implementation, the number of vehicles imported annually is conservatively estimated to increase to approximately 701,672 by 2046. At present, approximately 30 percent of vehicles offloaded annually at the Port are EVs. With project implementation, it is anticipated that this number may

increase further but will be based on market demand. However, this increase reflects annual throughput rather than the number of vehicles stored on-site at any given time, which is the primary factor influencing fire risk. Vehicle storage at the Port is temporary, with regular turnover, such that the total number of vehicles present on a given day would not increase proportionally with annual throughput. In addition, fire risk associated with EV battery incidents (e.g., thermal runaway) is driven by site-specific conditions, including storage configuration, vehicle spacing, fire detection and suppression systems, and emergency response capabilities, all of which would continue to be implemented in accordance with applicable fire codes and operational procedures. Therefore, the number of vehicles (including EVs) stored on-site on a given day would not substantially increase the probability, severity, or consequences of a battery fire or thermal runaway event such that people or structures could be exposed to a substantial risk of loss, injury, or death, and a significant increase in associated fire risk would not occur in this regard. Refer also to Appendix I and Section 3.9, Transportation, for additional discussion.

Compared to internal combustion engine vehicle fires, which on average occur every two to three minutes in the United States, there are fewer EV fires (NFPA 2026). As stated, the on-site storage of EVs does not represent a new hazardous condition or introduce a new potential for the release of hazardous materials into the environment, as similar Port operations presently occur on-site on a daily basis. Additionally, if a fire incident related to EV batteries were to occur on the Port, the Ventura County Fire Department utilizes the Marine Fire Fighting for Land Based Firefighters, which provides land-based (shoreside) fire service personnel with training, knowledge, technical information, and reference materials necessary for the safe and effective management of marine fire incidents as well as procedures for handling EV battery-ignited fires (ISTFA 2019).

In conformance with the California Fire Code and related Port regulations pertaining to fire protection, fire sprinklers would be installed in the interior of the parking structure, further reducing potential risk due to any on-site fire events. The District also complies with fire regulations issued by the US Coast Guard (which has jurisdiction over the commercial Port facilities) and state, county, and local fire rules and regulations, as well as by the Ventura County Fire Department, which serves as the Port's first responder fire protection agency, to ensure that adequate fire protection and prevention services are available on an ongoing basis.

Project conformance with applicable federal, state, and local regulations and adopted plans in place would reduce the potential for the project to result in a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With such conformance, long-term operational impacts would be **less than significant**.

Mitigation Measures:

HAZ-1 **Asbestos and Lead Material Survey.** Prior to any building disturbance, including demolition activities, a qualified consultant shall conduct an asbestos-containing materials and lead-based paint material survey to determine whether on-site structures contain asbestos-related construction materials or lead-based paint. If substances containing asbestos or lead are found on-site, an abatement work plan shall be prepared by the qualified consultant for the proper removal and disposal of the materials and implemented in accordance with applicable federal, state, and

local laws and regulations. All abatement activities shall be performed by appropriately licensed and certified contractors. Required notifications shall be submitted to all applicable regulatory agencies prior to commencement of abatement. Survey results, abatement work plans, and documentation of compliance shall be submitted to and approved by the Oxnard Harbor District–Port of Hueneme, prior to issuance of demolition or grading permits.

HAZ-2 **Minimization of Contaminated Soils and Groundwater Exposure.** To minimize potential effects resulting from exposure to contaminated soils or groundwater, the following measures shall be implemented prior to and/or during project-related ground-disturbing activities:

- **Site Investigation**: Prior to any project ground disturbance, a Phase II Environmental Site Assessment (ESA) shall be conducted by a qualified environmental professional in the location of the former Historic Recognized Environmental Condition and other areas where historical records indicate that hazardous materials have been stored, used, and/or managed as identified in the Phase I ESA (prepared by Kroner Environmental Services, Inc. in 2026). Soil sampling protocol shall be established and the soil shall be assessed for constituents likely to be present in the subsurface (e.g., total petroleum hydrocarbons, volatile and semi-volatile organic compounds, polychlorinated biphenyls, polynuclear aromatic hydrocarbons, pesticides, lead arsenates, and/or metals covered by Title 22). The depth of the sampling shall correspond to planned excavation depths. In areas where groundwater is encountered, samples shall also be analyzed for suspected contaminants prior to dewatering to ensure that National Pollutant Discharge Elimination System discharge requirements are verified.

- **Soil Management Plan**: Prior to project ground disturbance, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional and approved by the Oxnard Harbor District–Port of Hueneme, in coordination with applicable regulatory agencies as required, to show the extent of soil excavation during construction. The SMP shall include soil handling procedures, reuse criteria based on applicable regulatory screening levels, stockpile management, sampling protocols, and procedures for characterization, transport, and disposal of contaminated materials.

- **Construction Monitoring and Handling**: During project grading and excavation, soils suspected of contamination shall be segregated, characterized, and managed in accordance with the SMP by the contractor. Stockpiled soils shall be managed to prevent dust and vapor emissions, including covering and application of water or approved suppressants. If the excavated soil is suspected or known to be contaminated, the contractor shall (1) segregate and stockpile the material in a way that shall facilitate measurement of the stockpile volume; (2) spray the stockpile with water or a Ventura County Air Pollution Control District-approved vapor suppressant; and

(3) cover the stockpile with a heavy-duty plastic to prevent soil volatilization to the atmosphere or exposure of nearby workers.

Soil samples that are suspected of contamination shall be analyzed for chemicals by a California certified laboratory. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated or disposed of according to state and federal laws. Where contaminated levels can be diluted to acceptable levels, soils may be reused on-site.

- **Unexpected Discovery**: If previously unidentified contamination is encountered, work in the affected area shall be halted, and appropriate agencies shall be notified. Additional investigation and/or remediation shall be conducted as directed by the applicable regulatory agency prior to resuming work.

- **Groundwater Management**: Groundwater contamination encountered during construction activities shall be managed and, if necessary, treated and discharged in accordance with the applicable permits and approvals from the Regional Water Quality Control Board or applicable regulatory agency.

- **Health and Safety**: A site-specific health and safety plan shall be prepared to protect workers from exposure to hazards and submitted to the Oxnard Harbor District–Port of Hueneme for approval.

- **Documentation**: Upon completion of construction, documentation demonstrating proper handling, disposal, and/or remediation of contaminated materials shall be submitted to the Oxnard Harbor District–Port of Hueneme and applicable regulatory agencies.

Level of Significance: Less than significant with mitigation incorporated.

Hazardous Emissions Near an Existing or Proposed School

Impact 3.6-3	**The project would not emit emission of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.**

Hueneme Elementary School is located approximately 0.25 miles east of the project site at 354 North 3rd Street in the City. As previously discussed, project construction activities may involve the use or transport of hazardous materials or substances from the operation of construction equipment and vehicles, or as the result of demolition activities. The proposed project would comply with applicable federal, state, and local regulations for hazardous and contaminated materials management, transport, and disposal designed to prevent off-site exposure. In addition, dust-control measures and hazardous material handling procedures would minimize the potential for emissions to migrate beyond the project site.

Additionally, Port Hueneme Road is designated as a Major Arterial in the City's 2045 Port Hueneme General Plan and, as such, use of this route by the project for the hauling of constriction materials, equipment, and/or waste, would reduce potential effects on surrounding local roadways and land uses. Port Hueneme Road is also identified as a Freight Corridor and a Port Access Route by the County of Ventura and serves as the primary last-mile access to the Port of Hueneme from Rice Avenue (VCTC 2021). The roadway is also designated as a strategic corridor for use by the Naval Base Ventura County (VCTC 2021). The proposed project would involve the temporary storage of new vehicles, similar to that which presently occurs on-site. The project would not introduce a new land use, nor would project operations be anticipated to emit hazardous emissions or require the routine transport, use, or disposal of hazardous or acutely hazardous materials, substances, or waste.

The proposed project would not result in an adverse environmental impact due to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Hazardous Materials Site

Impact 3.6-4	**The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would not create significant hazard to the public or the environment. Impacts would be less than significant.**

The project site is not included on the list of hazardous materials sites pursuant to Government Code Section 65962.5. The Halaco Superfund Site is located at 6200 Perkins Road, approximately 1.25 miles southeast of the proposed project. As stated above, remediation of surrounding contaminated areas has been completed and the EPA continues to facilitate remediation of the Halaco Superfund Site. Due to the distance between the project site and the Halaco Superfund Site, a significant hazard to the public or the environment in association with the Superfund site is not anticipated (Kroner Environmental Services, Inc. 2026). The Phase I ESA records review identified no RECs and no CRECs associated with the project site. One closed Voluntary Cleanup Program case associated with APN 206002017 within the project site was identified in the DTSC EnviroStor database. Available records indicate that the case involved historical petroleum hydrocarbon and PAH impacts connected with a former Southern California Edison facility; that remedial activities were conducted in 2005; and that the DTSC later issued a determination of no further action. Accordingly, this condition is considered an HREC and is not a current environmental concern for the project site (Kroner Environmental Services, Inc. 2026). Refer also to Impact 3.6-2, above.

The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment in this regard. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Public Airport or Private Airstrip

Impact 3.6-5	**The project is not located within an airport land use plan and is not located within 2 miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. Impacts would be less than significant.**

There are no public airports located within 2 miles of the project site and the project site is not within the boundaries of an airport land use plan. The closest public airport is Oxnard Airport, approximately 3 miles north of the project site. The USMC heliport is located approximately 0.5 miles northwest and Point Mugu Naval Air Weapons Station airstrip is located approximately 4.8 miles southeast of the project site.

Due to the nature of the proposed use (parking structure and surface parking), the project would not result in on-site features that would incorporate highly reflective surfaces (e.g., windows or metallic siding). Therefore, the proposed project would not generate potential adverse glare effects that may represent a safety hazard relative to area flight operations.

The proposed project would result in construction of an on-site parking structure up to 75 feet in height. Although the USMC heliport is located within 0.5 miles from the project site, the takeoff and landing trajectories of the helicopters would not be impacted by project operations, which would be similar in nature to that which currently occur on-site. Further, the height of the proposed parking structure upon completion of construction (75-foot maximum) would not interfere with or obstruct the heliport or other local airport operations.

Project construction would result in temporary significant noise impacts, even with incorporation of mitigation measures (see Section 3.8, Noise); however, the project site is not located within 2 miles of a public airport or within the boundaries of an airport land use plan and would not result in a hazard from excessive noise in this regard. Additionally, project operations would not generate noise that could adversely affect surrounding land uses or occupants; operations would be similar in nature to those which presently occur on-site and would not result in excessive noise levels.

The project site is not located within 2 miles of a public airport or within the boundaries of an airport land use plan. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Emergency Plans

Impact 3.6-6	**The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.**

The City is included in the Ventura County Disaster Evacuation Plan and the Ventura County EOP, both of which identify emergency evacuation procedures applicable to the Port of Hueneme. Established evacuation routes for the Port of Hueneme include East Surfside Drive, North Ventura Road, and East Port Hueneme Road/Hueneme Road (Ventura County Sheriff Emergency Services 2024).

As stated under Impact 3.6-2, the District also implements its own EOP, as adopted by the Board of Harbor Commissioners, and as documented in the Port's Operations Policy #214 (Port Emergency Operations Plan Policy). The EOP has been prepared in accordance with National Incident Management System and California Standardized Emergency Management System requirements, as well as relevant federal, state, and maritime security regulations. The EOP addresses overall preparedness, response, and recovery procedures for hazards affecting Port operations, personnel, tenants, and the surrounding community.

The proposed project does not include any changes or improvements to off-site local roadways that serve as emergency access or evacuation routes. No changes to local traffic circulation patterns would therefore occur as a result of the project. Adequate emergency access to the site would be maintained with project implementation, similar to that which occurs under existing conditions.

The majority of construction activities, including the delivery and transport of construction materials on City streets, would occur during standard daytime hours (8:00 a.m. to 6:00 p.m., Monday through Saturday), excluding holidays, unless otherwise approved by the District. It is anticipated that the staging of all project construction materials would occur on the subject site.

During the construction phase, project-related vehicles would travel intermittently along designated haul routes to transport materials and equipment to/from the site, thereby minimizing potential conflicts with traffic along other local roadways. According to the *City of Port Hueneme General Plan Update Final EIR*, truck traffic generated by Port operations uses two main routes through the City to primarily access US Highway 101 from which connections can be made to other regional roadways. The first primary truck route is via Port Hueneme Road and Rice Avenue. The second primary truck route is via Pleasant Valley Road and Rice Avenue. Additional truck routes used to access US Highway 101 may include Victoria Avenue and Ventura Road (City of Port Hueneme 2021). As indicated above, established evacuation routes for the Port of Hueneme include East Surfside Drive, North Ventura Road, and East Port Hueneme Road/Hueneme Road (Ventura County Sheriff Emergency Services 2024); therefore, some project-generated truck traffic would be anticipated to travel along these routes.

However, use of these roadways by construction-related truck traffic would occur intermittently over the estimated 24-month construction phase. Although not anticipated, any resulting traffic delays along local roadways would be temporary and limited to short periods of time during the day and would not substantially interfere with emergency access or evacuation.

Operations associated with the proposed parking structure would largely occur within the Port boundaries, resulting in the offloading and temporary on-site storage of vehicles, as occurs under existing conditions. As the proposed project would increase the capacity of vehicle storage on-site, the number of vehicles being driven to off-site processing centers would also incrementally increase over time, which could in turn contribute additional vehicle trips along local and regional roadways (e.g., Port Hueneme Road). However, in the event of an emergency requiring evacuation or response within the vicinity of the Port or the travel routes from the Port to the vehicle processing centers, Port operations are subject to the District's EOP, which establishes procedures for modifying or suspending activities during emergency events to ensure adequate access for emergency responders and evacuation activities.

The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Wildland Fire

Impact 3.6-7	**The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.**

Potential impacts related to the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fire were evaluated and determined to have no impact. The City of Port Hueneme and NBVC areas are highly developed and entirely urbanized and are without an urban/wildland interface. The project site is not located in a state responsibility area or a Local Responsibility Area Moderate, High, or Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection (Cal Fire 2025). Therefore, the site is considered to have minimal potential risk for wildfire occurrence or associated adverse effects. The proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **No impact** would occur.

Mitigation Measures: None required.

Level of Significance: No impact.

Cumulative Impacts

Impact 3.6-8	**The project would have the potential to result in a significant cumulative impact related to hazards and hazardous materials. Impacts would be less than significant with mitigation incorporated.**

Geographic Scope

Similar to other potential impacts, such as those related to geology and soils, risks related to hazards and hazardous materials are typically localized in nature because they tend to be related to on-site existing hazardous conditions and/or hazards caused by a project's construction or operation or to off-site conditions (e.g., upgradient groundwater contamination) that may affect a project site.

The geographic scope when considering cumulative impacts from hazards and hazardous materials includes specific projects identified in Table 3.0-1 in Section 3 of this EIR. The cumulative setting for hazards associated with the proposed project generally consists of existing and future land uses in proximity to the project site.

Potential Cumulative Impacts

The proposed project, as well as other cumulative projects, would be required to comply with applicable federal, state, and local laws and requirements regarding the transport, handling, and disposal of hazardous materials and substances to ensure that potential impacts are minimized. Because the project site does not contain a known hazardous materials release requiring remediation and mitigation measures **HAZ-1** and **HAZ-2** would address potential construction-related hazards, the project would not make a cumulatively considerable contribution to regional hazardous material impacts. Construction and operational activities occurring within the project site would not restrict access for emergency vehicles that respond to incidents on the site or in surrounding areas and would therefore not contribute to a cumulative effect on emergency response or evacuation plans.

The project site is not located in a zone designated as having a high potential for wildfire risk and would not be anticipated to contribute to a potential wildfire hazard in this regard. Other cumulative projects would be evaluated for potential wildfire risk through discretionary review and would be required to implement mitigation or design measures to reduce the risk of wildfire and spread, in conformance with applicable regulations, as appropriate.

For the reasons above, in combination with other reasonably foreseeable development projects in the area, the project's contribution to a cumulative impact related to hazards and hazardous materials would be **less than significant with mitigation incorporated**.

Mitigation Measures: Implement mitigation measures **HAZ-1** and **HAZ-2**.

Level of Significance: Less than significant with mitigation incorporated.

3.6.5. Sources Cited

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3.7. Hydrology and Water Quality

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to hydrology and water quality.

This section is based on technical data and analysis from the following, as applicable:

- *City of Port Hueneme General Plan Update Final EIR* (2021)

3.7.1. Environmental Setting

Regional Hydrology

Regional hydrology in Ventura County includes three main watersheds—the Ventura River, Santa Clara River, and Calleguas Creek—which drain into the Pacific Ocean. The region also has a series of groundwater basins including primarily alluvial, coastal, and fractured rock systems. The Ventura County Watershed Protection District manages water systems, focusing on flood reduction and water conservation.

Local Setting

Topography

The Port of Hueneme (Port) is located within the boundaries of the City of Port Hueneme (City). The City and the Port lie adjacent to the Pacific Ocean and have primarily level topography.

No substantial hillside areas or slopes are present within the Port's boundary. Elevations on the project site range from approximately 8 to 13 feet above mean sea level (Moore Twining Associates, Inc. 2026).

Flooding

The project site is located within Federal Emergency Management Agency (FEMA) panel 06111C0914F, effective January 29, 2021, and is identified as being within the 0.2 percent annual chance flood hazard zone (FEMA, no date). The Port is also located within a tsunami hazard area (DOC 2026).

Water Quality

Water quality adjacent to the Port is influenced by tidal exchange, wave action, periodic dredging, and existing maritime and Port-related activities. Occasional dredging is performed in the harbor waters adjacent to the proposed project site to establish navigation depths and berth access and corresponds to a highly disturbed marine environment. Existing stormwater infrastructure is located within the project boundaries. The existing Port stormwater infrastructure has experienced overflow during extreme atmospheric river storm events but is currently sufficient to handle most current stormwater discharges. However, the Port is currently retrofitting its stormwater infrastructure for improved management of extreme storm volumes and sea level rise as well as enhanced filtration of stormwater runoff through the Port's facilities.

Surface Water Quality

In general, stormwater can contain a host of pollutants such as trash and debris, bacteria and viruses, oil and grease, sediments, nutrients, metals, and toxic chemicals. These contaminants can adversely affect receiving and coastal waters, flora and fauna, and public health. Water quality issues are particularly prevalent during rainy periods when runoff may mobilize pollutants downstream. Non-stormwater urban runoff from illicit connections, irrigation or car washing, while prohibited on the Port, may also enter the Port's storm drain system from the adjacent City of Port Hueneme's connections—thus contributing to pollution levels.

Surface waters adjacent to the project site include navigable marine waters within the harbor and adjacent nearshore coastal waters. Several canals and channelized storm drains are located in the City, primarily in and adjacent to United States Naval Base Ventura County (NBVC). Channelized stormwater channels nearest to the project site include Hueneme Drain and Tsumas Creek, both located within less than one-half mile at their nearest point. Hueneme Drain generally extends from near Hueneme Road/Saviers Road southward and outfalls into Ormond Lagoon. Bubbling Springs Creek also flows through the City near the eastern boundary, generally from the intersection of Bard Road and North 8th Place south to Hueneme Beach Park, then southeast to Ormond Beach. No year-round bodies of surface freshwater are present on the project site or within the larger Port boundaries (City of Port Hueneme 2021).

Groundwater Quality

A groundwater basin is generally defined as a hydrogeologic unit containing one large aquifer as well as several connected and interrelated aquifers having reasonably well-defined boundaries. The City, including the project site, is located within the Oxnard Subbasin of the Santa Clara River Valley Groundwater Basin. The Oxnard Subbasin maintains 1,140 wells, of which 68 are water supply wells (City of Port Hueneme 2021). The subbasin includes a main recharge area termed the forebay and a confined aquifer system that extends throughout the main part of the subbasin and under the Pacific Ocean. Five aquifers are recognized in the subbasin, with the Oxnard Aquifer and the Fox Canyon Aquifer being the two primary freshwater-bearing units.

Groundwater recharge generally occurs inland rather than within the coastal zone. The majority of recharge for the subbasin comes from surface water diversions of the Santa Clara River, which are directed to spreading basins in the Oxnard Forebay. Water that recharges in the Forebay migrates throughout the subbasin (City of Port Hueneme 2021).

The City is served by the City of Port Hueneme Water Agency (PHWA). Water supply for the PHWA comes from purchased or imported water (approximately 20 percent, via agreement with Metropolitan Water District of Southern California and Calleguas Municipal Water District) and groundwater (approximately 80 percent, via an agreement with United Water Conservation District) (City of Port Hueneme 2021).

3.7.2. Regulatory Framework

Federal

National Flood Insurance Program

FEMA oversees floodplains and administers the National Flood Insurance Program (NFIP) adopted under the National Flood Insurance Act of 1968. The program makes federally subsidized flood insurance available to property owners in communities that participate in the program. Areas of special flood hazard which are those subject to inundation by a 0.1 percent annual chance flood (100-year flood) and 0.2 percent annual chance flood (500-year flood) are identified by FEMA through regulatory flood maps titled Flood Insurance Rate Maps. The NFIP mandates that development cannot occur within the regulatory floodplain (typically the 100-year floodplain) if that development results in an increase of more than one foot elevation. In addition, development is prohibited in delineated floodways within the regulatory floodplain.

Clean Water Act

The Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) are the agencies with the primary responsibility for implementing federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The project site is in an area of the state regulated by the Los Angeles RWQCB.

Section 401, Water Quality Certification

CWA Section 401 requires that, prior to issuance of a federal permit or license, any activity (including river or stream crossing during road, pipeline, or transmission line construction) that may result in discharges into waters of the United States must be certified by the state, as administered by the RWQCB. This certification ensures that the proposed activity does not violate state and/or federal water quality standards.

Section 402, National Pollutant Discharge Elimination System (NPDES)

CWA Section 402 authorizes the SWRCB to issue a NPDES Construction General Stormwater Permit (Order WQ 2022-0057-DWQ), referred to as the Construction General Permit. NPDES regulations in Port of Hueneme are administered by the Los Angeles RWQCB (SWRCB 2022). Disturbance of one or more acre triggers NPDES coverage under the Construction General Permit, which requires the following (EPA, no date):

- Filing of a Notice of Intent (NOI) with the SWRCB;
- Implementation of a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent grading/construction-related pollutants (including sediment from erosion) from contacting stormwater and moving off-site into receiving waters, as well as elimination/reduction of non-stormwater discharges;
- Implementation of BMPs;

- Inspection and Maintenance of all BMPs; and
- Final Stabilization

The Construction General Permit also contains requirements for post-construction stormwater management in the form of long-term BMPs, particularly for impervious surface runoff.

Section 404, Discharge of Dredged or Fill Materials

CWA Section 404 establishes programs to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. Relative to Section 404, the limits of non-tidal waters extend to the ordinary high water mark, established by the fluctuation of water and indicated by physical characteristics, such as the natural line impressed on the bank, changes in the character of the soil, or presence of debris flow. When an application for a Section 404 permit is made, the applicant must show that steps have been taken to avoid impacts to wetlands or waters of the United States where practicable, minimize unavoidable impacts on waters of the United States and wetlands, and provide mitigation for unavoidable impacts.

Section 404 requires a permit for construction activities involving placement of any kind of fill material into waters of the US or wetlands. A Water Quality Certification pursuant to CWA Section 401 is required for Section 404 permit actions. If applicable, construction would also require a request for Water Quality Certification (or waiver thereof) from the Los Angeles RWQCB.

Section 303, Water Quality Standards and Implementation Plans

CWA Section 303(d) requires states to identify "impaired" water bodies as those which do not meet water quality standards. States are required to compile this information in a list and submit the list to the EPA for review and approval. This list is known as the Section 303(d) List of Impaired Water Bodies. As part of this listing process, states are required to prioritize waters and watersheds for future development of total maximum daily load (TMDL) requirements. The SWRCB and RWQCBs have ongoing efforts to monitor and assess water quality, prepare the Section 303(d) list, and develop TMDL requirements, as appropriate.

Coastal Zone Act Reauthorization Amendments

While stormwater and urban runoff are regulated by the NPDES permitting program, virtually all other nonpoint sources are subject to the Coastal Nonpoint Pollution Control Program under the Coastal Zone Act Reauthorization Amendments (CZARA). Section 6217 of the CZARA established the Coastal Nonpoint Pollution Control Program, which requires the EPA to develop, and the states to implement, BMPs to control nonpoint source pollution in coastal waters. Pursuant to CZARA Section 6217(g), the six major categories of nonpoint sources addressed by the amendments are agriculture, forestry, urban areas, marinas, hydromodification projects, and wetlands.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, in cooperation with the CWA, established the SWRCB. The SWRCB and the nine RWQCBs are responsible for protecting California's surface water and groundwater supplies. Section 13000 of the act directs each RWQCB to develop water

quality control plans for all areas in its region, to designate the beneficial uses of California's rivers and groundwater basins; these plans are the basis for each RWQCB's regulatory program.

State Water Resources Control Board, Stormwater Construction General Permit

The five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine RWQCBs in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters.

The state has adopted its NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction Activities General Permit) (SWRCB Order No. 2022-0057-DWQ, NPDES No. CAS000002). The Construction General Permit requires that construction sites with one acre or greater of soil disturbance, or less than one acre but part of a greater common plan of development, apply for coverage for discharges under the Construction General Permit by submitting a NOI for coverage, developing an SWPPP, and implementing BMPs to address construction site pollutants.

The SWPPP is required to contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list the BMPs that the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Enrollment under the Construction General Permit is through the Stormwater Multiple Application and Report Tracking System. The SWRCB is responsible for implementing the CWA and issues NPDES permits to cities and counties through the individual regional boards.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) establishes a framework for sustainable management of groundwater resources in California's high- and medium-priority groundwater basins. The SGMA requires local agencies to form Groundwater Sustainability Agencies and implement Groundwater Sustainability Plans to achieve long-term groundwater sustainability. The proposed project does not involve groundwater extraction or recharge and would not affect groundwater sustainability planning under the SGMA.

California Green Building Standards Code

The 2025 California Building Standards Code (California Code of Regulations, Title 24) went into effect January 1, 2026. The California Green Building Standards Code (CALGreen Code) is included as Part 11 of Title 24. CALGreen measures are designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and encourage sustainable construction practices. The 2025 code updates will save consumers money and reduce greenhouse gas emissions through

increased energy efficiency which plays a large role in California's ongoing effort to decarbonize its buildings, which currently emit 25 percent of the state's total greenhouse gas emissions (California Energy Commission 2026).

CALGreen provides mandatory direction to developers of new construction and renovation of residential and nonresidential structures with regard to design and construction, including but not limited to site drainage design, stormwater management, and water use efficiency. Required measures are accompanied by a set of voluntary standards designed to encourage developers and cities to aim for a higher standard of development.

Under CALGreen, residential and nonresidential sites are required to be planned and developed to keep surface water from entering buildings and to incorporate efficient outdoor water use measures. Construction plans are required to show appropriate grading and surface water management methods such as swales, water collection, and disposal systems, French drains, water retention gardens, and other water measures which keep surface water away from buildings and aid in groundwater recharge.

Local

Los Angeles Regional Water Quality Control Board Basin Plan

The Los Angeles RWQCB's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of regional waters. Specifically, the Basin Plan designates beneficial uses for surface and ground waters; sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy; and describes implementation programs to protect waters in the region. In addition, the Basin Plan incorporates (by reference) applicable state and regional board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan serves as a resource for the Regional Board and others who use water and/or discharge wastewater in the Los Angeles region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan.

Ventura County Watershed Protection District

The Ventura County Watershed Protection District, previously called the Ventura County Flood Control District, was formed to perform drainage services not readily performed by local agencies. The watershed district provides for the control and conservation of flood and stormwater and for the protection of watercourses, watersheds, public highways, life, and property in the watershed district from damage or destruction from these waters.

The Santa Clara Watershed (Zone 2) covers the following cities and communities: Piru, Fillmore, Santa Paula, Ventura, El Rio, Saticoy, Oxnard, Nyeland Acres, and Port Hueneme (Ventura County Public Works, no date). Major or significant drainage channels within Zone 2 include the Santa Clara River and its tributaries and various Oxnard Plain drains.

Fox Canyon Groundwater Management Agency Groundwater Sustainability Plan

The Fox Canyon Groundwater Management Agency (GMA) *Groundwater Sustainability Plan* guides long-term management of the Oxnard Subbasin and identifies strategies to ensure the sustainable use of groundwater in the subbasin (City of Port Hueneme 2021). The Oxnard Subbasin supports agricultural, municipal, industrial, and environmental uses of groundwater. The main goals of the *Groundwater Sustainability Plan* are to prevent future expansion of the portion of the subbasin currently impacted by concentrations of chloride greater than 500 milligrams per liter; maintain sustainable yield of the subbasin; and achieve long-term sustainability of the subbasin. The plan also identifies projects and management actions to address potential impacts to beneficial uses and users of groundwater in the subbasin resulting from groundwater production in excess of the anticipated sustainable yield.

3.7.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant adverse impact on hydrology and water quality if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

    a. Result in substantial erosion or siltation on- or off-site.

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

    c. 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.

    d. Impede or redirect flood flows.

4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

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

3.7.4. Project Impacts and Mitigation

Violation of Water Quality Standards

Impact 3.7-1	**The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.**

Stormwater runoff (both dry and wet weather) generally discharges into storm drains and/or flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention, types and amounts of BMPs), rain events (duration, amount of rainfall, intensity, time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. The majority of stormwater discharges are considered nonpoint sources and are regulated by an NPDES Municipal General Permit or Construction General Permit.

A net effect of development can be to increase pollutant exports over naturally occurring conditions to adjacent streams and to downstream receiving waters. An important consideration in evaluating stormwater quality from a site is to assess whether it impairs the beneficial use of the receiving waters. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact.

Construction

Potential water quality impacts associated with short-term demolition, grading, and other construction activities include discharge of construction-related sediment and hazardous materials (e.g., fuels or other chemicals) associated with construction equipment. As such, demolition activities associated with the existing warehouse and pavement and construction of the proposed parking structure and new concrete pad could result in stormwater runoff that may contain contaminants, similar to that which commonly impact the Port, such as sediments and toxic substances (i.e., heavy metals).

For construction projects that exceed 1 acre in ground disturbance, the District has secured coverage under the Construction General Permit for stormwater on a project-by-project basis. To ensure that construction activities do not impair water quality, a project-specific construction SWPPP would be prepared and implemented. In accordance with the requirements of Section A of the Construction General Permit, the SWPPP would contain a site map(s) that shows the construction site perimeter, existing and proposed buildings, lots, and roadways; stormwater collection and discharge points; general topography both before and after construction; and drainage patterns for the site. The SWPPP would also identify project-specific BMPs to protect stormwater runoff and the location of such BMPs. Additionally, the SWPPP would identify a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a

water body listed on the 303(d) list for sediment. Implementation of BMPs during construction as required by the SWPPP would reduce or avoid potential water quality impacts.

Project construction activities would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Construction-related impacts would be less than significant in this regard.

Operation

Potential pollutants generated by long-term project operations may include litter, trash, and debris; oil, grease, metals, and toxic chemicals from vehicle hydrocarbons; and other sediments. It is anticipated that existing on-site drainage patterns would not be substantially altered with the proposed improvements.

Portions of the existing Port stormwater infrastructure have experienced overflow during extreme storm events; however, such infrastructure is currently sufficient to handle stormwater discharges from most storm events. The project would involve improvements to the Port's existing stormwater system as described below to serve the proposed facilities. Such improvements would eliminate the potential for overflow during extreme storm events, ensuring that discharge of on-site stormwater occurs in accordance with NPDES and Los Angeles RWQCB requirements by implementing infrastructure modifications and BMPs. As such, stormwater runoff would be collected and treated on-site prior to being discharged in conformance with applicable state and local regulatory requirements.

The Port operates a stormwater management program for its ongoing operations subject to the California Industrial General Permit (IGP). Under the IGP, the Port has created a facility-wide SWPPP that documents the comprehensive, ongoing stormwater management program and its requirements.

Stormwater runoff may be collected on-site during rain events and potentially reused for irrigation of any landscaping features, such as a vertical landscaped trellis along the eastern façade of the parking structure. Potential on-site improvements may include new inlets fitted with trash capture devices and/or similar treatment BMPs to prevent any trash and/or debris within the limits of work from entering the harbor. New storm drainpipes are intended to convey project site runoff to the existing outfalls to the harbor under gravity flow. Stormwater pumps would be considered if reuse for irrigation is utilized; otherwise, they are not anticipated. New stormwater discharge locations to the harbor are not anticipated; rather, the project would utilize the existing outfalls via connections to the existing system within the limits of work. Additional treatment BMPs, such as but not limited to traditional biofiltration or compact biofiltration, may be used to provide additional water quality benefits targeting other anticipated pollutants such as oils, grease, and metals commonly associated with vehicles.

With the proposed on-site infrastructure improvements, project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality or ground water quality. Rather, it is anticipated that the project would improve upon existing conditions through enhanced on-site capture and treatment of stormwater. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Groundwater Supplies

Impact 3.7-2	**The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Impacts would be less than significant.**

Under existing conditions, the approximately 18.8-acre site to be affected by the proposed improvements is a large, paved surface used to accommodate the existing warehouse, surface parking, and paved circulation areas that facilitate on-site operational activities. As a result, almost the entirety of the site is of impervious surface. Once constructed, the proposed project would leave the site in a similar condition, with almost all surfaces being impervious (parking structure, surface parking lot, and paved areas/drive paths); refer to Figure 2-2, Project Vicinity Map, and Figure 2-3, Project Site Plan. As such, the project would not result in an adverse change in the ability of the site to contribute to ongoing groundwater recharge.

Similar to current conditions, the project would be served by the PHWA for water service. Although the PHWA does rely upon groundwater for a portion of its water supply, the proposed project would not significantly increase water demand as compared to existing conditions. Water use would generally be limited to operation of emergency fire sprinkler system and irrigation of the proposed vegetated wall. Therefore, such demand would not substantially decrease, or interfere with, long-term management of the PHWA's groundwater supplies.

The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the underlying subbasin. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Erosion or Siltation

Impact 3.7-3a	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.**

The project would not alter the course of a stream or river, as such features are not present on-site. Under current conditions, stormwater generally sheet flows across the site. With project implementation, existing drainage patterns on-site would not be substantially altered. The site would remain impervious, supporting the proposed parking structure, high-and-heavy cargo/vehicle surface parking lot, and other surrounding paved surfaces supporting ongoing

operations. The project would result in no increase in impervious area; thus, impervious coverage would not change with project implementation.

Due to the largely paved or developed surface areas on-site, the potential for erosion or siltation as the result of stormwater runoff is considered to be low. Additionally, proposed project improvements to capture and treat stormwater runoff would be designed to meet applicable treatment and flow control requirements for post-construction BMPs and to minimize any erosion- or sediment-related effects as the result of project implementation.

The project would not result in a change in existing drainage patterns in a manner that would cause substantial erosion or siltation on- or off-site. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Flooding On- or Off-site

Impact 3.7-3b	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. Impacts would be less than significant.**

The project site is located within FEMA panel 06111C0914F and is identified as being within the 0.2 percent annual chance flood hazard zone (FEMA, no date). The Port is also located within a tsunami hazard area (DOC 2026). None of the improvements proposed with the project would substantially increase the potential for on-site or off-site flooding to occur, relative to such existing conditions.

As stated, construction of the proposed parking structure and surface parking area would not substantially alter the existing drainage pattern of the site. Although such improvements would include site grading and excavation, and paving of on-site surfaces, the resulting conditions on-site would be similar to those under existing conditions (warehouse building and paved surface parking to accommodate vehicle storage). Project design would ensure that adequate stormwater infrastructure improvements are made to capture and treat stormwater runoff from the site in the post-construction condition. No increase in the rate of stormwater runoff or volume would occur with the proposed project in accordance with applicable state and local regulations. Therefore, the project is not anticipated to contribute to or cause potential flooding on-site or off-site.

The proposed project would not substantially alter existing drainage patterns of the site or area in a manner that would substantially increase the rate or amount of surface runoff and result in flooding on- or off-site. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Stormwater Drainage Systems and Polluted Runoff

Impact 3.7-3c	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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. Impacts would be less than significant.**

Refer to Impacts 3.7-1 and 3.7-3b, above. To ensure that construction activities do not cause water quality impairment, a construction SWPPP would be prepared and implemented. Project-specific BMPs would be incorporated during the construction phase to limit polluted runoff from leaving the site and for the protection of downstream water quality. With conformance to state and local regulations pertaining to stormwater quality, project construction activities would not provide substantial additional sources of polluted runoff.

As stated, the project would not substantially alter on-site drainage patterns compared with existing conditions and would result in similar land uses and operations. The project would be designed to ensure that post-construction stormwater runoff rates and volumes do not exceed existing flows, in conformance with applicable state and local regulatory requirements. Additionally, any infrastructure improvements would be designed to ensure that stormwater runoff from the site can be adequately accommodated by the receiving storm drain system. Stormwater generated by the project would be managed in operation under the Port's existing IGP SWPPP and stormwater management program.

The proposed project would not substantially alter existing drainage patterns of the site or area in a manner that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Impede or Redirect Flood Flows

Impact 3.7-3d	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. Impacts would be less than significant.**

Refer to Impact 3.7-3b, above. No rivers or streams are present on-site, and no such resources would therefore be affected by the proposed improvements. The project would not substantially change the existing drainage pattern of the site or area. Proposed on-site infrastructure improvements would ensure that the amount or rate of stormwater runoff from the site does not increase with project implementation, in conformance with existing regulations. Further,

development of the site as proposed would be similar in nature to existing conditions in that impervious surfaces on-site would not substantially increase, and therefore, would not contribute to an increased potential for on- or off-site flooding to occur.

The proposed project would not substantially alter existing drainage patterns in a manner that would impede or redirect flood flows. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Inundation by Flood, Seiche, or Tsunami

Impact 3.7-4	**Project implementation would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.**

Tsunamis are a type of earthquake-induced wave that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. A seiche is a surface wave created when an enclosed or partially enclosed body of water (i.e., lake, reservoir, harbor, or bay) is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water.

According to the available mapping data, the coastline of Ventura County is located within a tsunami inundation area, and therefore, potential inundation of the project site due to tsunami events may occur (DOC 2026). Additionally, based on review of the City of Port Hueneme *General Plan Update Final EIR,* tsunami events represent a potential hazard for the City and Port Hueneme area. As the harbor adjacent to Port Hueneme is a partially enclosed body of water, the project site may be susceptible to seiche events. As described in the *General Plan Update Final EIR*, future development within such areas (including the Port) would be required to comply with applicable state, regional, and local regulations for the provision of adequate site drainage and stormwater treatment to ensure that, in the event of inundation from tsunami or seiche events, future development would not risk release of pollutants into flood waters (City of Port Hueneme 2021).

The project site is identified on FEMA Flood Insurance Rate Map No. 06111C0914F. The site is classified by FEMA as Special Flood Hazard Area (SFHA) Zone X, which correlates with a 0.2 percent annual chance flood hazard, 1 percent annual chance flood with average depth of less than one foot, or with drainage areas of less than 1 square mile. Additionally, the City is incorporated into the National Flood Insurance Study 06111CV001E (effective date February 29, 2021), which similarly identifies the project area as Zone X and within a SFHA (FEMA, no date).

As previously discussed, the project would be designed in accordance with applicable federal and state (i.e., California Building Code) regulations to ensure that development of the site does not increase the potential for flooding. Additionally, the Port and NBVC Port Hueneme incorporates

numerous seawalls constructed by the US Navy. Such features serve to protect the area from potential flooding, consequently reducing the potential for pollutant release if site inundation were to occur.

It should also be noted that the proposed project would result in similar use of the subject site as occurs under existing conditions. The project as proposed would not substantially increase potential exposure of the site to the effects of tsunami, seiche, or flooding, nor increase the potential for pollutant release as the result of such events.

Implementation of the proposed project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Water Quality Control Plan or Sustainable Groundwater Management Plan

Impact 3.7-5	**The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.**

Refer also to Impacts 3.7-1 and 3.7-2, above. The City and the Port lie above the Oxnard Subbasin within the Santa Clara River Valley Groundwater Basin. The Fox Canyon GMA oversees management of the subbasin and implements its *Groundwater Sustainability Plan*, which guides long-term management of the subbasin and identifies strategies to ensure the sustainable use of groundwater. The groundwater basin has been given high prioritization due to long-term groundwater overdraft, saltwater intrusion, and subsidence. The groundwater supply that serves the City and the project site is drawn from the Oxnard Plain area within the Fox Canyon GMA's jurisdiction (City of Port Hueneme 2021).

Conformance with NPDES requirements would ensure protection of area water resources during short-term construction and long-term operation of the project. Demolition of the existing warehouse and construction of the parking structure and surface parking lot would require implementation of a construction SWPPP and appropriate BMPs to ensure that no adverse effects to water quality occur during the construction phase.

Following project implementation, the PHWA would continue to provide water service to the subject site, as occurs under existing conditions. The proposed land uses would be similar to those that presently occur on-site and would not result in a substantial increase in water (or groundwater) use or that would represent unsustainable water demands to support long-term operations. The project would not involve groundwater extraction, recharge facilities, or alteration of existing groundwater conditions. Therefore, the project is not anticipated to obstruct or conflict with implementation of the Fox Canyon *Groundwater Sustainability Plan* in this regard.

Additionally, the project proposes on-site infrastructure improvements to ensure that downstream water quality is protected for the long term through installation and ongoing maintenance of appropriate post-construction BMPs. The proposed project would therefore not obstruct the ability

of the Fox Canyon GMA to meet water quality objectives established in the *Groundwater Sustainability Plan*.

The project would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.7-6	**The project would not result in a significant cumulative impact to hydrology and water quality. Cumulative impacts would be less than significant.**

Geographic Scope

The geographic scope for cumulative hydrology and water quality impacts includes the areas surrounding the project site, surrounding watershed, underlying groundwater aquifer, and tributaries to the ocean. Cumulative impacts related to hydrology and water quality generally occur as a result of individual projects that, when considered together, may contribute to incremental degradation of water quality or that adversely affect drainage flows or flooding potential in a project area or watershed. Table 3.0-1 in Section 3 of this EIR identifies the cumulative projects considered in this evaluation.

Potential Cumulative Impacts

Future development that could contribute to a cumulative hydrology and water quality impact would be subject to the same requirements as the proposed project and would be required to apply for coverage under an NPDES permit, which would then require implementation of BMPs to prevent water quality impacts during construction and operation.

Based on the proposed site improvements, and with incorporation of project BMPs, stormwater flows from the project site would not exceed existing runoff rates or quantities, in conformance with applicable state and local regulations. Additionally, the project would not substantially alter existing drainage patterns on the project site; rather, it is anticipated that the project would maintain and improve existing on-site stormwater drainage patterns. Other cumulative projects would similarly conform to NPDES requirements and would implement design features to ensure that potential adverse effects on downstream water bodies do not occur with regard to potential flooding, erosion, or sedimentation. Additionally, as appropriate, other development projects would be required to ensure that affected stormwater infrastructure systems are adequate to accommodate and treat on-site flows in order to minimize or avoid associated hydrology or water quality impacts.

Based on the evaluations provided herein, the proposed project would not result in a significant cumulative impact related to hydrology or water quality. The project's contribution to a cumulative impact would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

3.7.5. Sources Cited

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3.8. Noise

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to noise.

This section is based on technical data and analysis from the following:

- *Noise Study Report – P1 Parking Structure – Port Hueneme, Ventura County*, prepared by Kroner Environmental Services, Inc. (2026; Appendix H)
- *Preliminary Geotechnical Engineering and Geohazard Investigation Proposed P1 Parking Structure, Oxnard Harbor District, Port of Hueneme, Ventura County, California*, prepared by Moore Twining Associates, Inc. (2026; Appendix E)
- *P1 Hueneme Parking Structure Project – Vehicle Miles Traveled Assessment*, prepared by Michael Baker International (2026; Appendix I)

3.8.1. Environmental Setting

Fundamentals of Noise and Vibration

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Sound levels are described in decibel (dB) units. The decibel scale uses the hearing threshold (20 micropascals) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level is used as the standard

tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The decibel scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions (FTA 2018). Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB (Caltrans 2013).

Sound Propagation and Attenuation

Generally, sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. Similarly, a halving of the energy of a noise source would result in a 3 dB decrease. No excess attenuation is assumed for hard surfaces such as a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound; an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures or landforms; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (FHWA 2006). The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise; refer also to Table 3.8-1, Definitions of Acoustical Terms.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described

in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within approximately plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within approximately plus or minus 1 to 2 dBA.

TABLE 3.8-1 DEFINITIONS OF ACOUSTICAL TERMS

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night. For example, $L_{eq}(1)$ is the equivalent noise level over a one-hour period and $L_{eq}(8)$ corresponds to an eight-hour period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L01, L10, L50, L90	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" added to noise during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Kroner Environmental Services, Inc. 2026; see Appendix H.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA; moderate in the 60 to 70 dBA range; and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels, the following should be noted:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response is expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and is considered to cause an adverse change in community response.

These thresholds are consistent with commonly applied professional practice and guidance used by transportation agencies such as the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA).

Sensitive Receptors

Land uses surrounding the project site consist of a mix of residential, recreational, industrial, and commercial developments. The noise-sensitive receptors located in closest proximity to the proposed construction area include single- and multi-family residences to the north and east of the site along Ponoma Street, San Pedro Street, and West Clara Street. Due to their immediate proximity to the project site, these receptors are anticipated to experience the highest potential for project-related noise exposure; they were therefore selected as representative noise-sensitive receptor locations for baseline noise monitoring, thereby providing a conservative basis for impact evaluation.

Baseline noise measurements were conducted at two residential receptors using two long-term monitoring stations. One station, M1, was located adjacent to Port Harbor Homes to represent receptors along Ponoma Street, while the second station, M2, was placed at 147 West Clara Street to represent receptors along West Clara Street and San Pedro Street (see Figure 3.8-1, Baseline Noise Monitoring Locations). Continuous monitoring was conducted from 3:00 PM on March 9, 2026, through 12:00 PM on March 17, 2026, to reflect both weekday and weekend conditions.

Existing Conditions

The existing ambient noise environment is characterized by a combination of local and regional sources, including:

- Roadway traffic (dominant source)
- Intermittent high-noise events (e.g., motorcycle pass-bys)
- Aircraft overflights
- Emergency vehicle sirens
- Ongoing Port-related activities

As shown in Table 3.8-2, Measured Ambient Noise Levels, measured ambient noise levels for the project vicinity ranged from approximately 56 to 57 dBA L_{eq} during daytime hours, with corresponding CNEL values of 58 to 57 dBA L_{eq}, respectively. It should be noted that the existing perimeter wall around the site, as depicted in Figure 3.8-2, 2046 Project Build Port Operation Noise Contours, was included in the noise model for construction and operational noise analysis.

TABLE 3.8-2 MEASURED AMBIENT NOISE LEVELS

Receiver	Description	Date	Day L_{eq} (dBA)[1,2]	Evening L_{eq} (dBA)[1,2]	Night L_{eq} (dBA)[1,2]	CNEL L_{eq} (dBA)
M1	102 – 138 East Pearl Street (Port Harbor Homes)	03/09/26 to 03/17/26	57	53	46	57
M2	147 West Clara Street	03/09/26 to 03/17/26	56	54	48	58

Source: Kroner Environmental Services, Inc. 2026; see Appendix H.
Notes:
1 - Day: 7:00 AM to 7:00 PM; Evening: 7:00 PM to 10:00 PM; Night: 10:00 PM to 7:00 AM.
2 - L_{eq} values are average baseline noise levels of the entire monitoring period.

In comparison, ongoing Port-related operational activities, although producing steady noise emissions throughout the day, have a lesser influence on overall average noise levels. Based on field observations and recorded audio clips, Port-related sources are estimated to contribute a minor component of the overall ambient noise environment, likely on the order of several decibels lower than the total measured baseline levels, based on the noise intervals presented in the Noise Study Report (Appendix H).

3.8.2. Regulatory Framework

Federal

US Environmental Protection Agency

The US Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise* (EPA 1981). These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 dB L_{dn} as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other federal agencies have adopted suggested land use compatibility guidelines which indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

State

The California Governor's Office of Land Use and Climate Innovation noise element guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 3.8-3, Land Use Compatibility for Community Noise Environments, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

TABLE 3.8-3 LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Normally Acceptable CNEL	Conditionally Acceptable CNEL	Normally Unacceptable CNEL	Clearly Unacceptable CNEL
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential – Multiple Family	50–65	60–70	70–75	70–85
Transient Lodging – Motel, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70–80	80–85
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	NA

Source: Kroner Environmental Services, Inc. 2026; see Appendix H.

Table 3.8-3 Notes, continued:
Notes: CNEL is Community Noise Exposure (L_{dn} or CNEL, dBA); NA: not applicable; L_{dn}: average day/night sound level; CNEL: community noise equivalent level
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Local

City of Port Hueneme General Plan

The City of Port Hueneme General Plan is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City of Port Hueneme. The General Plan Noise Element identifies the following goals and policies:

Noise

GOAL 1: **Protection of the public from excessive noise and vibration from both stationary and mobile noise sources.**

Policy N 1-1: Use the land use-noise compatibility matrix in Table N-2 to guide the siting of the future land use.

Policy N 1-6: Minimize exposure of sensitive receivers to construction noise and vibration through methods such as restricting construction to daytime hours, use of sound barriers and/or other methods to dampen noise from construction equipment, and public notification prior to construction activities.

The City of Port Hueneme General Plan Noise Element (City of Port Hueneme 2022) identifies residential land uses as:

- Normally Acceptable up to 60 dBA CNEL (single-family)
- Normally Acceptable up to 65 dBA CNEL (multi-family)

City of Port Hueneme Municipal Code

The City of Port Hueneme Municipal Code (PHMC) establishes exterior noise limits for designated noise zones and restricts construction hours. PHMC Section 3428(n) defines a Noise Sensitive Property as all permitted and conditional uses allowed within Residential and Park Reserve Zones. The nearest residential uses along Ponoma Street, San Pedro Street, and West Clara Street qualify as noise-sensitive properties under this definition. PHMC Section 3430 establishes exterior noise limits of 55 dBA between 7:00 AM and 10:00 PM and 50 dBA between 10:00 PM and 7:00 AM. As summarized in Table 3.8-2, existing daytime noise levels (7:00 AM to 7:00 PM) already exceed the applicable 55 dBA exterior noise limit at the monitored residential locations. With respect to construction activities, quantitative construction noise thresholds are not defined. Construction hours are limited to 7:00 AM to 7:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sunday and federal holidays. Additionally, PHMC Section 3439 states, “No person

adjacent to or within any residential zone in the City shall operate power construction equipment or tools or perform any outside construction or repair work on buildings or structures, or operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist, or other construction device so as to create any noise" which exceeds the City's adopted noise level limits.

Master Development Plan for the Port of Hueneme and Local Coastal Program

The Master Development Plan for the Port of Hueneme (Port Master Plan) serves to guide future development of the Port of Hueneme over the long-term (District 1978). The PMP recognizes the Port's past growth patterns; provides an overall comprehensive plan for facility and land uses of future Port operations; provides an economic analysis of potential impacts resulting with implementation of the Port Master Plan over the near- and long-term; and describes the historical and existing conditions of the Port lands and their surroundings.

The Port Master Plan acknowledges that construction and operational activities associated with buildout of the Port Master Plan may result in noise generating activities; however, specific noise level thresholds are not identified. Per the Port Master Plan, major noise impacts are not foreseen with future construction projects, as the majority of noise associated with such activities would be restricted to Port lands; however, the need for evaluation at the project level is identified, as appropriate. The Port Master Plan indicates that operational noise is to be assessed in relation to normal harbor activities, including vehicular movements, and that, as an industrial land use, associated noise levels should not exceed prescribed noise levels for existing zoning designations.

3.8.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to noise and vibration if it would cause:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

2. Generation of excessive groundborne vibration or groundborne noise levels.

3. 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 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

Methodology

As the Oxnard Harbor District – Port of Hueneme (District) has not adopted construction or operational noise level thresholds, the analysis herein is based upon (as appropriate) City of Port Hueneme noise thresholds with respect to potential effects of project-generated noise on area sensitive receptors and the broader noise environment in which the Port is located. Refer also to Section 3.8.2, Regulatory Framework, above.

Construction Noise

As specific construction details for the proposed project are currently unknown, equipment selection and scheduling would be refined during the final design-build phase. However, potential noise impacts can be evaluated using standard assumptions for multilevel parking structure construction, including pile driving activities, which are intended to represent a reasonable worst-case scenario. For analysis purposes, it is anticipated that project construction would occur in three primary phases: demolition; grading; and building construction, paving, and architectural coating. The third phase is further subdivided into foundation preparation; structural shell construction; paving; and architectural coating, to account for varying construction activities and associated noise characteristics.

Hourly construction noise levels, L_{eq}, were calculated using the methodology recommended by the FHWA in its *Highway Construction Noise* guidance. For each phase, the one-hour L_{eq} at nearby receptors was determined by evaluating individual pieces of noise-generating equipment based on their maximum noise levels at a reference distance of 50 feet, adjusted for distance attenuation and usage factors. The combined effect of all operating equipment was then logarithmically summed to estimate the overall hourly L_{eq} at each receptor location.

Project construction activities would result in a temporary, limited increase in vehicle traffic on local roadways serving the Port. During peak construction periods, up to 156 workers may be on-site per day, generating approximately 156 passenger vehicle trips during the morning and afternoon peak hours, although average daily staffing is expected to be substantially lower, at approximately 47 workers per day. Construction-related truck traffic would occur intermittently over an approximately 24-month period, with material delivery trucks generating an estimated 61 trips per day and haul truck operations generating approximately 139 trips per day; these construction-related traffic volumes were evaluated in comparison to existing peak-hour traffic volumes on Port Hueneme Road (Kroner Environmental Services, Inc. 2026).

Operational Noise

Operational noise from the proposed project was assessed using reference sound levels and logarithmic energy summation, consistent with standard acoustical engineering methods. Traditional traffic noise models, such as the FHWA Traffic Noise Model, were not appropriate due to the project's unique conditions, including low-speed vehicle movements, a high proportion of quieter electric vehicles, intermittent "platoon-style" unloading from cargo vessels, and complex sound behavior within multilevel parking structures.

As defined in 49 Code of Federal Regulations Section 571.141, a reference sound level of 56 dBA at 50 feet was selected for individual vehicle pass-by events, based on available research and federal requirements for electric vehicle alerting systems. The reference level represents a conservative and reasonable proxy for low-speed vehicle pass-by noise, consistent with published measurements of passenger vehicles operating at low speed, including findings reported in Environmental Noise From Alerting Signals (AVAS) of Electric Vehicles and Noise Emission Models of Electric Vehicles Considering Speed, Acceleration, and Motion State (Kroner Environmental Services, Inc. 2026).

Using this reference level, hourly L_{eq} was calculated by accounting for the number of vehicle movements per hour. The annual vehicle import volume under the Year 2046 ultimate buildout scenario was conservatively estimated to be approximately 701,672 (Michael Baker International 2026), translating to roughly 2,249 vehicle trips per day and 281 vehicle trips per hour during an 8-hour operational period. These figures were further adjusted to reflect worst-case conditions, including internal circulation such as vehicle staging, relocation, and both inbound and outbound trips within the Port, to capture peak operational noise scenarios.

Sound propagation was modeled using SoundPLAN software to incorporate factors such as distance attenuation, structural shielding, and site geometry. The proposed parking structure is expected to reduce noise transmission by partially blocking direct sound paths to nearby receptors. Because of uncertainties in modeling sound within structured environments, such as reflections and ramp configurations, a conservative adjustment of up to 3 dBA was applied to predicted levels. This approach ensures that the results represent a reasonable worst-case estimate of future operational noise conditions.

Noise from additional vehicle traffic on local surface streets, associated with trips to adjacent processing centers, was also evaluated using the trip generation summary and compared with the projected AM and PM peak-hour traffic volumes on Port Hueneme Road (Michael Baker International 2026).

6/5/2026 JN 209986 \\Santa1hub\sandca1fs\1Hroot\PDATA\209986 PoH Parking Structure\04 Work\15 GIS\APRX\209986 - Port Hueneme Parking Structure.aprx

Legend

- Noise Monitoring Locations
- Project Site

0 75 150 Feet

Source: Esri, Oxnard Harbor District, Kroner Environmental Services, Inc., 2026 Nearmap Imagery

Michael Baker INTERNATIONAL

P1 HUENEME PARKING STRUCTURE PROJECT
ENVIRONMENTAL IMPACT REPORT

Baseline Noise Monitoring Locations

Figure 3.8-1

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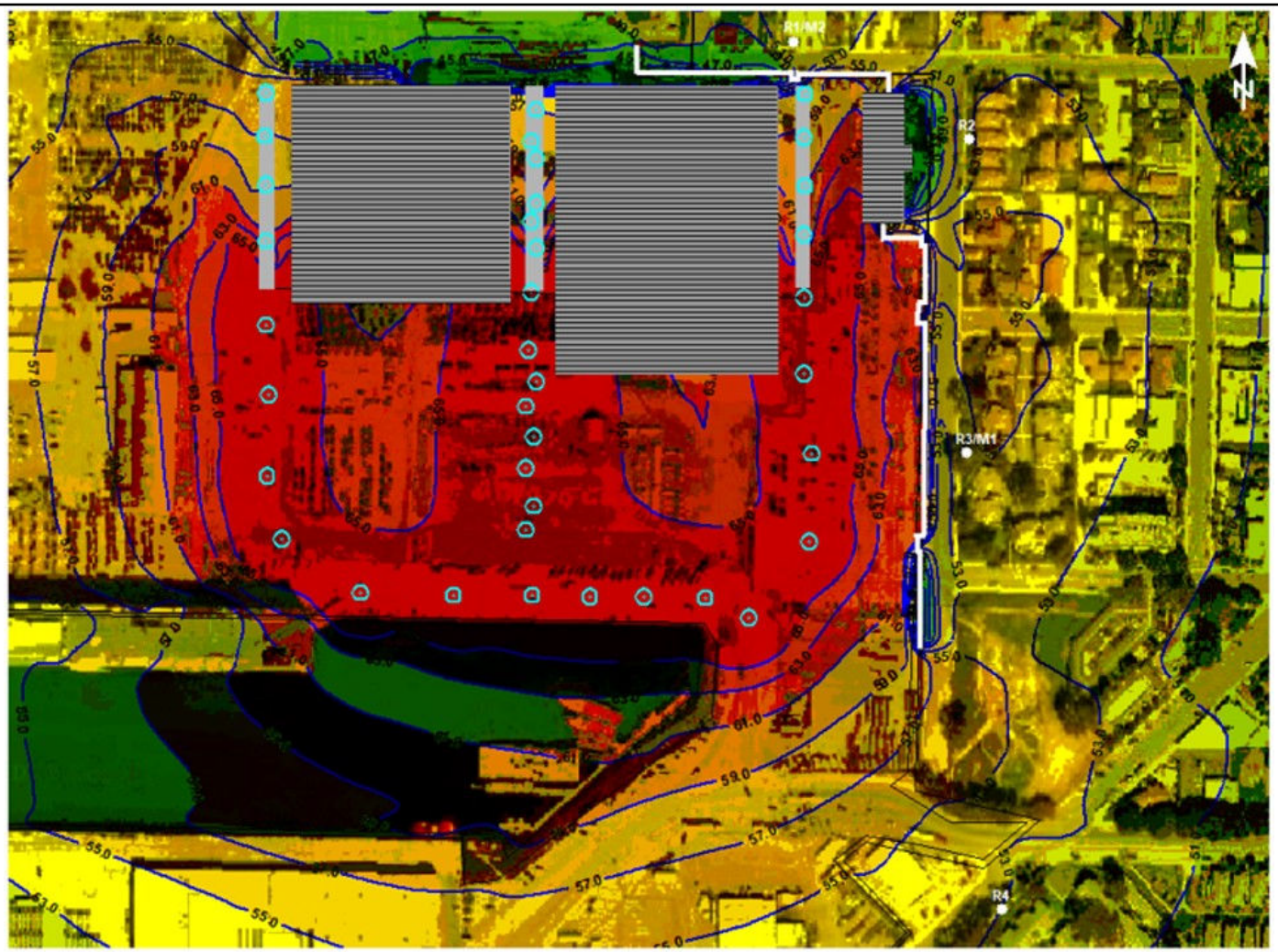

Legend

- Vehicle Movements (Crew of 15-persons per van)
- Parking Structure
- Existing Property Wall
- Noise Sensitive Receptor

P1 HUENEME PARKING STRUCTURE PROJECT
ENVIRONMENTAL IMPACT REPORT

Michael Baker INTERNATIONAL

NOT TO SCALE

2046 Project Build Port Operation Noise Contours

Source: The Port of Hueneme, Kroner Environmental Services, Inc., 2026

Figure 3.8-2

5/28/2026 JN 209986 \\Santca1hub\sandca1fs1\Hroot\PDATA\209986 PoH Parking Structure\04 Work\15_GIS\APRX\209986 - Port Hueneme Parking Structure.aprx

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3.8.4. Project Impacts and Mitigation

Exceed Noise Standards

Impact 3.8-1	**Construction of the project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; however, operation of the project would not generate a substantial increase in ambient noise levels. Construction-related impacts would be significant and unavoidable; operational impacts would be less than significant.**

Construction

Project construction activities would be temporary and intermittent and would occur primarily during daytime hours. In compliance with the PHMC, project construction and haul truck activities would be limited to 7:00 AM to 7:00 PM Monday through Saturday, and 9:00 AM to 6:00 PM on Sunday and federal holidays to reduce potential noise effects on surrounding sensitive receptors.

Project construction-generated trips would represent a relatively small increase in overall roadway activity (up to 156 worker trips during the morning and afternoon peak hours and approximately 200 truck trips per day) when compared to existing peak-hour traffic volumes on Port Hueneme Road (Kroner Environmental Services, Inc. 2026). Even under a conservative scenario in which traffic volumes are doubled, the corresponding increase in roadway noise would be approximately 3 dBA, which is generally considered the threshold of perceptibility under typical environmental conditions. As project-generated construction trips would be dispersed throughout the day rather than concentrated during peak periods, the resulting increase in ambient traffic noise levels would be further reduced. Accordingly, temporary noise increases associated with construction worker trips and truck traffic would remain less than significant.

Project construction activities would generate temporary increases in ambient noise levels at nearby noise-sensitive receptors. The highest noise levels would occur during foundation preparation (pile driving) of the building construction phase, which would be characterized by high-intensity, intermittent, and impulsive noise.

Based on anticipated construction activities, construction noise levels at the nearest residential receptors along West Clara Street and Ponoma Street would substantially exceed existing ambient noise levels (approximately 56 to 57 dBA L_{eq}) by more than 10 to 20 dBA during peak construction activities (Kroner Environmental Services, Inc. 2026; see Table 6.2, Construction Noise Levels, of Appendix H). In accordance with commonly applied CEQA significance criteria, a temporary increase in ambient noise levels of 10 dBA or greater is considered a substantial increase. Therefore, project construction activities, particularly the intensity of pile driving during foundation preparation and with consideration for proximity to sensitive receptors, would result in a potentially significant temporary noise impact.

Mitigation measure **NOI-1** would be implemented to reduce project-related construction noise to the extent feasible. Mitigation measure **NOI-1** would require the District, through its construction contractor, to prepare a construction noise mitigation plan that incorporates best management

practices during construction to ensure nuisances do not occur. Implementation of mitigation measure **NOI-1** would further minimize impacts from construction noise by requiring construction equipment to be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices, such as noise shielding devices.

Mitigation measure **NOI-1** would be implemented to reduce construction noise to the extent feasible. However, it is anticipated that such measures would not reduce impacts below the significance threshold due to the substantial temporary increase in ambient noise levels associated with peak construction activities. In particular, pile driving generates elevated noise sources, with the hammer impact occurring well above ground level. As a result, temporary ground-mounted noise barriers would not effectively block the line of sight between the noise source and nearby receptors. Accordingly, impacts would remain **significant and unavoidable**.

Operation

Based on the modeling results presented in Table 3.8-4, Year 2046 Noise Levels, project-related operational noise levels would range from approximately 52 to 55 dBA L_{eq} at the nearest sensitive receptors. When compared to existing baseline daytime noise levels (56 to 57 dBA L_{eq}), which reflect a combination of existing Port operations and local noise sources (primarily influenced by roadway traffic and intermittent motorcycle pass-bys), project-generated operation noise alone would still be lower by 2 to 5 dBA, even with the projected increase of vehicle import volumes.

Because vehicle unloading from cargo ships and the transfer of stored vehicles to processing centers would occur primarily during daytime hours, their contribution to the CNEL metric would be limited. As a result, logarithmic addition produces a negligible change in the overall 24-hour CNEL. Thus, when project-related noise is combined with existing ambient conditions using logarithmic addition, the resulting noise levels would be approximately 58 dBA CNEL, which is consistent with existing measured conditions and remains below the City of Port Hueneme's "Normally Acceptable" threshold of 60 dBA CNEL for residential land uses.

TABLE 3.8-4 YEAR 2046 NOISE LEVELS

Receiver	Address/Community Name	Type[1]	Baseline[2] Daytime L_{eq} (dBA)	Project[3] Daytime L_{eq} (dBA)	CNEL Baseline (dBA)	CNEL Cumulative (dBA)	Impact
R1	147 Clara Street	SFR	56	52	58	58	No
R2	Harbor Walk Community	SFR	57	52	57	58	No
R3	Port Harbor Homes	SFR	57	55	57	58	No
R4	Seaview Apartments	SFR	57	53	57	58	No

Source: Kroner Environmental Services, Inc. 2026; see Appendix H.
Notes:
1. SFR: Single-family residence; MFR: Multi-family residence.
2. Baseline noise levels as of 2026 include noise sources from local activities and Port operations.
3. Modeled noise levels from Port operations only.

A change in noise level of less than 3 dBA is generally not perceptible to the human ear under typical environmental conditions and does not constitute a substantial increase in ambient noise. Therefore, the project would not result in a substantial permanent increase in ambient noise levels

at nearby sensitive receptors. In addition, project-related noise would be acoustically masked by dominant existing noise sources, particularly roadway traffic, which governs the overall ambient noise environment in the project vicinity.

With implementation of the project, annual automobile imports are projected to increase to approximately 701,672 vehicles by the year 2046, reflecting an average of approximately 58,470 imports per month or 2,249 imports per day (or a doubling of existing conditions) (refer to Section 3.9, Transportation). Regarding noise levels generated by additional vehicles traveling between the Port and the processing facilities, the project-related increase in traffic would represent approximately 9 percent of the AM peak-hour traffic volume and 8 percent of the PM peak-hour traffic volume on Port Hueneme Road (Michael Baker International 2026). Thus, the resulting incremental change in roadway noise levels would well below the 3 dBA threshold and a significant impact would not occur.

Project operations would not generate a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of applicable standards. Impacts would be **less than significant.**

Mitigation Measures:

NOI-1 **Construction Noise Control Plan.** A Construction Noise Control Plan shall be prepared prior to construction. The plan shall include, at a minimum, the following components:

- **Equipment Maintenance and Mufflers.** The construction contractor shall ensure that power construction equipment (including combustion or electric engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufacturers' standards) during the entirety of project construction. The combination of muffling devices and noise shielding shall be capable of reducing noise by at least 5 dBA from non-muffled and shielded noise levels. Prior to initiation of construction, the contractor shall demonstrate to the District that equipment is properly muffled, shielded, and maintained. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Noise Control Best Practices.** The Construction Noise Control Plan shall depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise-sensitive land uses. All stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. The Plan shall also identify other methods employed to reduce construction noise, including but not limited to, shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied residential areas, and the use of electric air compressors and similar power tools.

- **Community Noticing.** Property owners and occupants located within 1,100 feet of the project construction limits shall be sent a notice, at least 15 days prior to commencement of construction, regarding the project construction schedule. A sign, visible to the public, shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the District prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as providing a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- **Noise Coordinator.** The construction contractor shall provide evidence that a construction staff member is designated as a Noise Disturbance Coordinator and shall be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the District within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the District. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.

Level of Significance: Significant and unavoidable with mitigation incorporated.

Implementation of mitigation measure **NOI-1** would reduce construction noise to the maximum extent feasible. However, due to the intensity of pile driving and the close proximity of sensitive receptors, it is anticipated that construction noise levels would still exceed a 10 dBA threshold for a substantial temporary increase.

Construction noise impacts would remain **significant and unavoidable**, even with implementation of mitigation measure **NOI-1**.

Excessive Vibrations or Noise

Impact 3.8-2	**The project would not result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant.**

Construction Vibration

Construction equipment generates varying levels of ground vibration depending on the type of activity and machinery used. Among the proposed construction phases, foundation preparation involving impact pile driving is expected to produce the highest vibration levels. The greatest potential for vibration effects would occur at nearby residential units along West Clara Street when pile driving takes place on the north side of the proposed parking structure. Such activities would occur within approximately 110 feet of these units.

Using a typical peak particle velocity (PPV) of 0.644 inches per second (in/sec) at a reference distance of 25 feet, and applying the distance attenuation relationship from the FTA's *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018), the predicted vibration level at the nearest residential structures located approximately 110 feet from pile-driving activity, is approximately 0.07 in/sec as PPV. This estimate is conservative, particularly in light of preliminary geotechnical findings indicating subsurface conditions consisting of silty sands and poorly graded sands with interbedded clay and silt layers typical of coastal environments (Moore Twining Associates, Inc. 2026), which tend to attenuate (or reduce) potential vibration. Based on the FTA's building damage criteria, predicted vibration levels for project construction would remain below the 0.2 in/sec building damage threshold for Type III buildings (non-engineered timber and masonry), indicating that pile driving would not be expected to result in structural damage.

Based on the above results, the proposed project would not result in the generation of excessive groundborne vibration or groundborne noise levels during construction. Impacts would be **less than significant**.

Operation Vibration

Vehicle movement and import volumes would increase with the completion of the proposed parking structure. However, project operation would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. According to the FTA (FTA 2018), it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. As such, it can be reasonably inferred that the project's operations would not result in a perceptible vibration impact at the nearest sensitive receptors.

The project would not result in the generation of excessive groundborne vibration or groundborne noise levels during operation. Impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

Public Airport or Private Airstrip

Impact 3.8-3	**The project would not be located in the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, and would not expose people residing or working in the project area to excessive noise levels. Impacts would be less than significant.**

There are no public airports located within 2 miles of the project site and the project site is not within the boundaries of an airport land use plan. The nearest military aviation facility is the U.S. Marine Corps heliport located approximately 0.5 miles northwest of the project site. However, the project site is not located within an airport land use plan area, and the project would not introduce residential uses or other noise-sensitive land uses that would be subject to excessive aircraft noise exposure. Naval Air Weapons Station Point Mugu is located approximately 4.8 miles southeast of the project site and is also separated from the project site by distance and intervening land uses. Therefore, the project would not expose people residing or working in the project area

to excessive noise levels associated with airport or military aviation operations. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.8-4	**The project would not result in a significant cumulative noise impact. Impacts would be less than cumulatively considerable.**

Geographic Scope

When determining whether the overall noise (and vibration) impacts from cumulative projects would be cumulatively significant and whether the proposed project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, it is important to note that noise and vibration are localized occurrences; as such, they decrease rapidly in magnitude as the distance from the source to the receptor increases.

Therefore, only those cumulative projects identified in Table 3.0-1 in Section 3 of this EIR that are in the direct vicinity of the project site and those that are considered influential in regard to noise and vibration would have the potential to be considered in a cumulative context with the proposed project.

Potential Cumulative Impacts

Short-term Construction Cumulative Noise Impacts

Construction activities associated with the proposed project and other cumulative projects may overlap, resulting in varying combined levels of construction noise in the area. However, as analyzed above, project construction noise impacts would primarily affect the areas immediately adjacent to the project site, similar to conditions that would occur with the other development projects considered.

Although direct construction noise impacts were determined to be significant and unavoidable due to the intensity of pile-driving activities and the proximity of nearby sensitive receptors, the project's contribution to cumulative construction noise impacts would not be cumulatively considerable. Construction noise impacts are temporary, intermittent, and localized in nature and decrease substantially with increasing distance from the noise source. Therefore, cumulative construction noise effects would primarily occur only where projects are sufficiently close to affect the same sensitive receptors during overlapping construction periods. The cumulative projects identified in Table 3.0-1 are located at varying distances from the project site, and detailed information regarding construction schedules, equipment usage, and activity durations is not available to quantify the extent of potential overlap in construction activities or shared exposure at sensitive receptors. Based on the localized nature of construction noise, the proposed project's contribution to cumulative construction noise impacts would not be cumulatively considerable. Implementation of mitigation measure **NOI-1** would further reduce construction noise impacts to the extent feasible. Construction activities associated with other cumulative development projects

would be evaluated on a project-specific basis and would be required to implement feasible mitigation measures, as applicable, pursuant to applicable CEQA requirements.

Long-Term (Mobile) Cumulative Noise Impacts

Long-term cumulative noise impacts from mobile sources would occur primarily as a result of increased traffic on area roadways due to project implementation and buildout of other projects in the study area. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions (FHWA 2006). An increase of 3 dB is widely accepted as "barely perceptible." With regard to traffic noise, traffic volumes would need to roughly double to result in a perceptible change in ambient noise levels.

Project operations would generate an additional approximately 1,125 daily vehicle trips by 2046 (Michael Baker International 2026). Typically, a direct project impact requires that a project double existing traffic volumes, or otherwise substantially contribute to cumulative traffic volumes, in order to increase noise levels by 3 dBA L_{dn}. The contribution of project traffic would represent only a fraction (8 to 9 percent) of total peak traffic volumes on local roadways.

Based on the number of average daily trips generated, the project would not cause a doubling in traffic volumes along any area roadways, or otherwise substantially increase area traffic volumes, that would contribute to a 3 dBA L_{dn} increase in noise levels. As summarized in Table 3.8-4, Year 2046 Noise Levels, the projected increase in cumulative CNEL at all four representative receptors with addition of the proposed project would be approximately 1 dBA relative to baseline noise conditions. This incremental change is well below the 5 dBA threshold typically considered to constitute a substantial change in noise levels. Therefore, the project would not contribute to a significant cumulative (long-term) mobile noise impact related to on-site operations.

Based on the FTA's building damage criteria, predicted vibration levels for project construction would remain below the 0.2 in/sec building damage threshold for Type III (non-engineered timber and masonry), indicating that pile driving would not be expected to result in structural damage. As groundborne vibration is generally limited to the vicinity of where construction activities occur, the project is not anticipated to contribute to a significant cumulative impact from the generation of excessive groundborne vibration or groundborne noise levels. Similarly, other cumulative projects would be evaluated for their potential vibrational effects, and measures identified as appropriate to reduce potential impacts to the degree feasible.

The project site is not located within 2 miles of a public airport or public use airport and would not result in, or contribute to, a significant impact related to the exposure of people residing or working in the area to excessive noise due to airport operations. Other cumulative projects would similarly be evaluated on a project-specific basis to determine potential effects relative to noise from airport operations.

Based on the discussion above, the project would not contribute to a significant cumulative noise impact during construction or operation. Cumulative impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Cumulative impacts would be less than significant.

3.8.5. Sources Cited

California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*.

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FHWA (Federal Highway Administration). 2006. *FHWA Roadway Construction Noise Model User's Guide*.

FHWA (Federal Highway Administration). 2011. *FHWA Highway Traffic Noise Model.*

FTA (Federal Transit Administration). 2018. *Transit Noise and Vibration Impact Assessment Manual*.

Kroner Environmental Services, Inc. 2026. *Noise Study Report – P1 Parking Structure – Port Hueneme, Ventura County*.

Michael Baker International. 2026. *P1 Hueneme Parking Structure Project – Vehicle Miles Traveled Assessment*.

Moore Twining Associates, Inc. 2026. *Preliminary Geotechnical Engineering and Geohazard Investigation Proposed P1 Parking Structure, Oxnard Harbor District, Port of Hueneme, Ventura County, California.*

3.9. Transportation

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to transportation, vehicle miles traveled (VMT), transportation safety, and emergency access.

This section is based on technical data and analysis from the following:

- *P1 Hueneme Parking Structure Project – Vehicle Miles Traveled Assessment,* prepared by Michael Baker International (2026; Appendix I)

3.9.1. Environmental Setting

Roadways

The Port of Hueneme (Port) is served by a network of regional freeways, state highways, and local arterials that provide access to Port terminals, wharves, and adjacent industrial areas. Regional access to the Port is provided by US Highway 101 (US 101) and State Route 1. Local roadways in the vicinity of the Port include the following:

- **Port Hueneme Road** – Port Hueneme Road is identified as a Major Arterial in the City's *2045 Port Hueneme General Plan* (City of Port Hueneme 2022). Port Hueneme Road is a two- to four-lane road that extends from the Port of Hueneme gate and becomes Hueneme Road east of its intersection with J Street. Port Hueneme Road serves the Port, the Navy, residential, commercial, light industrial, and agricultural land uses in the surrounding area. Port Hueneme Road is also identified as a Freight Corridor and a Port Access Route by Ventura County and serves as the primary last-mile access to the Port of Hueneme from Rice Avenue (VCTC 2021).

  The roadway is also designated as a strategic corridor by the US Navy. Naval Base Ventura County (NBVC) uses local roadways for military mobilization of troops and equipment to and from the base to strategic locations throughout the US. East Port Hueneme Road to Lincoln Court to South Rice Avenue to US 101 is identified as one of three major corridors considered to be a strategic asset to the NBVC mobilization mission (VCTC 2021).

  Sidewalks exist on both sides of the roadway; Class II bike lanes are located along (portions of) the north and south sides of the road. Hueneme Road extends approximately 7.5 miles eastward from the Port Hueneme Road/Hueneme Road intersection and serves as an evacuation route for the Port (Ventura County Sheriff Emergency Services 2024).

- **Ponoma Street** – Ponoma Street is a two-lane roadway that begins north of Port Hueneme Road and terminates south of East Pleasant Valley Road. Sidewalks are present intermittently along various segments of the roadway. No designated bike lanes are present; however, cyclists still utilize the roadway.

- **East Clara Street** – East Clara Street is identified as a Collector and is a two-lane roadway with a gated western terminus that serves as an entry point to the Port. East Clara Street

extends to Cypress Street and does not have designated bike lanes; however, cyclists still utilize the roadway.

- **East Pearl Street** – East Pearl Street is a two-lane roadway that terminates at Ponoma Street. This roadway has sidewalks on both sides and does not have designated bike lanes; however, cyclists still utilize the roadway.

- **East Pleasant Valley Road** – East Pleasant Valley Road identified as a Secondary Arterial and is a four-lane roadway with Class II bike lanes along various segments and sidewalks on both sides of the roadway. This roadway transitions into West Pleasant Valley Road at the terminus of Ponoma Street and leads to the NBVC Pleasant Valley Gate.

- **Market Street** – Market Street is a two-lane roadway with Class II bike lanes extending north of the terminus of East Surfside Drive, then transitioning to Port Hueneme Road at the intersection of Seaview Street. Port Hueneme Road then reverts back to Market Street north of the Port Hueneme Road intersection and ends at East Scott Street. Market Street provides access for a range of surrounding land uses including a mix of residential, commercial, industrial, and Port-related industrial and logistic operations. There is a sidewalk on the eastern side of Market Street south of Seaview Street, and sidewalks on both sides of the street north of Port Hueneme Road.

- **Seaview Street** – Seaview Street is a two-lane roadway extending from Market Street to South Ventura Road (and to Village Road just beyond) and provides additional access to/from the Port coming from Market Street. Seaview Street includes Class II bike lanes and sidewalks on both sides of the street.

- **East Scott Street** – East Scott Street is a two-lane street that extends between Ponoma Street and Willowbrook Drive. The road primarily serves residential uses and includes sidewalks along both sides of the street. No designated bike lanes are present along the roadway.

- **South Ventura Road** – South Ventura Road is identified as a Major Arterial and is a four-lane street that extends north from East Surfside Drive to East Port Hueneme Road. Sidewalks and Class I bike lanes are present along both sides of the roadway (Ventura County Sheriff Emergency Services 2024).

- **North Ventura Road** – North Ventura Road identified as a Major Arterial and is a two- to six-lane roadway that extends from East Surfside Drive in the City of Port Hueneme northward into the City of Oxnard. Sidewalks are located along both sides of the roadway. Class I bike lanes are present on both sides of the road from East Port Hueneme Road to East Pleasant Valley Road, with Class II bike lanes along both sides of the road north to West Channel Islands Boulevard. The roadway serves as a designated evacuation route (Ventura County Sheriff Emergency Services 2024).

Bicycle and Pedestrian Facilities

Bicycle facilities are grouped into the following classifications, as identified in the *2045 Port Hueneme General Plan* (City of Port Hueneme 2022):

- **Class I**: Bike paths that are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. Class I paths are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.

- **Class II**: Bike lanes that are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Class II bike lanes are one-way facilities on either side of a roadway. Motor vehicles are only permitted to use the bike lane to make turns and to park when on-street parking is not prohibited.

- **Class III**: Bike route which provides shared use with motor vehicle traffic in the same travel lane. Class III routes are designated by signs and often serve to provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

- **Class IV**: Bikeway that is exclusively for the use of bicycles and includes a separation between the separated bikeway and through vehicular traffic. The separation may include grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

No existing bike pathways occur within the boundaries of the project site. The City of Port Hueneme offers nearly 12 miles of dedicated walking and biking pathways (City of Port Hueneme 2026). There are no Class III or Class IV bike lanes in the City. Market Street, Port Hueneme Road, and Seaview Street within the vicinity of the project site support designated Class II bike lanes (City of Port Hueneme 2021).

Railroads

The City of Port Hueneme is served by a network of railroads. The Union Pacific Railroad operates the mainline rail corridor serving Ventura County and connects at the Oxnard Transit Center in the City of Oxnard to the Ventura County Railroad, a Class II short-line railroad with a 12-mile loop track operated by Genesee and Wyoming Railroad. The Port connects to the Union Pacific Railroad and is served by a near-dock rail provided by the Ventura County Railroad.

The Union Pacific Coast Line Subdivision runs through Ventura County in a generally east-west direction. The rail line provides regional freight rail connectivity to the Los Angeles Railway line and also supports passenger rail services operated by Amtrak and Metrolink.

Public Transit

Public transit in the project vicinity and larger City of Port Hueneme is primarily provided by the Gold Coast Transit District, which offers fixed-route bus services seven days a week. Key routes of the Gold Coast Transit District, such as Route 1A/1B, connect Port Hueneme to surrounding communities within the City as well as the Cities of Oxnard and Ventura. Additionally, the GO Ventura County Bus 23 Esplanade-Naval Base Ventura County-Oxnard College bus route

connects the Port to surrounding communities (Gold Coast Transit District 2026). Bus stops within approximately 0.5 miles of the Port include:

- Ponoma Street and Clara Street
- Ponoma Street and C Street
- Scott Street and 2nd Street
- Scott Street and Ponoma Street
- Ventura Road and Clara Street
- Ventura Road and Scott Street
- Ventura Road and Pleasant Valley
- Hueneme Road and Ventura Road
- Hueneme Road and Surfside Drive

3.9.2. Regulatory Framework

Federal

Federal rules and regulations affect the Port of Hueneme and the City of Port Hueneme's traffic and circulation system, including transportation planning and programming; funding; and design, construction, and operation of facilities. The Port lies within City boundaries and is required to comply with applicable rules and regulations of the Federal Highway Administration, Federal Transit Administration, Federal Railroad Administration, Federal Aviation Administration, and other federal agencies, as appropriate. In addition, the City coordinates with federal resource agencies as applicable in the environmental clearance process for transportation facilities.

Federal Highway Administration 23 Code of Federal Regulations 450.320

Code of Federal Regulations 450.320 requires that all transportation management areas address congestion management through analysis of multimodal metropolitan area-wide strategies developed to enhance both safety and integrated management of new and existing transportation facilities eligible for federal funding. The Southern California Association of Governments (SCAG) has been designated as having jurisdiction over transportation management areas in Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County.

State

Senate Bill 375

Senate Bill (SB) 375 (codified in the Government Code and the Public Resources Code) provides a planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet greenhouse gas (GHG) emissions reduction goals established by Assembly Bill (AB) 32. SB 375 requires metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy in their regional transportation plans to achieve GHG emissions reduction targets by reducing VMT from light-duty vehicles through the development of more compact, complete, and efficient communities.

SB 375 required the California Air Resources Board (CARB) to set regional targets for reducing GHG emissions from passenger vehicle use. CARB established targets for 2020 and 2035 for each region in California governed by an MPO. SCAG serves as the MPO for Ventura County.

The SCAG target, as set by CARB, is to reduce the region's per capita emissions of GHGs from cars and light trucks by 19 percent per capita by 2035 (SCAG 2024). SB 375 does not require CARB to set targets beyond 2035.

Senate Bill 743

SB 743 applies to projects located in areas served by transit (e.g., transit-oriented development, or TOD). Most notably with regard to transportation and traffic assessments, SB 743 informs the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA; see Public Resources Code Section 21099); it required the Governor's Office of Planning and Research, now called the Governor's Office of Land Use and Climate Innovation (LCI), to amend the CEQA Guidelines to exclude level of service (LOS) and auto delay when evaluating transportation impacts.

With implementation of SB 743, new criteria were established to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses (LCI 2020). The CEQA Guidelines on Evaluating Transportation Impacts reflect such criteria, recommending the use of automobile VMT per capita as the preferred CEQA transportation metric, along with the elimination of automobile delay/LOS for CEQA purposes statewide. Public Resources Code Section 21099 and CEQA Guidelines Section 15064.3 reflect this change. Under Section 21099, automobile delay, as measured by LOS or similar measures of traffic congestion or vehicular capacity, is not considered a significant effect on the environment.

Regional

Ventura County Regional Transportation Improvement Program 2026

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region plans to fund with state and federal revenue programmed by the California Transportation Commission in the State Transportation Improvements Program funds. The 2026 Ventura County RTIP represents the County's five-year transportation investment plan (FY 2026-2031) and is the County's portion of the statewide State Transportation Improvements Program. The VCTC is the agency responsible for developing the RTIP for Ventura County.

Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy

Regional transportation plans are developed to identify regional transportation goals, objectives, and strategies. Such plans are required to be prepared in conformance with the goals of SB 375, which are aimed at reducing regional GHG emissions from automobiles and light-duty trucks through changes in land use and transportation development patterns.

The Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern (SCAG 2024). It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and people to foster collaboration and improve the quality of life for Southern Californians. Connect SoCal is supported by a combination of transportation and land use

strategies that outline how the region can achieve California's GHG emissions reduction goals and federal Clean Air Act requirements.

Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources.

Local

Ventura County Transportation Commission Congestion Management Program

The VCTC, as the designated Congestion Management Authority for Ventura County, is responsible for coordinating land use, transportation planning, and air quality to mitigate traffic congestion. Every two years, the VCTC prepares an updated Ventura County Congestion Management Program (CMP) to provide local government agencies and private developers with the resources necessary to positively impact traffic congestion throughout Ventura County. The CMP defines the state highway and local road/intersection CMP network; describes deficiency plan processes and significant highway corridors that serve multimodal uses; and details goods movement routes. Performance measures are also defined for the CMP network. The CMP also establishes a process to evaluate the impacts of proposed local land use decisions on the County's transportation system and presents traffic and LOS data, as well as findings, based on the evaluation.

Port of Hueneme 10-Year Strategic Plan

The Port of Hueneme's *10-Year Strategic Plan 2025-2035* (Port Strategic Plan) is a visioning tool for the Oxnard Harbor District–Port of Hueneme's (District) administration that outlines how the District and its regional partners will guide the Port's growth, infrastructure investments, and economic development priorities. The plan establishes the Port's mission and strategic direction through five key pillars (including economic vitality, infrastructure modernization, and environmental stewardship) and contains detailed guidance on capital investments.

Through the Port Strategic Plan, the District aims to reduce truck traffic and overall truck miles by consolidating cargo and shifting cargo to rail. Further, the District has identified opportunities to coordinate with regional transportation planners to accommodate green corridor development and identify opportunities for battery electric charging and alternative truck fuel facilities; and collaborate with adjacent communities to improve overall traffic safety. The Port Strategic Plan also mentions the potential to increase efficiency and utilization by collaborating with tenants and railroad partners; assessing land availability for strategic acquisitions or public/private development opportunities supporting the Port's growth; and optimizing truck turn-around time and truck staging logistics (District 2024).

3.9.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to transportation if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4. Result in inadequate emergency access.

Methodology

The CEQA Guidelines specify automobile VMT as the most appropriate CEQA transportation metric, along with the elimination of automobile delay/LOS. However, lead agencies have the discretion to select their preferred significance thresholds with respect to what level of VMT increase would be considered to cause a significant environmental impact. For the purposes of the proposed project, therefore, the analysis can be conducted by comparing either: 1) the project VMT/capita, or 2) the project VMT/employee to both the regional average or the average for the city or community in which the project is located.

Consistent with the *City of Oxnard CEQA Significance Threshold Guidelines* (adopted December 3, 2024), VMT analysis for “other land use” project types (e.g., non-residential, non-office, and non-retail uses) can be tailored to reflect the unique trip generation and trip length characteristics of the proposed project. To analyze the project, the trip length between the proposed parking structure and the off-site vehicle processing centers was used to evaluate consistency with the City of Oxnard’s average trip length of 9.9 miles. The City’s Guidelines establish significance thresholds for VMT impacts based on whether a project exceeds a benchmark set at 15 percent below existing Ventura County VMT.

It should be noted that the City’s Guidelines do not specifically define a methodology for evaluating VMT impacts associated with a parking structure at a port facility. Accordingly, the Guidelines allow for flexibility in the evaluation of “other land use project types” that do not fall within traditional categories such as residential, commercial, industrial, or office uses. The methodology applied in this analysis is consistent with approaches used by Michael Baker for similar atypical project types. To provide a conservative and consistent evaluation aligned with the City’s Guidelines, Michael Baker applied a comparable approach by defining the significance threshold relative to the City of Oxnard’s average trip length. Accordingly, a project would result in a significant VMT impact if it exceeds 15 percent below the Citywide average trip length. Based on this methodology, the applicable threshold is 8.4 miles (9.9 miles × 0.85). Therefore, the evaluation herein applies

the stricter City of Oxnard significance threshold (8.4 miles)[1] to afford the most conservative analysis of the proposed project and its potential effects (City of Oxnard 2024).

3.9.4. Project Impacts and Mitigation

Conflict with an Applicable Program, Plan, Ordinance, or Policy

Impact 3.9-1	**The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.**

The proposed project involves demolishing the existing on-site warehouse and constructing a parking structure and surface parking for temporary storage of newly imported vehicles within the Port. The majority of project operations would occur within the boundaries of the project site as the vehicles are offloaded from the vessels and driven elsewhere on-site for temporary storage. As such activities would occur within the boundaries of the Port, they would not affect local pedestrian, bicycle, or transit facilities, nor cause the need to alter any local roadways. No off-site improvements are required or proposed; existing conditions at the off-site processing facilities would remain unchanged with project implementation. Additionally, off-site road closures are not anticipated during project construction. Construction staging of equipment and vehicles would occur on-site and would not affect local roadways or off-site locations in this regard. No temporary lane closures are anticipated that would have the potential to require relocation of existing local sidewalks, bike lanes, or bus stops during the construction phase. Therefore, the proposed project would not temporarily or permanently affect the use or operation of such facilities.

The project would conform with the Port Strategic Plan, which provides a framework for how the District and its regional partners will guide future growth at the Port, including infrastructure improvements and development priorities. The plan identifies five key pillars, including economic vitality, infrastructure modernization, and environmental stewardship, and contains detailed guidance on capital investments.

The Port Strategic Plan identifies the goal of reducing truck traffic and overall truck miles by consolidating cargo and shifting cargo to rail. Further, the District has identified opportunities to coordinate with regional transportation planners to accommodate green corridor development and identify opportunities for battery electric charging and alternative truck fuel facilities, as well as collaborating with adjacent communities to improve overall traffic safety. The Port Strategic Plan also identifies the potential to increase efficiency and utilization by collaborating with tenants and railroad partners; assessing land availability for strategic acquisitions or public/private development opportunities supporting the Port's growth; and optimizing truck turn-around time and truck staging logistics (District 2024).

[1] The City of Oxnard significance threshold of 8.4 miles was derived by applying a 15 percent reduction to the City's average trip length of 9.9 miles. This reduction corresponds to 85 percent of the average (100 percent minus 15 percent = 85 percent, or 0.85). Accordingly, 9.9 miles multiplied by 0.85 results in a threshold of 8.4 miles.

The proposed project would contribute to the Port Strategic Plan's goals of economic vitality, infrastructure modernization, and increased efficiency and utilization via construction of the parking structure and high-and-heavy (HH) pad and improved on-site circulation patterns. Such improvements would enhance the Port's potential to maximize the efficient use of land through consolidation and vertical development of vehicle storage to optimize economic benefits and pollutant emissions reductions and to maximize Port operational efficiencies. Additionally, the structured parking facility would support the storage and staging of vehicles associated with roll-on/roll-off vessel operations to enable the District to have more cargo operating space at the Port with which to weather economic variations. For the reasons provided, the project would support the intended growth patterns envisioned with the Port's Strategic Plan, including identified infrastructure improvements and development priorities. As such, the project would not conflict with this plan.

The project would also be subject to applicable measures in the VCTC CMP, which coordinates land use, transportation planning, and air quality issues related to the Port to reduce potential traffic congestion at the County level. The CMP defines the state highway and local road/intersection CMP network; describes deficiency plan processes and significant highway corridors that serve multimodal uses; and details goods movement routes. The CMP also establishes a process to evaluate the impacts of proposed local land use decisions on the County's transportation system and presents traffic and LOS data, as well as findings, based on the evaluation (VCTC 2009).

The majority of project operations and vehicle maneuvering would occur on-site within the parking structure and HH pad areas. The addition of project-related vehicles traveling on the roads as individual vehicles are driven to the off-site processing centers would not be significant when added to traffic volumes presently accommodated by the existing circulation network. The project would therefore not generate a substantial increase in traffic on area roadways that would adversely affect circulation or cause congestion along local or regional truck routes or otherwise affect the efficiency of the CMP network. For the reasons provided, the project would not conflict with this plan. Refer also to the discussion under Impact 3.9-2 pertaining to project trip generation and Impact 3.9-3 pertaining to hazards.

The project would also be subject to the RTP/SCS, which is partially aimed at conformance with the goals of SB 375, which are aimed at reducing regional GHG emissions from automobiles and light-duty trucks through changes in land use and transportation development patterns, and increasing mobility options and achieving a more sustainable growth pattern (SCAG 2024). The RTP/SCS also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources.

The proposed project would not change the existing land use currently operating on the project site; instead, it would provide improvements to continue use of the site in a similar manner, but with increased efficiency in operations, sustainability, and economic potential. The planned improvements would help to increase the efficient use of land within the Port through consolidation and vertical development of vehicle storage to achieve pollutant emissions reductions and to maximize Port operational efficiencies.

Project compliance with Title 24, Part 6 (Energy Code) and Part 11 (CALGreen Code) of the California Code of Regulations would result in an energy-efficient parking structure that supports existing and future Port operations. The project would further contribute to the community-wide effort of achieving GHG emissions reductions by improving on-site vehicle staging and circulation efficiency. For the reasons provided, the project would not conflict with the RTP/SCS.

Based on the findings above, the proposed project would not conflict with any program, plan, ordinance, or policy related to the circulation system. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Conflict with CEQA Guidelines Section 15064.3(b)

Impact 3.9-2 **The project would not conflict nor be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant.**

Trip Generation

Table 3.9-1, Historical Auto Import Summary at the Port, summarizes auto import activity from 2021 to 2025 to inform growth trends and trip generation assumptions. As shown, auto import volumes at the Port exhibited an upward trend between 2021 and 2024, increasing from approximately 287,000 vehicles annually in 2021 to a peak of over 418,000 vehicles in 2024. In 2025, total auto imports declined by approximately 18.5 percent compared to the prior year, generally attributed to new and expanded tariff policies which temporarily dampened import demand and disrupted supply chains. Despite this decline, 2025 import levels remained higher than early-period volumes and within the overall historical range observed during the five-year period. When averaged across 2021 through 2025, auto imports total approximately 351,000 vehicles per year, or approximately 29,200 vehicles per month, indicating a generally stable long-term trend notwithstanding short-term market fluctuations.

TABLE 3.9-1 HISTORICAL AUTO IMPORT SUMMARY AT THE PORT

Calendar Year	Commodity	Total Autos Imported Per Year	Average Per Month	Increase or Decrease Per Year
2021	Auto Import	286,682	23,890	N/A
2022	Auto Import	317,315	26,443	+9.7%
2023	Auto Import	378,663	31,555	+16.2%
2024	Auto Import	418,460	34,872	+9.5%
2025	Auto Import	353,061	29,422	-18.5%
Average Auto Imports (2021–2025)		350,836	29,236	+4.2%

Source: Michael Baker International 2026.

As shown, vehicle import activity is highly variable and can fluctuate from month to month based on external market-driven factors. As such, the data provided in Table 3.9-1 is considered to

represent the best available and most reliable data upon which a baseline (existing conditions) can be determined, reflective of historic trends, and against which the proposed project can be evaluated for its potential to cause a change in Port operations. Therefore, under existing conditions (baseline year of 2026), it is estimated that approximately 350,836 automobiles annually are transported on vessels and handled at the Port. This annual volume translates to an average of approximately 29,236 vehicle imports per month, or an average of approximately 1,124 vehicle imports per day (assuming 26 working days per month) (Michael Baker International 2026); refer to Table 3.9-2, Auto Imports Summary at the Port for Baseline and Year 2046 Conditions.

Planned enhancements at the Port were considered when developing growth assumptions for modeling purposes and are anticipated to include the ability to accommodate an increased number of vehicles being offloaded and staged at the Port due to the arrival of larger cargo ships (enabled by anticipated channel deepening efforts, not part of the proposed project), the addition of the proposed parking structure, and expected improvements in vehicle processing efficiency (i.e., project objectives include construction of a new vertical parking structure to increase cargo operating space; and improved on-site circulation in unloading activities, processor retrieval movements, and HH cargo/vehicle operations to allow such activities to occur simultaneously on-site).

Additionally, a number of other improvement projects (unrelated to the proposed project) are anticipated to occur over upcoming years to enhance Port operations; refer to Table 3.0-1, Cumulative Projects, of this EIR. Collectively, these factors may increase overall throughput capacity and enable the Port to process greater vehicle import volumes over time. Therefore, the 5 percent growth assumption is intended to reflect these efficiencies while remaining conservative relative to higher growth rates observed in recent peak years.

Using this conservative growth rate of 5 percent and applying the same numerical increase to each subsequent year (starting from baseline year of 2026), vehicle imports would be double that of existing conditions by horizon year 2046; refer to Table 3.9-2. Project operations would result in an average total of approximately 701,672 vehicles imported each year by horizon 2046, equating to an average of approximately 58,473 vehicles imported per month, or an average of approximately 2,249 vehicles imported per day (assuming 26 working days per month), or an increase of approximately 1,125 net new vehicles imported per day over existing (baseline year 2026, or 2,249 vehicles minus 1,124 vehicles = 1,125 vehicles).

The number of imports fluctuates on a weekly and daily basis, typically ranging from an estimated 200 to 2,000 vehicles per cargo vessel, based on the number of vessels arriving and the total number of vehicles each individual vessel carries to then be offloaded and processed, representing a highly dynamic process that is inherently difficult to calculate. Once unloaded, vehicles may also be staged on-site for varying periods of time (several hours to an average of four days), thereby also influencing the number of off-site vehicle trips generated in transferring such vehicles to the processing facilities.

Vehicles are retrieved (or “pulled”) from the Port and driven to designated off-site processing centers located in nearby lots. Shuttle vans then return the drivers (typically 10 to 15 drivers transported per one van shuttle trip) to the Port to continue retrieval operations, creating a

continuous cycle of vehicle and shuttle movements between the Port and processing centers. Given the high variability in the number of vehicles processed on a daily basis, shuttle trips are encompassed within the estimated 1,125 net new average daily vehicle trips.

It should be noted that vehicle trips going from the vessels to the parking structure or HH staging area are not considered in the project trip generation calculations. These trips would occur internally on the Port property and would not affect off-site roadways or circulation. Additionally, such trips would be limited in length; refer also to Figure 2-3, Project Site Plan, for location of the vessel docking relative to the proposed on-site parking areas. Although the average number of monthly, weekly, or daily vehicle trips may increase, such trips would be restricted by the number of employees performing the work during a given day. The addition of trips would not substantially affect area traffic flows, due to the limited number of trips that would be dispersed along area roadways on a given day and would vary widely based on vehicle inventory and the number of vehicles called up for transfer.

TABLE 3.9-2 AUTO IMPORTS SUMMARY AT THE PORT FOR BASELINE AND YEAR 2046 CONDITIONS

Conditions	Baseline (Year 2026)[2]	Planning Horizon Year 2046[2]
Imports Per Year	350,836	701,672
Imports Per Month	29,236	58,473
Imports Per Day[1]	1,124	2,249

Source: Michael Baker International 2026.
Notes:
1. Assumes 26 working days per month; no work on Sundays.
2. Rounding of numbers may cause slight adjustments to actual totals.

Trip Length Evaluation

Under current operational conditions, following discharge from the oceangoing vessel, imported vehicles are transported to the on-site staging areas. With the proposed project, vehicles would similarly be offloaded and transported to the proposed parking structure or HH cargo/vehicle staging areas. Under both existing and proposed scenarios, vehicles would then be subsequently transferred to regional vehicle processing centers, including GLOVIS USA, the BMW Vehicle Distribution Center, and the Wallenius Wilhelmsen (WWL) processing center; see Table 3.9-3, Trip Length Comparison, which identifies the distance to each center from the Port, and Figure 5, Vehicle Processing Centers, of Appendix I, which shows the location of all three vehicle processing centers in relation to the project site.

Table 3.9-3 compares the trip lengths associated with these vehicle transfers to the City of Oxnard's VMT thresholds. Based on a review of Ventura County's and City of Oxnard's VMT metrics, the most conservative metric was found in the City of Oxnard and was therefore used to analyze the project. Consistent with the City of Oxnard's CEQA *Significance Threshold Guidelines* (adopted December 3, 2024), VMT analysis for "other" project types (i.e., nonresidential, non-office, and non-retail uses) can be tailored to reflect the unique trip generation and trip length characteristics of the proposed use. Based on the City's Guidelines, the trip length between the proposed parking structure and the vehicle processing centers has therefore been considered in evaluating project consistency with the Citywide average trip length of 9.9 miles.

The City of Oxnard's Guidelines establish significance thresholds for VMT impacts based on whether a project exceeds a benchmark set at 15 percent below existing Ventura County VMT. To provide a conservative and consistent evaluation aligned with the City's Guidelines, a comparable approach was applied by defining the significance threshold relative to the City of Oxnard's average trip length of 9.9 miles. Accordingly, a project would result in a significant VMT impact if it exceeds 15 percent below the Citywide average trip length. Based on this methodology, the applicable threshold is 8.4 miles (9.9 miles × 0.85), as shown in Table 3.9-3.

TABLE 3.9-3 TRIP LENGTH COMPARISON

Origin	Destination	Distance (miles)	City of Oxnard Average Trip Length[1] (miles)	VMT Threshold[2] (miles)	Exceeds Threshold?
Proposed Parking Structure	GLOVIS USA Processing Center	1.2	9.9	8.4	No
Proposed Parking Structure	BMW Vehicle Distribution Center	2.3	9.9	8.4	No
Proposed Parking Structure	WWL Vehicle Processing Center	2.4	9.9	8.4	No

Source: Michael Baker International 2026.
Notes:
1. City of Oxnard Home-Based Work VMT per Employee is 9.9 miles.
2. Fifteen percent below the average trip length for the City of Oxnard is 8.4 miles.

Operations associated with the proposed project would not result in increased trip lengths (or VMT) for vehicle processing. Vehicles imported would still be driven the same distance to reach one of the off-site processing centers, as occurs under existing conditions. As shown in Table 3.9-3, the distance between the proposed parking structure and the three vehicle processing centers (GLOVIS USA, BMW, and WWL) ranges from approximately 1.2 miles to 2.4 miles, which is well below the City of Oxnard trip length threshold of 8.4 miles. As a result, the project would not exceed the significance threshold and a less than significant impact would occur.

As the project would not exceed the adopted significance threshold, it would not conflict nor be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b). Impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

Design Features

Impact 3.9-3	**The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant.**

The proposed project consists of demolition of an existing on-site warehouse and construction of a new multilevel parking structure. The project would not increase hazards along off-site roadways used by project-generated traffic due to a geometric design feature (e.g., sharp curves or dangerous intersections) as no off-site roadway improvements are required or proposed.

Access to the project site would continue to be provided via existing Port roadways, including Ponoma Street and internal circulation routes. Vehicle circulation within the Port follows established internal routes connecting berth areas, staging locations, and processing facilities, with access provided through designated Port entry gates.

Under existing conditions, vehicle processing activities involve coordinated operations between stevedores, processing personnel, and shuttle drivers. Vehicle unloading begins with stevedores being transported to vessels in groups, typically consisting of approximately 10 to 15 personnel per shuttle trip. Stevedores drive individual vehicles off the vessel and transport them to a designated first point of rest on the site. HH cargo/vehicles are either driven off the vessel or offloaded using specialized equipment and placed in designated areas designed to accommodate their size and weight. Following unloading, vehicles are transported from berth areas to designated staging locations throughout the Port, including the project site, where they are temporarily stored prior to processing and distribution. Following delivery of each vehicle, shuttle vans circulate between the staging area and the vessel to retrieve stevedores and return them to continue unloading operations.

Vehicles retrieved from the staging area using either a first-in, first-out approach or based on specific vehicle identification number (VIN) requests by processing centers. VIN-specific retrieval may require drivers to locate individual vehicles and move other vehicles as needed to access the requested units. Retrieved vehicles are then driven individually to the designated regional off-site processing centers (see Table 3.9-3). Large trucks carrying multiple vehicles are therefore not used to transfer the vehicles off-site. The vehicles are then distributed to their ultimate destination via truck or rail. Once a vehicle is driven to the processing center, shuttle vans return multiple drivers at one time (typically 10 to 15 drivers per one van shuttle trip) to the staging area on the Port to continue retrieval operations, resulting in an ongoing cycle of vehicle and personnel movement, similar to that which occurs under existing conditions. As noted, the project would generate an estimated 1,125 net new average daily vehicle trips above existing conditions. This includes the vehicles being driven from the Port to the off-site processing centers as well as the shuttle van trips returning to the Port.

With the proposed project, vehicle arrival, unloading, staging, and processing activities would remain consistent with existing Port operations but would be accommodated within the proposed parking structure rather than at-grade as is the case under existing conditions. The parking garage would have controlled access points (entrance and exit ramps), thus influencing traffic flows and

circulation patterns. Internal drive aisles within the parking structure would be designed to facilitate vehicle movement and are anticipated to generally operate as one-way circulation routes. Vertical circulation between levels within the garage would be provided via internal ramps designed to accommodate continuous vehicle movement. Additionally, the parking structure would include safety features such as guardrails and lighting. Circulation of the HH vehicles would be accommodated within designated areas of the site and along specific internal routes to ensure adequate turning movements and minimize potential conflicts with standard vehicle staging areas, thereby enhancing safety.

Although demolition of the existing warehouse and construction of the new parking garage would involve temporary construction activities and the transport of materials to/from the site along local roadways, such activities would not substantially increase the potential for hazards and would occur in accordance with local and state requirements aimed at maintaining public safety.

The project would be located within a heavy-industrial maritime setting and would not introduce new land uses that would substantially differ from those currently operating within the project boundaries. The proposed parking structure and surface parking area are considered compatible with other existing on-site operations and would not generate a new conflict with existing land uses in the surrounding area.

It is not anticipated that new traffic generated by the proposed project would result in a conflict with passenger vehicles on roadways outside of the Port boundaries. As indicated at project buildout in 2046, an estimated 1,125 net new average daily vehicle trips would be generated by the proposed project; refer to discussion under Impact 3.9-2, above. However, the actual number of daily trips is anticipated to be highly variable, dependent upon the number of vehicles received, days a vehicle is staged on the Port site, and the number of vehicles “pulled” to be driven to the off-site processing centers on any given day, as similarly occurs under existing conditions.

Additionally, all construction haul trucks would be required to utilize a designated haul route approved by the District, providing access to US 101, to further minimize any potential effects on local roadways.

The project would not substantially increase hazards due to proposed design features or incompatible uses. Impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

Emergency Access

Impact 3.9-4	**The project would not result in inadequate emergency access. Impacts would be less than significant.**

The City of Port Hueneme is included in the County of Ventura All Hazards Evacuation Plan (2024) and the Ventura County Operational Area Emergency Operations Plan (EOP; 2021), both of which identify emergency evacuation procedures applicable to the Port of Hueneme.

Established evacuation routes for the Port of Hueneme include East Surfside Drive, North Ventura Road, and East Port Hueneme Road/Hueneme Road (District 2024).

The District also implements its own EOP, as adopted by the District Board of Harbor Commissioners, and as documented in the Port's Operations Policy #214 (Port Emergency Operations Plan Policy). The EOP has been prepared in accordance with National Incident Management System and California Standardized Emergency Management System requirements, as well as relevant federal, state, and maritime security regulations. The EOP addresses overall preparedness, response, and recovery procedures for hazards affecting Port operations, personnel, tenants, and the surrounding community.

The proposed project does not include any changes or improvements to off-site local roadways that serve as emergency access or evacuation routes. No changes to local traffic circulation patterns would therefore occur as a result of the project. Adequate emergency access to the site would be maintained with project implementation, similar to that which occurs under existing conditions.

The majority of construction activities, including the delivery and transport of construction materials on City streets, would occur during standard daytime hours (8:00 a.m. to 6:00 p.m., Monday through Saturday), excluding holidays, unless otherwise approved by the District. It is anticipated that the staging of all project construction materials would occur on the subject site. During the construction phase, vehicles would transport materials and equipment to/from the site along designated haul routes identified by the District to minimize any conflicts with local circulation patterns. Construction-related truck traffic would be limited and intermittent and is expected to occur over an approximate 4-year period. Although not anticipated, any resulting traffic delays along local roadways would be temporary and limited to short periods of time during the day and would not substantially interfere with emergency access or evacuation. If any project construction vehicles are traveling on local roadways at the time when an emergency vehicle is responding to a call, the driver would maneuver out of the travel way to allow the emergency vehicle to safely pass (just as would other non-project related drivers), consistent with the California Vehicle Code and other similar regulations. Operations associated with the proposed parking garage would largely occur within the Port boundaries, resulting in the offloading and temporary on-site storage of vehicles, as occurs under existing conditions. The transfer of vehicles to the off-site processing centers with the project would occur similar to existing conditions, with the associated drivers and shuttles using local roadways. Such activities are not anticipated to interfere with emergency access or evacuation, as with current operations. All project operations would also conform with applicable local and District measures in place to ensure means of adequate emergency access and evacuation are maintained on an ongoing basis.

The proposed project would not result in inadequate emergency access. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.9-5	**The project would not result in a cumulatively considerable impact to transportation. Cumulative impacts would be less than significant.**

Geographic Scope

Cumulative projects that would have the potential to be considered in a cumulative context with the project's incremental contribution, and that are included in the analysis of cumulative impacts relative to transportation, are identified in Table 3.0-1 in Section 3 of this EIR.

Potential Cumulative Impacts

As indicated, the project would not contribute to a significant impact resulting from conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. Consistency with local and regional bicycle and pedestrian plans, community plans, and other similar plans and policies would be evaluated at a project-specific level to identify conformance requirements with planned systems (e.g., provision of new bike lanes, construction of connecting sidewalks or trails).

Other cumulative projects considered would also be required to mitigate VMT impacts, as applicable within the region, and to pay any applicable transportation improvement fees to the affected jurisdiction with regulatory authority over the project to ensure that transportation facilities continue to be adequately provided and maintained. As the proposed project was determined to have a less than significant impact in this regard, it would not contribute to a significant cumulative impact due to a conflict when considered with other cumulative projects.

As part of the VMT analysis, the reasonably foreseeable cumulative projects identified in Table 3.0-1 were considered and evaluated to determine whether the proposed project would result in a cumulatively considerable contribution related to VMT impacts. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant impact would imply a less than significant cumulative impact and vice versa (Governor's Office of Planning and Research 2018).

As previously indicated, project VMT would be well below the applicable significance threshold of 8.4 miles; see Table 3.9-3. Therefore, a significant impact would not occur. As impacts would be less than significant, the project would not combine with other cumulative projects to contribute to a significant cumulative impact that could, in turn, be cumulatively considerable. Other cumulative projects would similarly be evaluated on a project-specific basis relative to applicable regional and local significance thresholds to determine VMT-related impacts and the potential for a project to contribute to a VMT-related impact on a cumulative level.

All cumulative projects would be evaluated at a project-specific level to identify whether a project has the potential to result in hazardous conditions relative to transportation and circulation. All such projects would be required to demonstrate conformance with applicable roadway and intersection design standards, as applicable, and would be subject to discretionary review to ensure that the potential to contribute to a substantial increase in hazards would not occur. As

appropriate, measures would be incorporated to reduce a project's potential to contribute to any such hazardous conditions. The project as proposed would be consistent with District design requirements and would not introduce incompatible land uses that would increase the risk of hazardous conditions.

All cumulative projects would be subject to discretionary review by the affected agency (see Table 3.0-1, Cumulative Projects) to ensure that adequate emergency access is provided during project construction and operation. Such projects would be required to be designed to meet applicable roadway and access standards and to consider the potential for development to contribute to adverse effects on the local and/or regional circulation system, including on maintaining emergency access at all times. Measures (e.g., traffic control plan, design elements) would be implemented as appropriate to ensure that a project does not contribute to a significant impact relative to inadequate emergency access. The proposed project would not have an adverse effect on the ability to provide adequate emergency access, and all emergency access and on-site circulation has been designed to District standards. The project is therefore not considered to contribute to a significant cumulative impact in this regard.

Based on the above discussion, the proposed project would not contribute to a cumulative impact related to transportation. Impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

3.9.5. Sources Cited

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3.10. Tribal Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. By statute, "tribal cultural resources" are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in Public Resources Code (PRC) Section 21074(a)(1)(A)–(B).

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to tribal cultural resources. Refer also to Section 3.3, Cultural Resources, for additional discussion.

This section is based on data and analysis from the following:

- *Phase I Cultural Resources Assessment Report – P1 Hueneme Parking Structure Project,* prepared by Michael Baker International (2026; Appendix D)

3.10.1. Environmental Setting

The project site is bounded to the north by Naval Base Ventura County (NBVC) Port Hueneme and single-family residences, to the east by single- and multi-family residences, to the south by active Port of Hueneme (Port) facilities and the commercial harbor, and to the west by additional NBVC Port Hueneme property and the Port channel entrance, with the Pacific Ocean located further west and south. See Figure 2-2, Project Vicinity Map.

The project site on the Port is currently used for at-grade vehicle staging. Such operations are supported by the existing on-site warehouse structure and an asphalt concrete parking lot used to stage vehicles once they are offloaded from transport ships. The warehouse was constructed circa 1975 and is a single-story, metal-framed structure used for a combination of warehouse, maintenance, and administrative functions.

The area is situated on the Oxnard Plain, a broad coastal lowland in southern Ventura County. The region is characterized by flat terrain, low elevations, and proximity to the Pacific Ocean. Ground surface elevations on the project site range from approximately 8 to 13 feet above mean sea level. The adjacent shoreline is defined by a coastal walking path, riprap armoring, and ephemeral beach sands that form the southern boundary of the Port installation.

Geologically, the Oxnard Plain is underlain by Quaternary alluvial deposits composed of sands, silts, and clays, derived from the Santa Clara River and other fluvial systems. The area lies within the Ventura Basin portion of the Transverse Ranges geologic province, which has accumulated thick sequences of marine and terrestrial sediments over the late Tertiary and Quaternary periods. Subsurface mapping and geomorphological studies have identified at least four paleochannels of the Santa Clara River that once traversed the Ormond Beach and Port Hueneme area, corresponding with historical coastal lagoons and drowned river valleys. These paleochannels created natural levees and slight topographic variations that were often selected for prehistoric settlement due to their elevation above flood-prone areas (Michael Baker International 2026).

Prehistorically, the project area was used and occupied by the Ventureño Chumash peoples for thousands of years—from the earliest inhabitants of the California coast to the complex society at European contact, whose descendants are still here. Ethnographically, the area operated as a nexus between major Chumash coastal centers, serving as a travel stop (Wene'mu) and as part of the territory of the influential Muwu chiefdom (Michael Baker International 2026).

The natural setting of the Port has been extensively modified by nineteenth and twentieth-century development. At the time of the US Navy's establishment of Port Hueneme in 1943, the seaward half of the base consisted of active salt marsh and recently reclaimed tidal wetlands, while the inland portion was low-lying floodplain used for agriculture. Construction of the harbor involved dredging and the deposition of spoils to fill wetlands and raise land elevations, significantly altering the original terrain. Additional dredge material from the Channel Islands Harbor project in the late 1950s was deposited along the western side of the installation, further modifying the landscape (Michael Baker International 2026).

Despite these alterations, portions of the original landscape may remain intact beneath fill and sediment deposits. These buried landforms may retain archaeological deposits, particularly in areas where natural levees or beach ridges provided elevated, dry ground suitable for habitation. Although surface evidence may be obscured by sedimentation and development, subsurface deposits may still exist, particularly in areas where natural high ground was minimally disturbed.

Cultural Resources Inventory Results

Records Search

A records search was conducted on November 3, 2025, for the project site and a surrounding 0.5-mile radius and included a review of the California Historical Resources Information System at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton. The records search determined that 22 previously recorded cultural resources studies have been conducted within a 0.5-mile radius of the project site. Although 7 of these studies supposedly intersect the western edge of the project site, it is likely that they do not actually enter the project site as the studies were all general reports for the adjacent US Navy military installation,[1] which lies outside of the project boundaries.

As a result of these previous studies, 17 cultural resources have been recorded within the 0.5-mile search radius; none of these resources are located on the project site (Michael Baker International 2026). Refer to Section 3.3, Cultural Resources, and Appendix D for additional discussion.

Sacred Lands File Results

The California Native American Heritage Commission (NAHC) identifies, catalogs, and protects Native American cultural resources on private and public lands in California. Cultural resources include graves, cemeteries, and places of special religious or social significance to Native Americans. The NAHC also records the historical territories of state-recognized tribes into a

[1] The Port is located directly adjacent to, and partially within, the Naval Base Ventura County Port Hueneme, which has operated as a US Navy installation since World War II.

database called the Sacred Lands File. The Sacred Lands File is consulted to ensure that the tribes potentially affected by a project are properly notified and consulted.

A search of the Sacred Lands File was conducted by the NAHC on October 27, 2025, for the project site and a 0.5-mile buffer. The results were received on January 20, 2026, and were negative, indicating that no known resources have been identified within the search area (Michael Baker International 2026). However, the absence of specific site information does not necessarily indicate the absence of cultural or tribal cultural resources on the project site, as unknown (buried) cultural or tribal cultural resources may be present.

Field Survey Results

A field survey of the project site was conducted by Michael Baker International on December 3, 2025. The survey was intended to document the single built environment resource (Port Terminal Berth 5 warehouse building at 145 West Clara Street, constructed circa 1975); the survey was limited to the exterior of this single building. No artifacts, archaeological materials, or tribal cultural resources were expected or observed (Michael Baker International 2026). Refer also to Section 3.3, Cultural Resources.

Assembly Bill (AB) 52 Consultation

On February 23 and 24, 2026, the Oxnard Harbor District–Port of Hueneme (District) sent invitations to consult to the federally and non-federally recognized Native American tribes identified on a list of tribal contacts provided by the NAHC (see Appendix D, Table 3). The Barbareño/Ventureño Band of Mission Indians responded but did not request consultation. The District replied to the Barbareño/Ventureño Band of Mission Indians, stating that the District will add the tribe to the mailing list for notices regarding the future of the project. The Coastal Band of the Chumash Nation also replied, requesting consultation under AB 52; consultation is currently ongoing and the results of consultation will be included in the Final EIR.

3.10.2. Regulatory Framework

Federal

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA [25 US Code 3001 et seq.] provides a process for museums or federal agencies to return Native American human remains and cultural items to descendant communities, and it protects such remains and items discovered on federal or tribal land. If a project on federal land were to inadvertently discover Native American human remains or funerary objects, NAGPRA would mandate notification of tribes and repatriation of remains. NAGPRA's provisions reflect the sensitivity and legal protection accorded to Native American burials at the federal level.

State

Assembly Bill 52

AB 52 (2014) established formal consultation procedures for California Native American tribes as part of the California Environmental Quality Act (CEQA) process. The bill specifies that any project that may affect or cause a substantial adverse change to the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American

tribe that is traditional and culturally affiliated with the geographic area of the proposed project." A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is:

- Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources;
- Determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1;
- A geographically defined cultural landscape that meets one or more of these criteria; or
- A historical resource described in PRC Section 21084.1, a unique archaeological resource described in PRC Section 21083.2, or a non-unique archaeological resource if it conforms with the above criteria.

AB 52 provides guidance for consultation between California Native American tribes and lead agencies to address potential impacts of development activities on known or unknown tribal cultural resources and to identify appropriate mitigation for such impacts. PRC Section 21074(a) defines tribal cultural resources, indicating that a project having the potential to cause a substantial adverse change to a tribal cultural resource is a project that may have an adverse environmental effect.

Under AB 52, tribes that wish to be notified of projects subject to CEQA are to send a letter to the lead agency making it known they wish to be notified. The lead agency (in this case, the District) is then obligated to send notifications inviting consultation to the requesting tribe for all subsequent projects subject to CEQA.

California Native American Graves Protection and Repatriation Act

The California NAGPRA (25 US Code 3001 et seq.) states that federal and state institutions and museums that receive federal funding and have possession or responsibility for collections of human remains or cultural artifacts are required to return Native American cultural items to their respective peoples. In addition, the act establishes a program of federal grants to assist in the repatriation process and authorizes the Secretary of the Interior to assess civil penalties on institutions or museums that fail to comply.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code 5097.5

PRC 5097.5 makes it a misdemeanor to knowingly disturb or remove any archaeological, paleontological, or historical feature situated on public lands (defined as lands owned by state or local public agencies) without the permission of the agency that has jurisdiction. In the context of the Port (which is managed by a public district), this law means that archaeological sites or artifacts on Port property cannot be collected or excavated by unauthorized persons. Any project-related ground disturbance on Port property must be conducted in compliance with this statute (e.g., if cultural materials are encountered, work should halt and proper authorities notified, rather than allowing illegal removal).

Native American Heritage Commission

The NAHC is a nine-member body appointed by the California state governor to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is responsible for preserving and ensuring accessibility of sacred sites and burials; the disposition of Native American human remains and burial items; maintaining an inventory of Native American sacred sites located on public lands; and reviewing current administrative and statutory protections related to these sacred sites.

Local

Master Development Plan for the Port of Hueneme

The Master Development Plan for the Port of Hueneme (Port Master Plan) and its subsequent amendments do not establish detailed, port specific standards for the identification, evaluation, or treatment of cultural or tribal cultural resources (District 1978). Instead, cultural resources compliance for projects within the Port is implemented through project level environmental review pursuant to CEQA, in coordination with applicable California Coastal Act requirements and the certified Port Master Plan. Under this framework, individual projects are required to assess potential impacts to historical, archaeological, architectural, and tribal cultural resources as part of CEQA review, including record searches, field surveys, significance evaluation, and impact analysis, as warranted by project scope and location. Where potentially significant impacts are identified, CEQA requires feasible avoidance, minimization, or mitigation measures, and consultation with Native American tribes pursuant to AB 52, where applicable.

For purposes of Coastal Act compliance, the District serves as the Port governing body and CEQA lead agency for projects within the Port under a certified Port Master Plan pursuant to Chapter 8 of the Coastal Act, while the California Coastal Commission retains authority over certification and review of the Port Master Plan and its amendments. The City of Port Hueneme's certified Local Coastal Program incorporates the Port Master Plan by reference for informational purposes only and does not exercise primary coastal permitting authority over development occurring within the District's jurisdiction.

The certified Port Master Plan functions as the land use and policy baseline for coastal consistency purposes but does not substitute for CEQA's project specific cultural resources analysis. Instead, cultural resources protection is addressed through standard CEQA procedures and, where relevant, Coastal Act policies related to archaeological and paleontological resources.

3.10.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to tribal cultural resources if it would:

1. 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 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 PRC 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

3.10.4. Project Impacts and Mitigation

Tribal Cultural Resources

Impact 3.10-1	**The project could 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 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); or** **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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.** **Impacts would be less than significant with mitigation incorporated.**

The SCCIC records search, Sacred Lands File search, and field survey performed for the proposed project did not identify any known cultural or tribal cultural resources on the project site (Michael Baker International 2026). Refer to Section 3.3, Cultural Resources, and Appendix D for additional discussion.

As noted above, the District sent invitations to consult to the federally and non-federally recognized Native American tribes identified on the NAHC-provided list (see Table 3 of Appendix D). As a result of consultation efforts carried out by the District, two tribes responded to consultation efforts conducted by the District. The Barbareño/Ventureño Band of Mission Indians replied to the email, stating that the tribe is interested in participating in the monitoring of any project-related ground-disturbing activities and requested that the District contact them for monitoring purposes; however, the tribe did not request consultation with the District. The District replied to the Barbareño/Ventureño Band of Mission Indians, stating that the project is currently in the planning phase and the District will add the tribe to the mailing list for notices regarding the future of the project. The District also stated that it was closing consultation with the tribe and to reach out to the District with any questions or if the tribe wanted to discuss further. Additionally, Michael Baker International conducted a good faith follow-up via email to confirm that the Barbareño/Ventureño Band of Mission Indians had no further questions or concerns; no response was received.

The Coastal Band of the Chumash Nation also replied, requesting AB 52 consultation; consultation is currently ongoing and the results of consultation will be included in the Final EIR. Refer to Appendix C of Appendix D for AB 52 consultation documentation.

If no tribal cultural resources are identified during the consultation process, a significant impact to known tribal cultural resources would not occur. However, subsurface construction disturbances (e.g., trenching, excavation, grading) associated with project construction would have the potential to impact unknown tribal cultural resources.

The archaeological sensitivity analysis and records search indicate that the potential for encountering previously undiscovered intact prehistoric archaeological deposits within the site boundaries is low to moderate, increasing with depth. As the broader area surrounding the site is culturally sensitive, deeply buried or redeposited materials may still be present beneath fill layers. Redeposited artifacts of tribal significance may therefore exist within fill soils (Michael Baker International 2026).

Project grading is estimated to require approximately 115,000 cubic yards (cy) of soil (40,000 cy of soil import and 75,000 cy of soil export). Maximum grading depth is estimated to be 1 foot. In constructing the foundations for the parking structure and high-and-heavy pad, it is anticipated that construction would involve installation of approximately 4,100 piles to be driven to depths of approximately 85 feet below ground surface (Moore Twining Associates, Inc. 2026).

Geotechnical drilling for the project revealed that asphalt and fill soil occupy the top 3 feet throughout most of the project area, and in some locations fill soil is as thick as 7 feet. Native soil was encountered beneath the fill soil (Moore Twining Associates, Inc. 2026). Camarillo loam and Hueneme sandy loam beneath the fill could contain undisturbed cultural layers, such as prehistoric surfaces or shell middens sealed under flood deposits, thereby increasing the potential for undiscovered resources to be encountered (as compared to the fill soils). To ensure proper protection of any unknown resources, should they be encountered during project-related ground disturbance activities, Native American monitoring is required. Construction monitoring would ensure proper protection of any unknown resources, should they be encountered during project-related ground-disturbing activities. If archaeological resources, tribal cultural resources, or

human remains are encountered during construction, all ground-disturbing activities within a minimum 100-foot radius of the find, or a distance determined appropriate by the qualified archaeologist, shall cease until the resource has been evaluated and appropriate treatment measures have been implemented. The qualified archaeologist and Native American monitor(s) shall recommend treatment measures, including avoidance and preservation in place as the preferred option where feasible. If preservation in place is determined infeasible, treatment measures shall be developed in consultation with monitoring tribe(s) and implemented prior to resumption of construction activities in the affected area (refer to mitigation measure **CR-1**). With implementation of mitigation measure **CR-1**, impacts would be reduced to **less than significant with mitigation incorporated**.

Mitigation Measures: Implement mitigation measure **CR-1** (see Section 3.3, Cultural Resources).

Level of Significance: Less than significant with mitigation incorporated.

Cumulative Impacts

Impact 3.10-2	**The project could result in a cumulatively considerable impact to tribal cultural resources. Cumulative impacts would be less than significant with mitigation incorporated.**

Geographic Scope

Relative to CEQA, the importance of a tribal cultural resource is the value of the resource to California Native American tribes culturally affiliated with a certain project area. On a cumulative level, the cumulative loss of the tribal cultural resource must therefore be evaluated. No impact would occur if development would avoid or otherwise preserve known tribal cultural resources within dedicated on-site open space. However, if such resources cannot be avoided or preserved, an impact would occur, and consideration of the loss of the resource, in combination with other tribal cultural resources, is included in this cumulative analysis.

Cumulative projects that would have the potential to be considered in a cumulative context with the proposed project's incremental contribution, and that are included in the analysis of cumulative impacts related to cultural resources, are identified in Table 3.0-1 in Section 3 of this EIR.

Potential Cumulative Impacts

Urban development that has occurred over time in Ventura County has resulted in adverse impacts on innumerable tribal cultural resources. However, the adoption of state laws related to tribal cultural resources, such as AB 52, has provided a mechanism for consultation between California Native American tribes and lead agencies to address potential impacts of development activities on known and/or unknown tribal cultural resources. Although inadvertent discoveries and potential impacts may still result on a project-by-project basis based on location, development type, and/or availability of data, compliance with regulatory procedures generally mitigates potential impacts to tribal cultural resources. Federal and state laws protect tribal cultural resources in most instances, but this is not always feasible, particularly when in-place preservation may complicate implementation of a development project. Future development may

conflict with these resources through inadvertent destruction or removal resulting from grading, excavation, and/or construction activities.

Although no known tribal cultural resources of significance or human remains have been documented on the project site to date, implementation of the proposed project could contribute to potential cumulative impacts on unknown tribal cultural resources, as well as buried human remains. Past, present, and foreseeable projects have affected, or would have the potential to affect, tribal cultural resources throughout the region over time. However, federal and state laws would provide some protection, generally leading to the discovery, recordation, preservation, and curation of cultural artifacts and historic structures, as applicable.

The proposed project would implement mitigation measure **CR-1**, which addresses the discovery and recovery of unknown cultural and tribal cultural resources through construction monitoring, identification of potential tribal cultural resources, and evaluation of the significance of a discovery. Such mitigation measures would reduce potential impacts from project construction on undiscovered resources, if encountered, to less than significant. Similarly, with conformance to applicable federal and state regulations, combined with mitigation, it is anticipated that other cumulative development projects considered would effectively identify, evaluate, and reduce project-related effects on potential tribal cultural resources to the extent feasible.

Therefore, individual project-level impacts associated with tribal cultural resources would be less than significant with incorporation of mitigation measure **CR-1**. Potential effects of the proposed project and cumulative projects would be further reduced through conformance with applicable federal and state requirements for the protection of such resources. The project's contribution to a potential cumulative impact related to tribal cultural resources would be reduced to **less than significant with mitigation incorporated**.

Mitigation Measure: Implement mitigation measure **CR-1** (see Section 3.3, Cultural Resources).

Level of Significance: Less than significant with mitigation incorporated.

3.10.5. Sources Cited

District (Oxnard Harbor District–Port of Hueneme). 1978. *A Master Development Plan for the Port of Hueneme.*

Michael Baker International. 2026. *Phase I Cultural Resources Assessment Report – P1 Hueneme Parking Structure Project.*

Moore Twining Associates, Inc. 2026. *Draft Preliminary Geotechnical Engineering and Geohazard Investigation, Proposed P1 Parking Structure, Oxnard Harbor District, Port of Hueneme, Ventura County, California*.

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3.11. Utilities and Service Systems

This section discusses the environmental setting, existing conditions, regulatory context, and potential impacts of the proposed project in relation to utilities and service systems, including water, wastewater treatment, stormwater, electric power, natural gas, telecommunications facilities, and solid waste facilities.

This section is largely based on data and analysis from the following:

- City of Port Hueneme Water Agency's *Urban Water Management Plan* (City of Port Hueneme Water Agency [PHWA] 2021)
- *P1 Hueneme Parking Structure Project Air Quality Technical Report*, prepared by Impact Sciences (2026; Appendix C)

3.11.1. Environmental Setting

Water

The Port of Hueneme (Port), located within the City of Port Hueneme (City) boundary, is served by the PHWA. The PHWA is a Joint Powers Authority that provides wholesale water to the City, Naval Base Ventura County (NBVC, including NBVC Port Hueneme and NBVC Point Mugu), and the Channel Islands Beach Community Services District. The City's service area includes a mix of residential, commercial, industrial, and Port land uses, with potable water service provided to an estimated 44,000 people through approximately 6,500 service connections. The City's water system consists of more than 100 miles of pipeline and associated infrastructure. Water is supplied by the PHWA treatment plant, which treats water obtained from regional suppliers. Water treated at the PHWA facility includes supplies processed through advanced treatment technologies, such as reverse osmosis and nanofiltration at the Brackish Water Reclamation Demonstration Facility (City of Port Hueneme, no date-a).

The City's water supply is derived from a combination of local groundwater and imported water sources. Specifically, approximately 80 percent of the City's water supply originates from the United Water Conservation District, which provides groundwater from the Oxnard Plain and El Rio area, and approximately 20 percent is supplied by the Calleguas Municipal Water District, which provides imported State Water Project supplies (City of Port Hueneme, no date-a). Imported water provided by the Calleguas Municipal Water District is conveyed from the Metropolitan Water District of Southern California.

The City also maintains connections to the Oxnard-Hueneme Pipeline and standby groundwater wells, which provide additional supply reliability during peak demand or emergency conditions. Approximately 1,806 acre-feet per year (AFY) of water was supplied in 2019, with projected demand increasing to approximately 2,149 AFY by 2045. The PHWA has indicated that sufficient supplies are available to meet demand under normal, single dry-year, and multiple dry-year conditions (PHWA 2021).

Wastewater

The City's wastewater collection system serves all lands within the City's jurisdictional boundaries, including residential, commercial, industrial, and Port-related uses. The City operates and maintains a local sewer collection system consisting of pipelines, pump stations, and related infrastructure that convey wastewater to regional treatment facilities. The wastewater collection network includes approximately 32 miles of pipelines, five pump stations, more than 5,000 service connections, and approximately 700 manholes, some of which represent aging infrastructure that may be subject to inflow, infiltration, and maintenance demands (City of Port Hueneme, no date-b). Wastewater flows are conveyed through a combination of gravity pipelines and force mains.

Wastewater generated within the City is conveyed to the Oxnard Wastewater Treatment Plant (OWTP) for treatment. The OWTP is a regional facility that provides primary, secondary, and tertiary treatment and has a treatment capacity of approximately 31.7 million gallons per day (MGD) with an average daily flow of 16 MGD (City of Port Hueneme, no date-b). The plant currently operates below its permitted capacity and has approximately 11.7 MGD of remaining available treatment capacity. Wastewater generated within the City, which includes flows from the Port and NBVC, totals approximately 1.2 MGD and is conveyed to the OWTP for treatment.

Following treatment, wastewater from the OWTP is either discharged in compliance with regulatory permits or reused as recycled water for beneficial uses such as irrigation and industrial processes, consistent with regional water management practices. Treated effluent is discharged via an offshore outfall in compliance with applicable regulatory standards, and water quality is monitored to ensure compliance with state-mandated bacteriological and effluent requirements, particularly given the proximity to sensitive coastal and marine resources.

Stormwater

The Port's stormwater facilities consist of a network of on-site drainage features. The Port implements best management practices (BMPs), including good housekeeping, source control and use of drain filters and catch basin filtration inserts. Stormwater from Port facilities ultimately discharges into the harbor, making compliance with National Pollutant Discharge Elimination System (NPDES) stormwater regulations essential for protecting coastal water quality. These stormwater facilities, supported by hydrologic modeling and drainage infrastructure upgrades, play a critical role in controlling flows, preventing erosion, and ensuring regulatory compliance across Port operations. Nonetheless, the existing Port stormwater infrastructure has experienced overflow during storm events and as such is currently insufficient to handle stormwater discharges from extreme rain events. However, the stormwater infrastructure of adjacent cities has also been overwhelmed by recent climate change driven extreme rain events which have also resulted in widespread overflow and flooding.

Electricity

The Port receives electricity services from Southern California Edison. A portion of the Port's energy is currently generated by on-site solar panels. The Port aims to achieve zero tail pipe emissions from the majority of equipment on Port by 2030 through electrification and increased reliance on renewable energy sources.

Natural Gas

The Port is served by the Southern California Gas Company for local natural gas utility needs.

Telecommunications Facilities

Telecommunications and technology services for the Port are provided by outside vendors and agencies. Telecommunications services are available on the project site.

Solid Waste Disposal

Solid waste generated at the Port is collected by a franchised waste hauler and transported to regional disposal and recycling facilities, including the Toland Road Landfill located at 3500 Toland Road in the City of Santa Paula. Solid waste and recycling services for the City, including the Port and NBVC, are managed by the City's Solid Waste Division, and disposal is coordinated through the Ventura Regional Sanitation District, which owns and operates the Toland Road Landfill. In addition to landfill disposal, a portion of the City's solid waste stream is diverted through recycling and composting programs in accordance with state mandates, including Assembly Bill (AB) 939 and subsequent legislation aimed at reducing landfill disposal.

The Toland Road Landfill currently has a remaining capacity of approximately 7.6 million tons of solid waste and is anticipated to reach capacity in 2033. The Toland Road Landfill is permitted and regulated by the County of Ventura Local Enforcement Agency and operates in compliance with applicable state and federal regulations governing solid waste handling, disposal, and environmental protection (CalRecycle 2026).

3.11.2. Regulatory Framework

Federal

Safe Drinking Water Act

The Safe Drinking Water Act grants the US Environmental Protection Agency (EPA) the authority to set drinking water standards. Drinking water standards apply to public water systems that provide water for human consumption through at least 15 service connections or regularly serve at least 25 individuals. There are two categories of drinking water standards: National Primary Drinking Water Regulations and National Secondary Drinking Water Regulations. The National Primary Drinking Water Regulations are legally enforceable standards that apply to public water systems. These standards protect drinking water quality by limiting the levels of specific contaminants that can adversely affect public health and are known or anticipated to occur in water. The National Secondary Drinking Water Regulations are non-mandatory guidelines for certain substances that do not present a risk to public health.

State

Safe Water Drinking Act

The State of California implements the Safe Drinking Water Act (Health and Safety Code Section 116270 et seq.) to ensure public health and safety related to clean drinking water. Under this act, the California Department of Public Health has the authority to protect public drinking water by

adopting contaminant levels not to be exceeded in potable water supplies. Such thresholds are equal to or more stringent than those established at the federal level under the EPA.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards (RWQCBs) located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters. The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through the RWQCBs. The project site lies within the jurisdiction of the Los Angeles RWQCB (Region 4). Section 402 of the Clean Water Act authorizes the SWRCB to issue an NPDES Construction General Stormwater Permit (Order WQ 2022-0057-DWQ), referred to as the Construction General Permit. NPDES regulations at the Port are administered by the Los Angeles RWQCB (SWRCB 2022).

California Urban Water Management Planning Act

The state legislature enacted the Urban Water Management Planning Act (California Water Code Sections 10610–10656) which requires specified urban water suppliers in the state to prepare an Urban Water Management Plan (UWMP) and update it every five years. State and local agencies and the public frequently use such plans to determine if agencies are planning adequately to reliably meet water demand in various service areas. As such, the plans serve as an important element in documenting water supply availability and reliability for compliance with state laws. Urban water suppliers also must prepare such plans, pursuant to the Urban Water Management Planning Act, to be eligible for state funding and drought assistance.

Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 urban connections is required to assess the reliability of its water sources over a 20-year planning horizon. Further, each supplier must report its progress on achieving set reductions in per capita urban water consumption as required in the Water Conservation Act of 2009 (Senate Bill X7-7).

The state's urban water suppliers prepare UWMPs to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. The UWMPs include information on water usage, water supply sources, and water reliability planning. They also may provide implementation schedules to meet projected demands over a planning horizon, a description of opportunities for new development of desalinated water, groundwater information (where groundwater is identified as an existing or planned water source), a description of water quality over the planning horizon, and/or identification of water management tools that maximize local resources and minimize imported water supplies. A UWMP's water supply analysis includes a water supply reliability assessment, water shortage contingency plan, and development of a plan in case of an interruption in water supply.

California Water Recycling Standards

The state legislature has developed requirements for the production, discharge, distribution, and use of recycled water. These requirements are contained in the California Code of Regulations,

Title 22, Division 4, Chapter 3, Reclamation Criteria, Sections 60301 through 60475, and Title 17. The California Department of Public Health administers the state recycling water standards.

California Integrated Waste Management Act

Assembly Bill 939 established the California Integrated Waste Management Act of 1989 (Public Resources Code Sections 42900–42927) which required all California cities and counties to reduce the volume of solid waste deposited in landfills by 50 percent by the year 2000. It also requires that cities and counties continue to remain at 50 percent or higher for each subsequent year. The act is intended to reduce, recycle, and reuse solid waste generated to the maximum extent feasible.

The act requires each California city and county to prepare, adopt, and submit to CalRecycle a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the act's mandated diversion goals. Each jurisdiction's SRRE must include specific components as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction consistent with the following hierarchy: (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. The SRRE is required to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste to be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302).

California Green Building Standards Code

The California Green Building Standards Code, commonly referred to as the CALGreen Code, is set forth in the California Code of Regulations, Title 24, Part 11, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development and water conservation, among other issues. Under the CALGreen Code, all water closets (i.e., flush toilets) are limited to 1.28 gallons per flush and urinals are limited to 0.5 gallons per flush. In addition, maximum flow rates for faucets are established at 2.0 gallons per minute.

Senate Bill 100

Senate Bill 100, referred to as the "100 Percent Clean Energy Act of 2018," sets a 2045 goal of powering all retail electricity sold in California and state agency electricity needs with renewable and zero-carbon resources, such as solar and wind energy that do not emit climate-altering greenhouse gases. The bill also updates the state's Renewables Portfolio Standard to ensure that by 2030 at least 60 percent of California's electricity is from renewable energy sources. Additionally, the bill requires the California Energy Commission, California Public Utilities Commission, and the California Air Resources Board to utilize programs under existing laws to achieve 100 percent clean electricity and to issue a joint policy report on Senate Bill 100 progress every four years.

Local

Master Development Plan for the Port of Hueneme

The Master Development Plan for the Port of Hueneme (Port Master Plan), as certified by the California Coastal Commission, has been prepared in compliance with the requirements of the

California Coastal Act and serves to guide future development of the Port over the long term. The Port Master Plan is aimed at identifying means through which the Oxnard Harbor District–Port of Hueneme (District) may further development of the Port so as to achieve maximum economic, labor, and service benefits for the people within its service area. The Port Master Plan recognizes the Port's past growth patterns; provides an overall comprehensive plan for facility and land uses of future Port operations; provides an economic analysis of potential impacts resulting with implementation of the Port Master Plan over the near and long term; and describes the historical and existing conditions of the Port lands and their surroundings.

Integrated Regional Water Management Program

The Integrated Regional Water Management program is a local water resources management approach preferred by the governor, the California Department of Water Resources, and the SWRCB. It is aimed at securing long-term water supply reliability in California by first recognizing the interconnectivity of water supplies and the environment and then pursuing projects yielding multiple benefits for water supplies, water quality, and natural resources. The Watersheds Coalition of Ventura County is the California Department of Water Resources designated planning region for the Integrated Regional Water Management program in Ventura County.

PHWA 2020 Urban Water Management Plan

The PHWA 2020 Urban Water Management Plan, adopted in July 2021, serves as PHWA's long-range planning document for ensuring a reliable water supply for its wholesale service area. The UWMP outlines how the agency evaluates water demands, supply reliability, conservation measures, and future planning requirements. It includes updated state-mandated elements introduced for the 2020 cycle, such as new water use efficiency standards, drought preparedness requirements, and enhanced data reporting. The UWMP also explains the PHWA's relationship to regional and statewide planning efforts, detailing its coordination with agencies such as the Calleguas Municipal Water District and the Metropolitan Water District of Southern California. Additionally, it documents the PHWA's role as a wholesale supplier serving multiple agencies—including the City of Port Hueneme and NBVC—and defines how the PHWA prepares for long-term sustainability through supply diversification, demand forecasting, and integration with its Water Shortage Contingency Plan.

PHWA 2015 Water Shortage Contingency Plan

The PHWA Water Shortage Contingency Plan is a key planning document designed to guide the agency's response to drought conditions and supply shortages. As referenced in the PHWA's Urban Water Management Plan resources, the Water Shortage Contingency Plan outlines strategies for maintaining reliable service during periods of reduced water availability, ensuring the agency can continue to meet customer needs while protecting long-term water supply reliability. The plan functions as a framework for phased response actions, helping the PHWA manage demand, coordinate with regional suppliers, and comply with statewide water conservation requirements during shortages.

3.11.3. Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the project would be considered to have a significant impact related to utilities and services systems if it would:

1. Require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

3. Result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

4. 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.

5. Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Methodology

The analysis in this section focuses on the potential physical environmental effects of any relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. If the project would not require the relocation or construction of such facilities, it follows that there would not be a significant environmental impact. The analysis also evaluates the project's potential to exceed available water supplies, wastewater capacity, and the generation of solid waste in excess of capacity or applicable solid waste reduction goals. With respect to energy consumption during occupancy/operation, the increased electricity and natural gas demands due to operation/occupancy of the project were estimated using the CalEEMod emissions model; refer to Section 3.5, Greenhouse Gas Emissions.

3.11.4. Project Impacts and Mitigation

Utility Facilities

Impact 3.11-1	**The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; impacts to such utilities would be less than significant.** **The project would result in the relocation and construction of new or expanded stormwater drainage infrastructure. Potential impacts associated with such improvements would be less than significant with mitigation incorporated.**

Water

During the construction phase of the project, water would be used for dust suppression on exposed ground surfaces resulting from project grading or excavation activities. Water used for construction is typically trucked in and therefore would not place additional demand on the water agency or require the construction of new connections or facilities to provide such resources. Construction workers would use portable restrooms, which would not generate substantial demand for additional water.

The project would not involve water-intensive industrial processes such as manufacturing or processing activities. Rather, the project proposes construction of a multi-level parking structure and associated vehicle staging facilities that would require the use of potable water on a limited basis for irrigation of landscaping and fire sprinklers.

The project may include a landscaped vertical wall that may be planted with drought-tolerant species and watered via a drip irrigation system that could reuse captured stormwater. The proposed parking structure would include fire sprinkler systems for safety and property protection in compliance with the National Fire Protection Association's NFPA 88A, *Standard for Parking Structures*, as well as the International Building Code. Fire flow and water pressure for the sprinkler system would be verified during final design through coordination with the applicable water provider and fire authority, consistent with standard engineering and permitting practices. If a fire pump or other on-site system improvements are required to meet pressure or flow requirements, such features would be incorporated into project design and would not necessitate off-site infrastructure improvements.

The project would not include permanent restrooms, breakrooms, car washing facilities, or other potable water-dependent uses. Accordingly, the project would not substantially increase existing demand for water service or require the construction of new or expanded water facilities to ensure that adequate water service can be provided to the site.

As such, the proposed project would not substantially increase water demand or result in the relocation or construction of new or expanded water facilities. Impacts would be **less than significant**.

Wastewater

Construction associated with the proposed project would not generate wastewater, as there are no plumbed restroom or breakroom facilities included in the project.

The proposed project would not include new restrooms that would generate wastewater; during project operation, the workers would continue to use the portable restrooms located throughout the Port property. As such, the project would not require connection to the existing sewer infrastructure or require or result in the relocation or construction of new or expanded wastewater infrastructure. Impacts would be **less than significant**.

Stormwater

The project site is currently developed with impermeable surfaces (e.g., concrete, asphalt) and therefore the parking structure would not result in the conversion of currently permeable surfaces to new impermeable surfaces. The project may include a vegetated (landscaped) vertical wall with drought-tolerant plant species and therefore would not require substantial amounts of water to irrigate. Additionally, the irrigation system would be "smart" and would optimize water usage through automated weather-based scheduling to monitor soil and weather conditions to prevent overwatering. As such, it is anticipated that any runoff associated with project irrigation would be nominal.

Additionally, the proposed project would involve improvements to the Port's insufficient existing stormwater system. The improvements would ensure that discharge of on-site stormwater occurs in accordance with NPDES and Los Angeles RWQCB requirements by implementing BMPs. The proposed improvements to the Port's stormwater infrastructure would also limit the amount of excess stormwater runoff entering the City's stormwater drainage system immediately adjacent to the Port. As such, the project would not substantially increase stormwater runoff on-site.

The project would result in the relocation or construction of new or expanded stormwater facilities within the project boundary to address currently insufficient infrastructure; potential impacts associated with such improvements are included throughout Section 3, Environmental Analysis, of this EIR as part of the overall proposed project. As demonstrated in this EIR, the construction of needed stormwater infrastructure improvements could potentially result in significant environmental impacts; however, with implementation of the mitigation measures identified throughout Section 3, Environmental Analysis, which include mitigation measures **AQ-1**, **CR-1**, **GEO-1**, **HAZ-1, HAZ-2**, and **NOI-1**, potential impacts would be reduced to less than significant levels. Accordingly, such impacts would be **less than significant with mitigation incorporated**.

Electric Power

Electricity is currently provided to the existing uses operating on the project site. The proposed parking structure and surface parking lot would include demand for electricity for security lighting, which represents a nominal and typical load that can be accommodated by existing electrical infrastructure. Installation of photovoltaic solar panels is not assumed for purposes of this

analysis; however, energy for these systems may be provided via photovoltaic solar panels installed on the rooftop of the parking structure, thereby avoiding an increase in demand for the provision of electrical service with project implementation. If installed, it is anticipated that the solar panels could generate energy to offset some of the Port's current energy demand; as such, the project could result in beneficial impacts related to energy demand. The project would also be required to comply with CALGreen Code standards pertaining to energy conservation and efficiency. As such, the proposed project would not substantially increase electrical power use on-site or result in the relocation or construction of new or expanded electrical facilities. Impacts would be **less than significant**.

Natural Gas

Natural gas is typically used for specialized heating, ventilation, and safety systems. The proposed parking structure would not include the use of natural gas, as energy would be supplied by electricity or through the proposed photovoltaic solar panels, if installed. As such, the proposed project would not substantially increase the demand for natural gas on-site or result in the relocation or construction of new or expanded natural gas facilities. **No impact** would occur in this regard.

Telecommunication Facilities

Telecommunications facilities would be installed to support operation of the parking structure and/or surface parking lot. Such facilities may be installed for purposes of safety and security in enabling artificial intelligence technology for smoke detection or remotely monitored security systems. Telecommunications and technology services for the Port are currently provided by outside vendors and agencies and are available on the project site; therefore, substantial improvements would not be required to enable service for the proposed project. As such, the proposed project would not substantially increase the demand for telecommunication facilities on-site or result in the relocation or construction of new or expanded telecommunication facilities. Impacts would be **less than significant**.

Mitigation Measures: Implement mitigation measures **AQ-1, CR-1, GEO-1, HAZ-1, HAZ-2,** and **NOI-1.**

Level of Significance: Less than significant with mitigation incorporated.

Water Supply

Impact 3.11-2	**The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.**

The UWMP indicates that the PHWA manages a diversified water supply portfolio, including imported water and groundwater sources, and conducts long-term planning to ensure sufficient supplies are available to meet projected demand under varying hydrologic conditions. According to the 2020 UWMP, the reliability of the City's water supply is expected to be adequate to meet

normal year, single dry year, and five-consecutive-year drought dry year conditions between 2025 and 2040 (PHWA 2021).

As described under Impact 3.11-1, the project would result in minimal operational water demand due to the absence of water-intensive uses, and therefore, would represent a negligible contribution to the City's overall water demand projections identified in the UWMP. Because the project would not substantially increase water demand, it would fall within the existing supply and demand projections evaluated in the UWMP.

Sufficient water supplies would be available to serve the proposed project during normal, single dry, and multiple dry years. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Wastewater Treatment Capacity

Impact 3.11-3	**The project would not result in a determination by the wastewater treatment provider which serves, or may serve, the project that the project has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. No impact would occur.**

As discussed under Impact 3.11-1, the proposed project would not result in new wastewater generation on the project site, and there would be no need for new or expanded wastewater treatment capacity to serve the project. As such, the proposed project is not anticipated to be a substantial source of wastewater such that new or expanded facilities would be necessary.

The wastewater treatment provider that serves the site would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **No impact** would occur.

Mitigation Measures: None required.

Level of Significance: No impact.

Solid Waste Infrastructure Capacity

Impact 3.11-4	**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. Impacts would be less than significant.**

Project construction activities would generate solid waste in the form of demolition debris from removal of the existing warehouse and pavement, as well as construction-related materials associated with development of the parking structure and surface high-and-heavy (HH) concrete pad. Construction activities would be required to comply with all applicable state and local solid

waste diversion and disposal requirements, including preparation and approval of a construction and demolition waste diversion plan by the District.

The generation of construction waste would be temporary and would cease upon completion of construction activities. All construction debris would be removed, recycled to the extent feasible, and properly disposed of at permitted facilities. Project operational activities are expected to generate a minimal amount of solid waste associated with routine maintenance activities and would not represent a substantial source of solid waste compared to existing Port operations.

Solid waste generated from project construction and operation would be disposed of at permitted regional facilities, including the Toland Road Landfill, which has substantial remaining capacity, and would represent a small fraction of available landfill capacity. All waste materials would be transported to appropriate disposal or recycling facilities in accordance with applicable regulations. As such, the project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure.

The project would demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires jurisdictions to reduce, recycle, and reuse solid waste to the maximum extent feasible. The project would also comply with the CALGreen Code, which includes measures to reduce construction-related waste through material conservation and recycling requirements.

With required preparation and implementation of the construction and demolition waste diversion plan, the project would not impair the attainment of solid waste reduction goals. Operationally, the proposed parking structure and surface HH concrete pad would be used for temporary vehicle and HH storage, with no on-site vehicle servicing or material processing, and would therefore generate minimal quantities of solid waste.

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. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Solid Waste Regulations

Impact 3.11-5	**The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.**

Refer also to Impact 3.11-4. The project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Construction and demolition debris generated by the project would be handled, transported, and disposed of in accordance with applicable regulatory requirements, including those established by the California Integrated Waste Management Act.

The project would also be required to prepare and obtain approval of a construction and demolition waste diversion plan by the District, ensuring compliance with applicable solid waste diversion requirements. In addition, the project would comply with the CALGreen Code, which requires the diversion of construction and demolition waste through recycling and material reuse to the maximum extent feasible.

Due to the nature of the proposed land use, operational solid waste generated by the project would be minimal and would be managed through existing waste collection and disposal services currently serving the Port. Solid waste would be transported to permitted facilities, such as the Toland Road Landfill, in compliance with applicable regulations governing solid waste handling and disposal.

Therefore, the project would comply with all applicable solid waste regulations and would not conflict with any federal, state, or local statutes or regulations related to solid waste. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Impacts

Impact 3.11-6	**The project would not result in a cumulatively considerable impact to utilities and service systems. Cumulative impacts would be less than significant.**

Geographic Scope

Cumulative projects that would have the potential to be considered in a cumulative context with the proposed project's incremental contribution, and that are included in the analysis of cumulative impacts relative to utilities and service systems, are identified in Table 3.0-1 in Section 3 of this EIR.

Potential Cumulative Impacts

Water Supply

Cumulative development within the Port and surrounding service areas would increase water demand over time. However, as described above, the PHWA manages a diversified water supply portfolio consisting of groundwater and imported water sources and conducts long-term planning through its UWMP to ensure supply reliability under normal, single dry year, and multiple dry year conditions.

The 2020 UWMP demonstrates that sufficient water supplies are available to meet projected future demand within the PHWA service area, including cumulative growth. In addition, the PHWA implements water conservation measures and a Water Shortage Contingency Plan to manage demand during drought conditions. Because the project would result in minimal water demand and would not substantially increase overall water use within the service area, the project's contribution to a cumulative impact on water supplies would be less than significant.

Wastewater

Cumulative development within the Port and surrounding region would increase wastewater generation and associated treatment demand. Continued implementation of infrastructure improvements, maintenance programs, and long-term planning efforts by the City and regional service providers would ensure that adequate wastewater treatment capacity is maintained to serve cumulative development. The project would not generate wastewater and would not result in a measurable increase in flows to the wastewater collection system or the OWTP. Therefore, the project would not contribute to a cumulative impact related to wastewater; cumulative impacts would be less than significant.

Stormwater

Cumulative development within the Port and surrounding region would increase stormwater runoff. Stormwater infrastructure within the Port and the City often experience overflow and deficiency during storm events. The proposed project would involve improvements to the Port's insufficient existing stormwater system in order to serve the project. The improvements would ensure that discharge of on-site stormwater occurs in accordance with NPDES and Los Angeles RWQCB requirements by implementing BMPs.

The proposed improvements to the Port's stormwater infrastructure would also limit the amount of excess stormwater runoff entering the City's stormwater drainage system immediately adjacent to the Port. If cumulative projects are located in currently deficient stormwater drainage areas, those projects, similar to the proposed project, would be required to improve conditions so that no significant impacts related to stormwater drainage would occur. Therefore, implementation of the proposed project and cumulative projects is anticipated to result in beneficial effects related to stormwater drainage.

Additionally, continued implementation of infrastructure improvements, maintenance programs, and long-term planning efforts by the City and regional service providers would ensure that adequate stormwater infrastructure is maintained or improved to serve cumulative development. The project also would comply with applicable regulatory requirements, including CALGreen standards and stormwater management requirements under the NPDES, which would reduce potential impacts associated with cumulative development. Therefore, the project's contribution to a cumulative impact related to stormwater would be less than significant.

Solid Waste

Cumulative development within the region would result in increased solid waste generation. Solid waste generated within the Port and City of Port Hueneme is disposed of at regional facilities, including the Toland Road Landfill, which has substantial remaining permitted capacity. State and local regulations, including the California Integrated Waste Management Act, require waste reduction, recycling, and diversion programs that reduce the amount of solid waste disposed in landfills. Continued implementation of these programs would minimize cumulative impacts associated with solid waste disposal.

The project would generate a relatively small amount of solid waste during construction and minimal waste during operation and would comply with all applicable waste reduction requirements. As such, the project would not substantially contribute to a cumulative impact related to solid waste services.

Other Utilities

Cumulative development would increase demand for utility services, including electricity, natural gas, and telecommunications infrastructure. However, utility providers, including Southern California Edison and local service providers, conduct long-term infrastructure planning and upgrades to accommodate projected growth. The project would result in a minimal increase in utility demand; as it would generally utilize existing infrastructure that currently serves the subject site, it would therefore not substantially contribute to a cumulative impact on such utility services. As such, the project's contribution to cumulative impacts related to other utilities would be less than significant.

Summary

Based on the above discussion, the proposed project would not contribute to a cumulative impact related to utilities and service systems. Impacts would be **less than significant.**

Mitigation Measures: None required**.**

Level of Significance: Less than significant**.**

3.11.5. Sources Cited

CalRecycle (California Department of Resources Recycling and Recovery). 2026. *SWIS Facility/Site Search, Toland Road Landfill.* Accessed April 26, 2026. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/606?siteID=3952.

City of Port Hueneme. no date-a. "Public Works (Water) - Where Does Our Water Come From?" Accessed April 26, 2026. https://www.ci.port-hueneme.ca.us/1041/Where-Does-Our-Water-Come-From.

City of Port Hueneme. no date-b. "Public Works (Wastewater Division)." Accessed April 25, 2026. https://www.oxnard.gov/public-works/wastewater-division.

Impact Sciences. 2026. *P1 Hueneme Parking Structure Project Air Quality Technical Report*.

PHWA (City of Port Hueneme Water Agency). 2021. *2020 Urban Water Management Plan.* https://www.ci.port-hueneme.ca.us/DocumentCenter/View/4259/MKN-Port-Hueneme-Water-Agency-UWMP-2020-Final?bidId=.

SWRCB (State Water Resources Control Board). 2022. National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbances Activities. https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2022/wqo_2022-0057-dwq.pdf.

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4. EFFECTS FOUND NOT TO BE SIGNIFICANT

California Public Resources Code Section 21003(f) states, "It is the policy of the state that… all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that an environmental impact report (EIR) "shall identify and focus on the significant impacts of the proposed project on the environment," and Section 15143, which states that "the EIR shall focus on the significant effects on the environment." As stated in Section 15128 of the CEQA Guidelines, "An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

In the course of evaluation, certain impacts were found not to be significant (no impact) or to be less than significant because the characteristics of the proposed project would not result in such impacts. This section briefly describes such effects. However, other individual impacts found to be less than significant are evaluated in the various EIR sections (Sections 3.1 through 3.11) to more comprehensively discuss why impacts are less than significant in order to better inform decision-makers and the general public.

4.1. Agriculture and Forestry Resources

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

No Impact. According to the California Department of Conservation, the proposed project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance as the project site is designated as Urban and Built-up Land and does not support any vegetation (California Department of Conservation, no date-a); refer also to Figure 2-2, Project Vicinity Map. The proposed project would therefore not convert farmland to non-agricultural use. No impact would occur.

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

No Impact. The project site is zoned M-PR (Port-related Use) by the City of Port Hueneme (City of Port Hueneme 2025) and is therefore not associated with a zone intended for agricultural use. The site is not under a Williamson Act contract, which would allow for long-term protection of agricultural resources (California Department of Conservation, no date-b). Project implementation would therefore not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

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

No Impact. The project site is zoned M-PR (Port-Related Use) and is not associated with a zone related to forestland or timberland production (City of Port Hueneme 2025). As the site is fully developed with existing Port of Hueneme (Port) related uses, it does not support any forestland or timberland. Project implementation would therefore not conflict with existing zoning for, or cause the rezoning of, forestland, timberland, or timberland zoned Timberland Production. No impact would occur.

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

No Impact. Refer to Impact 4.1(c). No impact would occur.

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?*

No Impact. Refer to Impacts 4.1(a) through 4.1(c). No impact would occur.

4.2. Biological Resources

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

A project-specific Biological Resources Assessment was prepared by Michael Baker International, Inc. (2026; Appendix J).

Less than Significant Impact. Under current conditions, the project site includes surface parking and an existing warehouse building with limited areas of ornamental landscaping. Potential impacts to biological resources are expected to be minimal due to the developed and disturbed nature of the site and surrounding area. A biological reconnaissance survey was conducted on December 3, 2025, to inspect the site for its potential to support sensitive biological resources. The survey confirmed that only developed land that has been substantially altered by prior development activities occurs within the project boundaries and that surrounding areas are also highly urbanized (Michael Baker International 2026). No species identified as a candidate, sensitive, or special-status species was observed, or is anticipated to occur, on the project site.

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). No bird nests were observed during the site survey. Although the limited vegetation within the project may provide suitable nesting opportunities for a variety of bird species, these species are adapted to developed areas and associated urban noise sources, including construction, traffic, and industrial Port operations. By law, the project will

adhere to MBTA and CFGC requirements via contractors checking for nests prior to any vegetation or tree removal that occurs during the nesting season (February 15 to August 31).

The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

No Impact. The project site is fully developed with Port-related uses, with some ornamental landscaping and disturbed, weedy vegetation occurring on-site. No riparian habitats or other sensitive natural communities are present within the project site boundaries (Michael Baker International 2026). Therefore, the project would have no impact on riparian habitat or other sensitive natural community.

c) *Would the project 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?*

No Impact. The project site is fully developed with existing Port-related uses and does not support any state or federally protected wetlands (Michael Baker International 2026). No impact would occur.

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

No Impact. The project site is located within a developed, highly urbanized area and is surrounded by existing development and open waters of the harbor. Additionally, the project site has no connectivity to any natural habitat that would serve as migration corridors (Michael Baker International 2026). No impact on the movement of native or migratory species, migratory wildlife corridors, or nursery sites would occur.

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

No Impact. The Master Development Plan for the Port of Hueneme (Port Master Plan) (District 1978) does not include specific tree protection measures or heritage tree protection program. The proposed project would result in removal of one on-site tree, a tree tobacco (*Nicotiana glauca*) located near the northeast corner of the existing warehouse; however, this tree is non-native, ornamental, and not of biological value (Michael Baker International 2026).

Additionally, the project site is located within the Coastal Zone, within which any proposed work would be subject to review and approval under the Local Coastal Program. The Local Coastal Program that applies to Port lands identifies environmentally sensitive habitat areas in accordance

with Coastal Act Section 30240. The project site is not located within these areas and therefore does not support environmentally sensitive habitat (including sensitive tree species). The project would require approval of a Coastal Development Permit prior to commencement of any construction activities.

The project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

f) Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located within the boundaries of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plans (Michael Baker International 2026). No impact would occur.

4.3. Energy

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.

Construction

Project-related construction activities would consume electricity on a limited basis for power, lighting, and electrical equipment. The electricity demand at any given time would vary throughout the estimated 48-month construction period based on the construction and demolition activities being performed and would cease upon completion. All improvements would be constructed within this time period. Electricity use from construction activities would be short-term, limited to working hours, and used for necessary construction-related activities.

Typically, construction activities do not involve the consumption of natural gas. As such, natural gas would not be supplied to support project construction activities and there would be no expected demand generated by construction of the project. If natural gas is used during construction, it would be in limited amounts and on a temporary basis and would specifically be used to replace or offset diesel-fueled equipment, and as such, would not result in substantial on-going demand. Further, mitigation measure AQ-1 (refer to Section 3.2, Air Quality) would require the use of Tier 4 equipment during construction. Tier 4 construction equipment reduces diesel emissions and is considered to be energy efficient.

Project construction activities would require the use of gasoline- and/or diesel-powered equipment and/or vehicles for hauling activities. Fuel-efficient equipment would be utilized consistent with state and federal regulations, such as fuel efficiency regulations outlined in Title 24, Assembly Bill 32, which regulates energy resources and fuel consumption, and California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimize the idling time of construction equipment

either by shutting it off when not in use or by reducing the time of idling to no more than five minutes.

Construction equipment would be maintained to applicable standards, and construction activities and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume that contractors would avoid wasteful, inefficient, or unnecessary fuel consumption during construction to reduce construction costs. The project would be constructed to comply with the mandatory requirements set forth in the CALGreen Code related to energy efficiency, water efficiency and conservation, and material conservation and resource efficiency for new non-residential buildings.

Operation

The proposed project would construct a new multilevel parking structure and associated high-and-heavy (HH) vehicle staging area on-site, replacing the existing warehouse and surface parking areas. The parking structure would be designed in compliance with the current state statutes under Title 24. Specifically, project compliance with the current California Energy Code (Title 24, Part 6 of the California Code of Regulations) and CALGreen Code (Title 24, Part 11 of the California Code of Regulations) would ensure that energy usage at the facility would be more efficient than occurs under existing conditions. Although the installation of photovoltaic solar panels is not assumed for purposes of this analysis, the proposed project may also include the installation of solar panels on the roof of the parking structure to power the structure and its associated lighting, signage, intelligent transportation systems, and electric plug-in infrastructure. If installed, the rooftop solar array would provide a renewable, on-site energy source that could reduce reliance on conventional grid-supplied electricity and improve system resiliency. The solar array could also support other electrified Port infrastructure with locally sourced renewable energy.

Based on the discussion above, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Impacts would be less than significant.

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

Less than Significant Impact. The project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources, such as the California Energy Code and the CALGreen Code. With adherence to the California Energy Code, energy efficiency would be maximized in all areas for the project.

The project may include the installation of solar panels to power the parking structure and other uses on the Port, which would support on-site renewable energy generation and reduce reliance on conventional grid-supplied electricity. The incorporation of solar infrastructure would be consistent with and supportive of applicable renewable energy and energy efficiency plans and policies.

The project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency. Rather, the project would be aligned with broader policy goals, including the Port's goal of achieving zero emissions by 2030, as identified in the Port's 10-Year Strategic Plan and Environmental Framework (District 2024), the City of Port Hueneme's 2045 General Plan/Climate Action Plan (CAP; City of Port Hueneme 2022), and the California Energy Commission's goal of achieving a zero-carbon energy system by 2045. Refer also to Table 3.5-5, Project Consistency with Local Plans, for additional details.

The Port of Hueneme's 10-Year Strategic Plan 2025-2035 is a visioning tool for the Port's administration that outlines how the District and its regional partners will guide the Port's growth, infrastructure investments, and economic development priorities. The plan establishes the Port's mission and strategic direction through five key pillars—including economic vitality, infrastructure modernization, and environmental stewardship—and contains detailed guidance on capital investments. The project as proposed would be consistent with the goal of developing and maintaining state-of-the-art infrastructure that enhances productivity and efficiency by improving on-site vehicle staging and circulation efficiency, compared to existing at-grade conditions, through the development of a multilevel parking structure within the Port.

The project would also help to enhance environmental sustainability, assisting in reducing climate change and clean energy transition; achieving zero-emission operations by 2030; and reducing or avoiding environmental impacts from Port operations and development where feasible. As analyzed herein, the project would be designed consistent with Title 24, Part 6 (Energy Code) and Part 11 (CALGreen Code) of the California Code of Regulations, and the project may also integrate sustainable design elements (solar panels, vegetated screening) that would further assist in the Port's greenhouse gas emissions and energy reduction goals.

The project would aid in meeting key goals and objectives of the Ventura County 2040 General Plan/CAP (County of Ventura 2020), including improving the long-term sustainability of the community through local efforts to reduce greenhouse gas emissions over the short- and long-term (Goal COS-10). As stated, the project would be designed and built to meet Title 24 requirements, resulting in an energy-efficient parking structure that supports existing and future Port operations. The project would further contribute to reduced greenhouse gas emissions by improving vehicle staging and circulation efficiencies within the Port, resulting in increased energy efficiency.

The project would be consistent with the City of Port Hueneme's 2045 General Plan/CAP goal of reduced greenhouse gas emissions from energy use in buildings (CAP Goal 1) in that it would be designed and built to meet the most current versions of Title 24, resulting in an energy-efficient building. The project would also contribute to the goal of reduced greenhouse gas emissions from transportation (CAP Goal 2) in that it would improve on-site vehicle staging and circulation efficiencies compared to existing at-grade conditions. Such proposed operational efficiencies would contribute to regional efforts to reduce transportation-related greenhouse gas emissions.

As proposed, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant in this regard.

4.4. Land Use and Planning

a) Would the project physically divide an established community?

No Impact. Activities that could result in the physical division of a community may include, but are not limited to, the construction of major highways or roadways; construction of storm channels; closing of bridges or roadways; and/or construction of utility transmission lines.

The project site is currently developed with an asphalt parking lot and a warehouse. The site does not support residential uses or habitable structures, and Port uses adjoin the north, south, and west boundaries, with residential uses off-site to the east across Ponoma Street and to the north/northeast along West Clara Street; refer to Figure 2-2, Project Vicinity Map.

The project does not propose any new roadways or off-site improvements that would create a physical barrier for the adjacent residential community or other surrounding uses. All project improvements would occur within the Port boundaries on lands currently developed with uses similar in operational character to those proposed with the project. As a result, the proposed project would not physically divide an established community and no impact would occur.

b) Would the project 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?

Less than Significant Impact. According to the Port Master Plan, the parcels affected by the proposed project have a land use designation of Autos/General Cargo; Warehousing; and/or General Cargo/Bunkering Off-shore Oil (District 1978). The project-related parcels designated as Autos/General Cargo (Parcels 1 and 2 per the Port Master Plan) currently support temporary on-site vehicle storage associated with the Port's ongoing vehicle processing operations. The proposed parking structure and HH concrete pad would continue to function as an intermediate staging and transfer point between oceangoing vessels at berth and ground transportation modes. As the proposed project would continue to accommodate temporary on-site staging of vehicles and HH vehicle parking, the project would be an allowed use under the Autos/General Cargo designation and consistent with the intended land use for the parcels.

The Port Master Plan does not specifically define activities allowed by the Warehousing land use category (which applies to Parcel 3, per the Port Master Plan), nor does it prohibit the proposed project uses of vehicle storage and surface parking. Under current conditions, the existing warehousing use (on Parcel 3) is generally described as activities that "include manufacturing, lumber storage, and leasing of office space to Port-related business" (District 1978: Volume 1, p. 9). The proposed project would result in the offloading of imported vehicles and HH vehicle staging, and temporary on-site storage within the parking structure and the HH concrete pad for planned off-site vehicle transport and delivery. Such activities would be similar in nature to ongoing storage activities associated with the current warehousing operations and temporary staging of goods on-site and would not conflict with existing or future operations on the parcel or adjoining lands. For these reasons, the temporary on-site vehicle storage use proposed with the project is considered consistent with the Warehousing land use designation.

The land use designation of General Cargo/Bunkering Off-shore Oil (which applies to Parcel 8, per the Port Master Plan) allows for the offloading and temporary on-site storage or transport of cars, trucks, and buses (Commodity No. 7320); motor vehicles, except buses (Commodity No. 7321); and trucks (Commodity No. 7323), along with a variety of other goods, including citrus fruits, lumber, rubber, cement, iron, and steel (District 1978: Volume II, p. B-51, Exhibit 26). The temporary on-site vehicle storage proposed with the project would therefore be an allowed land use, consistent with the General Cargo/Bunkering Off-shore Oil designation. The proposed project would therefore not change or conflict with the existing land use or zoning designations that apply to the site. Rather, the uses proposed with the project would be similar in nature to those presently operating within the project boundaries and consistent with the land use designations assigned to the affected parcels.

The Port Master Plan, as certified by the California Coastal Commission, has been prepared in compliance with the requirements of the California Coastal Act and serves to guide future development of the Port of Hueneme over the long-term. The Port Master Plan is aimed at identifying means through which the District may further development of the Port so as to achieve maximum economic, labor, and service benefits for the people within its service area and provides an economic analysis of potential impacts resulting with implementation of the Plan over the near- and long-term. The proposed use of the project site and associated operations would be similar in nature to existing uses and would not conflict with applicable Port Master Plan goals or policies intended to guide Port operations or ensure ongoing environmental protections.

As discussed in Section 3 of this EIR, the project would comply with applicable District regulations aimed at reducing potential environmental effects resulting with the proposed improvements. Mitigation measures have been identified, as appropriate, to reduce any such impacts to less than significant.

The Port Environmental Management Framework (District 2013) strategic implementation plans guide the integration of sustainability into the Port's day-to-day operations and set strategic action plans in the core areas of air quality management, marine resources management, soil and sediment management, water quality management, energy management, and climate change adaptation. The plans identify the Port's primary goal of balancing environmental stewardship with the economic benefits of Port operations and are intended to guide the implementation of projects and programs to keep the Port in compliance with regulatory obligations. The strategic implementation plans identify programs aimed at pollution prevention and natural resource protection, enhancing the Port's ability to grow and operate in a sustainable manner. The project would also be consistent with the Port's goal to pursue decarbonized, zero-emission operations by providing a structured facility that improves vehicle circulation and can accommodate the future use of electric and alternative fuel vehicles and equipment. The project would further ensure greenhouse gas emissions are reduced to the maximum extent feasible in support of the state's climate goals; refer also to Section 3.5, Greenhouse Gas Emissions, for additional discussion.

As discussed, the project would be designed and built to meet Title 24, Part 6 (Energy Code) and Part 11 (CALGreen Code) of the California Code of Regulations, resulting in an energy-efficient parking structure that supports existing and future Port operations. The project would contribute to the community-wide effort of achieving greenhouse gas emissions reduction by improving on-site vehicle staging and circulation efficiency. If implemented, potential project elements such as

solar panels, enhanced on-site stormwater systems, and/or a vegetative screen wall (for air pollutant filtering and water quality benefits) would also contribute to the identified goals of air quality, marine resources, energy, and water quality management; climate change adaptation; and greenhouse gas reductions.

As demonstrated in Sections 3.1 through 3.11 of this EIR, the project has been designed, or would incorporate mitigation measures, to minimize potential environmental effects in relation to such core areas. In summary, the proposed project would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

4.5. Mineral Resources

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

No Impact. According to the California Geological Survey, the proposed project site is mapped Mineral Resource Zone 1 (MRZ-1), indicating that the project site is an area where available geological information indicates that little likelihood exists for presence of significant construction aggregate resources (California Geological Survey 2022). The project site is within a built-out urban area that is largely developed with commercial and residential uses and would be incompatible with mining use. Additionally, the Port intermittently undertakes dredging projects for needed maintenance that involve large amounts of sediments; however, these projects are not intended for mining purposes.

The City of Port Hueneme does not contain any significant mineral resources. There are no known mineral resources or mineral resource extraction sites in the City (City of Port Hueneme 2021).

The project would not result in the loss of availability of a known mineral resource of value to the region or residents of the state. No impact would occur.

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. Refer to Impact 4.5(a).

4.6. Population and Housing

a) Would the project 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)?

Less than Significant Impact. Although project construction would generate temporary jobs during the construction phase, it is anticipated that workers would come from the existing local or regional workforce, commuting daily to/from the project site from surrounding communities, and would not create a substantial new demand for temporary housing. As the project does not propose the expansion of existing infrastructure or an increase in existing shipyard operations that would necessitate hiring a substantial number of new permanent employees, it is not

anticipated that the construction of new area housing, either directly or indirectly, would be required over the long term.

The project site is located in a highly urbanized area served by existing public infrastructure and services (water, sewer, natural gas, electrical, roadways). Existing Port infrastructure would generally be adequate to serve the proposed project; minor improvements to water, sewer, and storm drain infrastructure for connection would be required. Such improvements would be sized to specifically serve the proposed project and would not enable or spur other area growth that could not have otherwise occurred without the project. The proposed project would also not introduce a significant change to existing circulation patterns or area roadways serving the site, which would adequately accommodate anticipated traffic volumes generated by the project, as well as site access needs. The construction of new roadways is not proposed or required.

The project would not induce substantial unplanned direct or indirect population growth. Impacts would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with Port uses, which consist of an asphalt parking lot and a warehouse. There are no residences or habitable structures within the project boundaries. As such, development of the proposed project would not displace existing people or housing. No impact would occur.

4.7. Public Services

a) (i) Would the project result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of fire protection?

Less than Significant Impact. The Ventura County Fire Department (VCFD) provides first responder fire protection service to the District and its Port Hueneme facilities. VCFD Station 53 serves the Port through mutual-aid agreements and often responds with the Oxnard and Ventura County Federal Fire Departments. Personnel at Station 53 are trained and equipped for ocean rescue, staffing the local Coast Guard cutter for emergency medical services and the Ventura County Fire Boat-5 for firefighting. The station is equipped with a medic engine, utility pickup (water rescue), rescue watercraft (jet-skis), and an inflatable boat (VCFD 2026).

The proposed parking structure is not expected to substantially increase the number of employees working at the site. Therefore, the project would not contribute to a significant increase in demand for fire protection services in this regard, such that new facilities or personnel would be required.

As a percentage of the vehicles stored at the Port are electric vehicles (EVs) and therefore (most commonly) have lithium-ion batteries, there is a current (and future) potential for battery fires to occur. Under current conditions, approximately 360,000 vehicles on average are imported at the Port per year. With project implementation, such imports are conservatively estimated to increase to an average of approximately 701,672 vehicles per year by 2046. At present, approximately 30

percent of vehicles offloaded annually at the Port are EVs. With project implementation, it is anticipated that this number may increase but would be based on market demand. However, this increase reflects annual throughput rather than the number of vehicles stored on-site at any given time, which is the primary factor influencing fire risk. Vehicle storage at the Port is temporary, with regular turnover, such that the total number of vehicles present on a given day would not increase proportionally with annual throughput. Therefore, the number of vehicles (including EVs) stored on-site on a given day would not substantially increase the probability, severity, or consequences of a battery fire or thermal runaway event, such that a significant increase in associated fire risk would occur in this regard.

Compared to internal combustion engine vehicle fires, which on average occur every two to three minutes in the United States, there are fewer EV fires (NFPA 2026). As stated, the on-site storage of EVs with the project would not represent a new hazardous condition or introduce a new potential risk of fire, thereby increasing the demand for fire protection services as compared to existing conditions. Additionally**,** if a fire incident related to EV batteries were to occur on the Port, the VCFD is able to coordinate the provision of fire service personnel with training, knowledge, technical information, and reference materials necessary for the safe and effective management of marine- and land-based incidents, as well as procedures for handling EV battery-ignited fires (IFSTA 2019). Refer also to Section 3.6, Hazards and Hazardous Materials.

In conformance with the California Fire Code and related Port regulations pertaining to fire protection, fire sprinklers would also be installed in the interior of the parking structure, further reducing immediate demand on local fire protection services. The District also complies with fire regulations issued by the US Coast Guard (which has jurisdiction over the commercial Port facilities) and state, county, and local fire rules and regulations to ensure that adequate fire protection and prevention services are available on an ongoing basis. The District's Fire Prevention Program (District Policy #209) would also apply to the proposed project to further minimize the risk of on-site fire events and to reduce demands for fire protection services.

For the reasons above, the project would not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives related to fire protection services, and potential impacts associated with construction of such facilities would therefore not occur. Impacts would be less than significant.

a) *(ii) Would the project result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of police protection?*

Less than Significant Impact. The District has developed a Facility Security Plan for the commercial seaport facilities in accordance with requirements in 33 Code of Federal Regulations 105, as amended by the US Coast Guard. Facility security is defined as those measures employed to protect against seizure, sabotage, piracy, pilferage, annoyance, or terrorism. Additionally, the District partners with various federal, state, and local government agencies to ensure ongoing security at Port facilities. Such agencies include, but are not limited to, the US Coast Guard, US Customs and Border Protection, VCFD, Ventura County Sheriff's Department, Department of Emergency Management, among others.

On a daily basis, on-site Port personnel monitor facilities, rail and road systems, respond to calls, and have the authority to access all marine terminals and cargo at the Port. Port personnel also operate round-the-clock camera surveillance, explosives detectors, and other technologies to maintain protection of Port facilities, operations, and employees (District 2026).

Additionally, per an agreement executed between the City of Port Hueneme and the District, the City provides additional police services to the District. The City of Port Hueneme Police Department (PHPD) is the District's first responder local law enforcement agency. The project site would be served by the PHPD from its facilities located at 250 N. Ventura Road, approximately 0.3 miles east of the project site. However, due to the nature of the proposed land use, and that a substantial increase in the number of employees on-site would not occur with project implementation, it is not anticipated that the proposed improvements would substantially increase the demand for City police protection services or the number of incidences (i.e., theft, vandalism) that would require PHPD involvement.

Based on the discussion above, it is not anticipated that the project would result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives related to police protection services, and potential environmental impacts associated with construction of such facilities would therefore not result. Impacts would be less than significant.

a) *(iii) Would the project result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of schools?*

No Impact. The project does not propose the development of any new residential housing. Implementation of the proposed project would not substantially increase the number of employees on-site, nor would it spur population growth in the local area that would generate a substantial number of new school-aged children.

The proposed project would therefore not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives related to school services, the construction of which could cause significant environmental effects. No impact would occur.

a) *(iv) Would the project result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times, or other performance objectives, the construction of which could cause significant environmental impacts for the public service of parks?*

No Impact. As project implementation would not substantially increase local population or develop new residential housing that may generate increased demand for public parks, there would be limited to no effect on the ability to meet established service ratios or other performance objectives, nor would significant environmental impacts result from the need to construct new park facilities. Demand for public parks would not substantially increase with the proposed project. No impact would occur.

a) *(v) Would the project result in the need for new or physically altered governmental facilities, in order to maintain acceptable service ratios, response times or other performance objectives, the construction of which could cause significant environmental impacts for the public service of other public facilities?*

No Impact. The proposed project would not substantially increase the number of employees at the Port and would have a minimal number of employees required for operation, as occurs under existing conditions. The proposed parking structure and surface parking areas would be used for temporary storage of newly imported vehicles and do not represent uses that would substantially increase population or the local demand for public facilities, such as libraries.

The proposed project would therefore not result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios or other performance objectives related to public facilities, the construction of which could cause significant environmental effects. No impact would occur.

4.8. Recreation

a) *Would the project 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?*

No Impact. Refer to Impact 4.7a(iv). The project does not propose any type of residential use or other land use that may substantially induce population growth that would, in turn, increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

b) *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. The proposed project would involve demolition of an existing warehouse and construction of a multilevel parking structure for the storage of newly imported vehicles. As the project would not contribute to substantial area population growth, there would be no requirement for the construction or expansion of recreational facilities. No impact would occur.

4.9. Wildfire

a) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. According to the California Department of Forestry and Fire Protection, the project site is not located in a state responsibility area and is within a local responsibility area. The project is not within a fire hazard severity zone and therefore has minimal potential risk for wildfire occurrence (California Department of Forestry and Fire Protection 2026).

The District implements its Emergency Operations Plan (EOP), as adopted by the Board of Harbor Commissioners, and as documented in the Port's Operations Policy #214 (Port Emergency

Operations Plan Policy; District 2025). The EOP has been prepared in accordance with National Incident Management System and California Standardized Emergency Management System requirements, as well as relevant federal, state, and maritime security regulations. The EOP addresses overall preparedness, response, and recovery procedures for hazards affecting Port operations, personnel, tenants, and the surrounding community.

Improvements proposed with the project would not substantially change current operations on the subject site, and the property would continue to be used for the off-loading and storage of vehicles, similar to that under existing conditions. Such operations are not anticipated to alter emergency response procedures, nor introduce features that would conflict with emergency measures in place or cause impairment of emergency response or evacuation procedures. Further, no off-site improvements are proposed, and therefore, the project would not affect existing area roadways or designated evacuation routes.

The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

b) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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. Refer to Impact 4.9(a). The project site is not within an area susceptible to a high risk for wildfire occurrence. The planned improvements would occur on highly developed lands within the Port boundaries. No vegetated slopes or other conditions that would exacerbate the potential for wildfire hazards are present on-site.

For the reasons above, the proposed project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

c) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?*

No Impact. Refer to Impact 4.9(a). No improvements to local roadways or access routes are required or proposed with the project. Under the existing and proposed condition, the project site is generally of paved surface and does not support vegetation, similar to immediately adjoining land uses; the installation of fuel breaks is not required for the project. No changes to existing emergency water sources, power lines, or other utilities are required or proposed, with exception of connection to existing on-site utility lines for operation of the proposed restroom facilities and fire sprinkler system.

The project would not require the installation or maintenance of infrastructure that would exacerbate fire risk or result in temporary or ongoing environmental impacts. No impact would occur.

d) *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?*

Less than Significant Impact. Refer to Impact 4.9(a). The project site is in a highly developed and paved condition and is not subject to a high risk for wildfire events. The site is relatively flat and does not support on-site slopes that would result in the potential for post-fire slope instability. Although unstable slopes do occur in the adjacent channel, the potential for on-site landslides to occur is considered negligible for design purposes with project conformance to California Building Code requirements (Moore Twining Associates 2026). Additionally, as designed, the proposed improvements would not substantially alter existing on-site drainage patterns and no downstream flooding would occur; refer also to Section 3.7, Hydrology and Water Quality.

The project would not 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. A less than significant impact would occur.

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5. ALTERNATIVES

5.1. Introduction

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) describe a reasonable range of project alternatives that could feasibly attain the basic objectives of the project while avoiding or reducing impacts associated with the project.

According to CEQA Guidelines Section 15126.6(a), the discussion of alternatives must focus on alternatives to the project, or to the project location, which will avoid or substantially reduce any significant effects of the project, even if the alternatives would be costlier or hinder to some degree the attainment of the project objectives.

The “No Project” Alternative must also be evaluated. The No Project analysis must discuss the existing conditions and what would reasonably be expected to occur in the foreseeable future if the proposed project was not approved.

The range of alternatives required is governed by a “rule of reason,” meaning that the EIR must only evaluate those alternatives necessary to permit a reasoned choice. The alternatives must be limited to those that would avoid or substantially lessen any of the significant effects of the proposed project.

Additionally, an EIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require an EIR to state why an alternative is being rejected. If the District ultimately rejects any or all alternatives, the rationale for rejection will be presented in the findings that are required before the District certifies the EIR and takes action on the proposed project.

According to Section 15126.6(f)(1) of the CEQA Guidelines, factors that may be taken into account when addressing feasibility of alternatives include environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

CEQA requires that an environmentally superior alternative be identified—that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project’s basic objectives be chosen as the environmentally superior alternative.

5.2. Project Objectives

The objectives of the proposed project are:

- Increase vehicle staging capacity within the Port to accommodate projected growth in automobile import and export activities.

- Maximize the efficient use of land within the Port through consolidation and vertical development of vehicle storage to optimize economic benefits and pollutant emissions reductions and maximize Port operational efficiencies.

- Provide a structured parking facility to support the storage and staging of vehicles associated with Roll-on/Roll-off (Ro/Ro) vessel operations to enable the Oxnard Harbor District–Port of Hueneme (District) to have more cargo operating space at the Port with which to weather economic variations.

- Maintain the efficient transfer of automobiles between vessels, on-site staging areas, and off-site processing and distribution facilities.

- Provide vehicle staging and storage capacity at a location that supports efficient connectivity to berth facilities, internal circulation routes, and Port access points, thereby minimizing operational conflicts and supporting the efficient movement of vehicles between vessels, on-site staging areas, and off-site processing facilities.

5.3. Impacts of the Proposed Project

Based on the analysis contained in Section 3, Environmental Analysis, the only significant and unavoidable impact resulting with implementation of the proposed project would be Impact 3.8-1, which is related to temporary construction noise generated by activities such as pile driving. Even with implementation of mitigation measure **NOI-1**, construction noise impacts would remain significant and unavoidable.

Through analysis provided in this EIR, it was determined that, in combination with long-term, region-wide growth and development, the proposed project has the potential to generate significant environmental impacts with regard to air quality, cultural resources, geology and soils, hazards and hazardous materials, tribal cultural resources, and utilities and service systems. Mitigation measures have been identified to reduce such impacts to less than significant levels.

Impacts to aesthetics, agriculture and forestry resources, biological resources, energy, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, and wildfire were found to be less than significant or have no impact. No mitigation measures were therefore required.

5.4. Alternatives to the Proposed Project

This analysis focuses on alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the project objectives. As noted previously, CEQA Guidelines Section 15126.6(e) requires that the alternatives discussion include an analysis of the No Project Alternative.

Pursuant to CEQA, the No Project Alternative refers to the analysis of existing conditions (i.e., land use or zoning designations) and what would reasonably be expected to occur in the foreseeable future if the project was not approved. Further, CEQA Section 15126.6(a) provides

that an EIR need not consider every conceivable alternative to a project; rather, an EIR need only consider a reasonable range of alternatives. The following alternatives have been identified for analysis in compliance with CEQA:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Build Alternative
- Alternative 3: Alternate Site Alternative

These alternatives were selected because they represent a spectrum of options that address the relationship between project impacts and project objectives, ranging from no impact (No Project Alternative), to impact minimization (Reduced Build Alternative), to impact avoidance through relocation (Alternative Site Alternative). Each alternative provides a meaningful basis for comparison with the proposed project and allows decision-makers to understand how environmental impacts could be reduced or avoided.

The alternatives also reflect typical alternatives identified during early planning and environmental review processes and are consistent with standard CEQA practice for evaluating a reasonable range of alternatives that could attain most of the project's objectives while reducing significant environmental effects. Table 5-1, Comparison of Project Alternatives Impacts to the Proposed Project, summarizes the comparative impact of the alternatives for each environmental category where the proposed project would result in a potentially significant impact.

TABLE 5-1 COMPARISON OF PROJECT ALTERNATIVES IMPACTS TO THE PROPOSED PROJECT

Topic	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Reduced Build Alternative	Alternative 3: Alternate Site Alternative
Air Quality	LTS+M	< (LTS)	< (LTS+M)	= (LTS+M)
Cultural Resources	LTS+M	< (NI)	< (LTS+M)	= (LTS+M)
Geology and Soils	LTS+M	< (NI)	= (LTS+M)	= (LTS+M)
Hazards and Hazardous Materials	LTS+M	< (NI)	= (LTS+M)	= (LTS+M)
Noise	SU	< (NI)	< (SU)	= (SU)
Tribal Cultural Resources	LTS+M	< (NI)	< (LTS+M)	= (LTS+M)
Utilities and Service Systems	LTS+M	< (NI)	< (LTS+M)	= (LTS+M)

Notes:
LTS Less than Significant
LTS+M Less than Significant with Mitigation Incorporated
NI No Impact
SU Significant and Unavoidable
= Impact would likely be equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact would likely be less than impact of proposed project (environmentally superior).
> Impact would likely be greater than impact of proposed project (environmentally inferior).

5.4.1. Alternative 1: No Project Alternative

Under the No Project Alternative, no future development would occur on the subject site and the proposed parking structure, high-and-heavy (HH) staging area, or other associated site improvements would not be constructed. The approximately 96,870-square-foot existing on-site warehouse structure would remain in its current condition and no physical changes to the site would otherwise occur. The site would continue to be used for Port-related warehouse, maintenance, and administrative functions, as occurs under present conditions.

Air Quality

Under the No Project Alternative, the proposed parking structure would not be constructed, and the project site would remain in its current physical condition. As a result, this alternative would avoid the temporary air quality impacts associated with construction activities, such as emissions from construction equipment, vehicle trips, and dust generation. Similarly, because a new parking structure would not be introduced, no increase in emissions related to facility operations and maintenance would occur.

However, the No Project Alternative would not address the need to increase vehicle staging capacity within the Port to accommodate projected growth in automobile import and export activities and maximize the efficient use of land within the Port through consolidation and vertical development of vehicle storage. This could indirectly affect air quality conditions if existing inefficiencies—such as vehicle idling, circulation congestion, and vehicle storage demand—persist or worsen over time.

Overall, impacts related to air quality with this alternative would be reduced when compared to the proposed project.

Cultural Resources

Impacts on cultural resources generally occur during ground-disturbing activities such as grading and excavation. Evaluation of the built environment (existing warehouse building) on the project site determined that no historic resources eligible for listing in the California Register of Historical Resources or National Register of Historic Places are present on-site. Potentially significant impacts to undiscovered cultural resources were identified for the proposed project, and mitigation measure **CR-1** would be implemented to reduce such impacts to less than significant.

As the No Project Alternative would not include such activities, disturbance of unknown cultural resources would not occur. Therefore, impacts on cultural resources would be reduced when compared to the proposed project.

Geology and Soils

Potential impacts related to liquefaction were identified for the proposed project. Such impacts would be reduced to less than significant with implementation of mitigation measure **GEO-1**, which would require engineering a subsurface structural support system (i.e., piles) for the parking structure to avoid the potential for structural failure due to liquifiable soils.

As the No Project Alternative would not result in on-site construction of any new structures or surface parking, no ground-disturbing activities would occur. The potential for impacts due to liquefaction would therefore not occur. Impacts related to geology and soils would be reduced when compared to the proposed project.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials for the proposed project were identified relative to the potential presence of lead-based paint and/or asbestos in the existing warehouse building and project-related ground-disturbing activities that may result in exposure to contaminated soils or groundwater. Mitigation measures **HAZ-1** and **HAZ-2** were identified to reduce potential impacts to less than significant.

As the No Project Alternative would not include any demolition or ground disturbance activities, the potential to encounter hazardous materials or contaminated soils or groundwater would be avoided, and neither an impact nor the need for mitigation would result. Therefore, impacts related to hazards and hazardous materials would be reduced when compared to the proposed project.

Noise

Construction activities resulting with the proposed project were determined to result in a significant and unavoidable impact, even with implementation of mitigation measure **NOI-1**, due to anticipated construction techniques and proximity to residential sensitive receptors. Operational impacts were determined to be less than significant.

As no development would occur on-site with this alternative, no noise generated by construction activities or operations would result. Noise levels would remain the same as under existing conditions. Therefore, noise impacts would be reduced when compared to the proposed project.

Tribal Cultural Resources

Impacts on tribal cultural resources generally occur during ground-disturbing activities such as grading or excavation. Potentially significant impacts to undiscovered tribal cultural resources were identified for the proposed project, and mitigation measure **CR-1** would be implemented to reduce such impacts to less than significant.

As the No Project Alternative would not include such activities, potential impacts resulting from the discovery of unknown cultural and tribal cultural resources would not occur. Therefore, impacts on tribal cultural resources would be reduced when compared to the proposed project.

Utilities and Service Systems

Stormwater improvements are required for the proposed project because the existing stormwater infrastructure is inadequate to convey flows during storm events, and the Port system has experienced overflows during extreme rainfall conditions. Construction of these new and/or expanded stormwater facilities would result in temporary impacts related to air quality, cultural resources, noise, tribal cultural resources, and the potential exposure of lead- and asbestos-containing materials during demolition. As discussed in Section 3, Environmental Analysis, implementation of mitigation measures **AQ-1**, **CR-1**, **GEO-1**, **HAZ-1**, and **HAZ-2** would reduce

these impacts to less than significant levels; however, temporary construction noise impacts would remain significant and unavoidable even with implementation of mitigation measure **NOI-1**.

Under the No Project Alternative, the proposed stormwater improvements would not be constructed, and existing drainage deficiencies and overflow conditions would persist. However, because construction of new or expanded stormwater facilities would not occur under the No Project Alternative, temporary impacts associated with improvements to the stormwater utility system, including air quality, cultural and tribal cultural resources, geology and soils, hazardous materials, and noise, would be avoided compared to the proposed project.

Summary

The No Project Alternative would reduce potentially significant impacts related to air quality, cultural resources, geology and soils, hazards and hazardous materials, noise, tribal cultural resources, and utilities and service systems as compared to the proposed project. Existing operations on-site would continue to occur as they do under present conditions and no improvements or efficiencies would be achieved.

5.4.2. Alternative 2: Reduced Build Alternative

The Reduced Build Alternative would redevelop the project site with an approximately 247,000-square-foot, four-level parking structure with a maximum height of approximately 52 feet, as compared to the proposed up-to-six-level, 455,900-square-foot, 75-foot-tall parking structure. This alternative would continue to support ongoing vehicle staging and storage operations associated with Ro/Ro vessel activities at the Port, while reducing the overall height, massing, and visual prominence of the structure within the surrounding viewshed. Similar to the proposed project, the Reduced Build Alternative would include internal circulation ramps, open-sided design elements for natural ventilation, and designated HH staging areas.

The Reduced Build Alternative would provide approximately 5,000 net new vehicle parking spaces, compared to approximately 8,500 net new parking spaces with the proposed project. This alternative would include a concrete staging pad of a similar size as with the proposed project to accommodate HH vehicles/cargo; however, the overall operational capacity of the site would be reduced.

Air Quality

The Reduced Build Alternative would reduce the proposed up-to-six-level parking structure to a four-level parking structure, which would in turn reduce the total number of net new vehicle parking spaces from approximately 8,500 spaces under the proposed project to approximately 5,000 spaces. The reduction in parking levels and overall building area would shorten the duration and intensity of construction activities, resulting in the generation of fewer construction air pollutant emissions. Mitigation measure **AQ-1** to reduce potential impacts related to air quality would still be implemented under this alternative, as Tier 4 construction equipment requirements would continue to apply during construction activities. Therefore, although construction-related air quality impacts would be incrementally reduced under this alternative, impacts would remain less than significant with mitigation incorporated, similar to the proposed project.

This alternative would result in an approximately 40 percent reduction in the number of parking spaces as compared to the proposed project. Therefore, it is reasonable to assume that operational air pollutant emissions would also be reduced in a generally proportionate manner. Operational air quality impacts would remain less than significant, similar to the proposed project.

Cultural Resources

As with the proposed project, construction on the subject site under this alternative would have the potential to directly and/or indirectly impact unknown cultural resources, requiring the implementation of mitigation measure **CR-1**; however, a reduced land area would be disturbed with this alternative. Similar mitigation measures as the proposed project would therefore be required to address potential effects on undiscovered cultural resources. Impacts under this alternative would be similar, although somewhat reduced, when compared to the proposed project and would be less than significant with mitigation incorporated.

Geology and Soils

As this alternative would still result in construction of the parking structure and surface parking areas, although at a reduced scale, the potential for impacts related to liquefaction would still result. Such impacts would be reduced to less than significant with implementation of mitigation measure **GEO-1.** Therefore, the Reduced Build Alternative would result in similar impacts related to geology and soils when compared to the proposed project.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials for the proposed project were identified relative to the potential presence of lead-based paint and/or asbestos in the existing warehouse building and project-related ground-disturbing activities that may result in exposure to contaminated soils or groundwater. Mitigation measures **HAZ-1** and **HAZ-2** were identified to reduce potential impacts to less than significant.

As the Reduced Build Alternative would result in demolition of the existing warehouse building, construction of the parking structure, and improvements to accommodate the HH staging area, similar to the proposed project, the potential to encounter hazardous materials or contaminated soils or groundwater would also be similar. Impacts would therefore be considered potentially significant, and implementation of mitigation measures **HAZ-1** and **HAZ-2** would remain applicable to reduce such impacts to less than significant. Impacts related to hazards and hazardous materials would be similar when compared to the proposed project.

Noise

The Reduced Build Alternative would result in similar development of the subject site as compared to the proposed project, yet at a reduced scale. The parking structure would be reduced in size from approximately 455,900 square feet to approximately 247,000 square feet with the proposed HH staging area remaining approximately the same size. As a result, it is anticipated that associated construction activities would be shortened in duration and intensity, thereby reducing resulting construction noise levels and potential effects on nearby sensitive land uses. However, a significant noise impact would likely still occur, due to required engineering techniques for the

structural foundation (e.g., pile driving) and use of similar construction equipment, as well as a similar location of the development area and distance to off-site sensitive receptors.

Implementation of mitigation measure **NOI-1** would still be required to reduce overall noise levels to the extent feasible. Although construction-related noise impacts would be incrementally reduced under this alternative, impacts related to noise would remain significant and unavoidable with mitigation incorporated, similar to the proposed project.

Tribal Cultural Resources

As with the proposed project, construction on the subject site under this alternative would have the potential to directly and/or indirectly impact unknown tribal cultural resources; however, a reduced land area would be disturbed. Similar mitigation measure as the proposed project **(CR-1)** would be required to address potential for undiscovered tribal cultural resources. Therefore, impacts would be similar, but somewhat reduced, as compared to the proposed project and considered less than significant with mitigation incorporated.

Utilities and Service Systems

Under the Reduced Build Alternative, redevelopment of the project site would still require the construction, expansion, and/or relocation of stormwater facilities to address existing drainage deficiencies at the Port. However, due to the reduced footprint and overall intensity of development compared to the proposed project, the extent of stormwater infrastructure improvements would be reduced. As a result, construction-related impacts associated with stormwater facility improvements, including temporary impacts to air quality, cultural and tribal cultural resources, geology and soils, hazardous materials, and noise, would be similar in nature but reduced in magnitude compared to the proposed project.

While this alternative would improve stormwater conveyance and reduce overflow conditions relative to existing conditions, it would not provide the same level of system capacity improvements as the proposed project.

Summary

As discussed, the Reduced Build Alternative would reduce potentially significant impacts related to air quality, cultural resources, noise, tribal cultural resources, and utilities and service systems as compared to the proposed project.

Under this alternative, the reduced structure height and floor area would lessen the visual scale of development as viewed from surrounding public vantage points, including East Pearl Street and Hueneme Wharf Plaza, while continuing to meet many of the project objectives related to increasing vehicle staging capacity and maximizing the efficient use of land within the Port through vertical vehicle storage. However, as this alternative would reduce parking capacity by approximately 40 percent, as compared to the proposed project, it would represent a substantial decrease in staging spaces and the overall operational capacity of the facility.

5.4.3. Alternative 3: Alternate Site Alternative

Under the Alternate Site Alternative, the parking structure would be constructed in an existing industrial portion of the Port that is more centrally located within Port operations and at a greater distance from sensitive receptors (residential uses) located along Ponoma Street, West Clara Street, San Pedro Street, and East Pearl Street, as compared to the proposed project. While this location would provide greater separation from sensitive receptors, it was not selected as the proposed project site due to operational constraints, including the need to maintain efficient vehicle staging, circulation, and proximity to primary berthing and processing areas. Development at the alternative site would disrupt established logistics patterns and could reduce operational efficiency or require reconfiguration of existing Port facilities.

Similar to the proposed project, the Alternate Site Alternative would include an up-to-six-level parking structure with a maximum height of approximately 75 feet and provide approximately 8,500 net new vehicle parking spaces to support ongoing Ro/Ro vessel operations. Improvements would include internal circulation ramps, a surface HH staging area, (potential) installation of photovoltaic solar panels, and associated operational infrastructure necessary to support vehicle staging, storage, and transfer activities.

Air Quality

The Alternate Site Alternative would construct the proposed parking structure and associated operational improvements farther from residential land uses than the proposed project site. Construction activities under this alternative would generally involve demolition, grading, pile driving, and building construction activities, similar to those associated with the proposed project. As such, construction equipment emissions and fugitive dust emissions would remain generally similar to the proposed project. Mitigation measure **AQ-1** would apply under this alternative to reduce construction-related emissions and minimize impacts to nearby sensitive receptors. Therefore, construction-related air quality impacts under this alternative would remain less than significant with mitigation incorporated, similar to the proposed project.

Operational emissions under the alternative site would also remain similar to the proposed project because this alternative would provide a comparable level of vehicle staging capacity and continue to support ongoing Ro/Ro vessel operations and projected growth in automobile import and export activities within the Port. Because this alternative would relocate the parking structure farther from nearby residential uses, temporary construction-related exposure to diesel particulate matter and fugitive dust at nearby sensitive receptors could be incrementally reduced relative to the proposed project, due to increased separation distances between construction activities and residential land uses. However, because the alternative site would likely be located farther from existing berth facilities, vehicles could travel longer distances within the Port compared to the proposed project, which could increase on-site vehicle travel and associated mobile-source emissions.

Although this alternative could require modifications to existing Port circulation patterns and operational layouts, operational air quality impacts under the Alternate Site Alternative would remain less than significant with mitigation incorporated, similar to the proposed project.

Cultural Resources

Improvements constructed with the Alternate Site Alternative would result in a similar development footprint as would occur with the proposed project, but at a different location within the Port boundaries. It is therefore anticipated that, due to the highly developed condition of the Port lands, development at an alternate location would not likely result in a direct impact to known cultural resources, although evaluations would be required to confirm (including built environment conditions where existing structures would be demolished). However, as this alternative would be constructed on similar Port-owned lands as the proposed project, the potential to encounter undiscovered cultural resources during ground-disturbing activities would be the same. Similar mitigation (**CR-1**) as the proposed project would be required to address potential impacts to unknown cultural resources. Therefore, impacts would be similar to the proposed project and considered less than significant with mitigation incorporated.

Geology and Soils

As the Alternate Site Alternative would also construct an up-to-six-level parking garage and an HH staging area on the Port property, it is assumed that similar geotechnical conditions underlying the site would be similar to those affecting the proposed project site. As such, it is anticipated that the potential for liquefaction to occur would also apply with construction of the intended facilities under this alternative, thus resulting in a significant impact and requiring implementation of mitigation measure **GEO-1** to reduce impacts to less than significant. Impacts related to geology and soils would therefore be similar when compared to the proposed project.

Hazards and Hazardous Materials

The Alternate Site Alternative would result in construction of the parking structure and improvements to accommodate the HH staging area, similar to the proposed project. Therefore, the potential to encounter hazardous materials from structure demolition or contaminated soils or groundwater would also be similar. Impacts would be considered potentially significant, and implementation of mitigation measures **HAZ-1** and **HAZ-2** would remain applicable to reduce such impacts to less than significant. Impacts related to hazards and hazardous materials would be similar with this alternative when compared to the proposed project.

Noise

Under this alternative, the parking structure, along with an HH staging area and associated improvements, would be constructed within the Port boundaries but likely at a greater distance from nearby residential sensitive receptors, given the location of the proposed project site from nearby residences. Therefore, it is anticipated that construction noise impacts may potentially be slightly reduced as compared to the proposed project. Similar mitigation (**NOI-1**) as the proposed project would be required to reduce impacts to the degree feasible; however, it is anticipated that construction noise impacts could remain significant and unavoidable given the proximity of the closest noise-sensitive receptors to the Port.

Tribal Cultural Resources

Improvements constructed with the Alternate Site Alternative would result in a similar development footprint as would occur with the proposed project, but at a different location within the Port boundaries. As with potential impacts to cultural resources (see above), conditions on an

alternate site would be anticipated to be similar to those affected by the proposed project, and the potential to encounter undiscovered tribal cultural resources would also be similar. Implementation of mitigation measure **CR-1** would remain applicable to the Alternate Site Alternative to ensure impacts are reduced to less than significant. Therefore, impacts would be similar to the proposed project and considered less than significant with mitigation incorporated.

Utilities and Service Systems

Under the Alternative Site Alternative, development would similarly require the construction, expansion, and/or relocation of stormwater facilities to address existing drainage conditions at the Port. Because this alternative would include a parking structure of comparable size and operational capacity to the proposed project, the extent of required stormwater infrastructure improvements would be similar. As a result, construction-related impacts associated with stormwater facility improvements, including temporary impacts to air quality, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, and noise, would be similar in nature and magnitude to those identified for the proposed project.

While the location of the improvements would differ, this alternative would not substantially reduce the need for stormwater facility expansion or the associated construction-related impacts. Therefore, impacts would be similar to the proposed project and considered less than significant with mitigation incorporated.

Summary

As discussed, the Alternate Site Alternative would result in similar impacts related to air quality, cultural resources, geology and soils, hazards and hazardous materials, tribal cultural resources, and utilities and service systems as compared to the proposed project. However, by increasing the separation distance between construction activities and nearby sensitive receptors, this alternative could also potentially reduce temporary exposure of sensitive receptors to construction noise and associated impacts as compared to the proposed project.

The Alternate Site Alternative would be located within an area designated for industrial and Port-related operations and would continue to support the operational objectives of the proposed project, including increasing vehicle staging capacity within the Port. However, because the subject site is already utilized for vehicle staging activities and is strategically located in proximity to existing berth facilities, internal circulation routes, and Port access points, relocation of the parking structure to another area of the Port would reduce operational efficiency and require reconfiguration of existing Port circulation and operational areas.

5.5. Alternatives Considered But Rejected

In accordance with CEQA Guidelines Section 15126.6, an EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental effects. The following are alternatives that have been rejected by the lead agency and are not further analyzed in this EIR.

5.5.1. Expanded Surface Parking Alternative

The Expanded Surface Parking Alternative would result in use of the project site with expanded surface parking for both regular and HH vehicles. Development with this alternative would occur within the same footprint as the proposed project. A vertical parking structure would not be constructed. Rather, the existing warehouse would be demolished to allow for the whole of the site to be used for continued vehicle offloading and storage. The pad to be utilized for HH staging would be expanded to accommodate additional parking for these vehicles; the remainder of the land area would accommodate the parking of standard-sized vehicles.

As construction of the up-to-six-level parking structure would not occur, it is anticipated that potential air quality emissions and noise from construction would be reduced as compared to the proposed project, due to the lower intensity of construction needs. The need for pile driving associated with construction of the parking structure foundation would be avoided, thereby substantially reducing associated construction noise.

As the overall development footprint would be the same as for the proposed project, potential impacts related to cultural and tribal cultural resources from ground disturbance would be similar and would require mitigation to reduce such impacts to less than significant; however, as pile driving would not be conducted for the parking structure, the potential to encounter undiscovered resources in previously undisturbed soils would be reduced. Construction of the expanded surface parking area would still be subject to the potential for liquefaction to occur, and mitigation would be required to reduce such impacts to less than significant, similar to the proposed project. Impacts related to hazards would also be similar to the proposed project, as demolition of the warehouse building would possibly release contaminants if not properly treated, and ground disturbance would still result in the potential to encounter contaminated soils or groundwater.

This alternative would meet the objectives of increasing vehicle staging capacity within the Port to accommodate projected growth in automobile import and export activities, and of maintaining the efficient transfer of automobiles between vessels, on-site staging areas, and off-site processing and distribution facilities, but to a lesser degree than the proposed project. Additionally, this alternative would meet the objective to provide adequate staging and storage areas for HH cargo and vehicles in locations that do not interfere with automobile circulation at the Port.

The Expanded Surface Parking Alternative would not meet the objectives of maximizing the efficient use of land within the Port through consolidation and vertical development of vehicle storage to optimize economic benefits and pollutant emissions reductions and maximizing Port operational efficiencies; or providing a structured parking facility to support the storage and staging of vehicles associated with Ro/Ro vessel operations to enable the District to have more cargo operating space at the Port with which to weather economic variations.

Although the Expanded Surface Parking Alternative would somewhat reduce impacts as compared to the proposed project, it would not reduce impacts related to geology and soils or hazards and hazardous materials; neither would it meet primary project objectives. For the reasons above, this alternative was rejected from further analysis in the EIR.

5.5.2. Revitalized Warehouse Use Alternative

Under the Revitalized Warehouse Use Alternative, a new vertical parking structure would not be constructed and the existing warehouse would remain. The Revitalized Warehouse Use Alternative would result in the continued use of the existing on-site warehouse to support Port operations, i.e., warehousing, maintenance, and administrative functions. Under existing conditions, the warehouse includes maintenance and storage areas, offices, and ancillary facilities such as a kitchen and security/storage rooms. With this alternative, interior enhancements would be made to enhance and modernize the facilities and increase the efficiency of operations. Similarly, the existing surface parking areas would continue to be used for vehicle offloading and storage; however, this alternative would result in limited expansion of the area utilized to support HH vehicle/cargo storage, thus requiring new upgrades to the concrete pad to accommodate the loads of such vehicles.

It is anticipated that potential impacts related to air quality emissions and construction noise with this alternative would be reduced as compared to the proposed project, due to the lower intensity of construction needs. Similarly, as pile driving (or other engineering method) for installation of the parking structure foundation would not be required, potential construction noise effects would also substantially reduced, and it is anticipated that the significant and unavoidable impact resulting from construction noise may be reduced to less than significant with implementation of mitigation measure **NOI-1**.

Potential impacts related to cultural and tribal cultural resources would still result with this alternative, although reduced as compared to the proposed project, as the area affected by ground-disturbing activities would be reduced.

Impacts related to hazards would also be reduced, as the warehouse building would not be demolished, thereby reducing (although maybe not altogether avoiding) latent effects from the potential release of contaminated building materials (lead-based paint and asbestos). Similarly, a reduced potential for encountering contaminated soils or groundwater would also occur, due to the scaled back development and depth of excavation needed for the improvements (as compared to construction of the parking structure). As the parking structure would not be constructed, potential effects related to liquefaction would also be reduced, and a significant impact requiring mitigation would not occur.

This alternative would partially meet the objective of increasing vehicle staging capacity within the Port to accommodate projected growth in automobile import and export activities, as well as the objective to maintain the efficient transfer of automobiles between vessels, on-site staging areas, and off-site processing and distribution facilities, but to a lesser degree than the proposed project. Additionally, this alternative would meet the objective of providing adequate staging and storage areas for HH cargo and vehicles in locations that do not interfere with automobile circulation at the Port.

This alternative would not meet the primary objective of maximizing the efficient use of land within the Port through consolidation and vertical development of vehicle storage to optimize economic benefits and pollutant emissions reductions and maximizing Port operational efficiencies; or providing a structured parking facility to support the storage and staging of vehicles associated

with Ro/Ro vessel operations to enable the District to have more cargo operating space at the Port with which to weather economic variations.

The Revitalized Warehouse Use Alternative would somewhat reduce potential impacts for all issue areas as compared to the proposed project However, it would not meet several of the project objectives, including the critical aim to provide vertical development that would maximize efficient use of the property and maximize Port operational efficiencies. Although enhancements would be provided, on-site import/export activities would occur much the same as they do under existing conditions. For the reasons above, this alternative was rejected from further analysis in the EIR.

5.6. Environmentally Superior Alternative

CEQA requires that an environmentally superior alternative be identified, i.e., an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project's basic objectives be chosen as the environmentally superior alternative.

The No Project Alternative is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126.6(e)(2), the Reduced Build Alternative (Alternative 2) is considered the environmentally superior alternative because it would reduce potential impacts related to air quality, cultural and tribal cultural resources, and noise while meeting the primary project objectives, although to a lesser degree than the proposed project.

5.7. Sources Cited

No references have been cited in this section.

6. OTHER CEQA CONSIDERATIONS

This section addresses those topics requiring evaluation under California Environmental Quality Act (CEQA) Guidelines Section 15126, which requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the environmental impact report (EIR) must also identify: (1) significant and unavoidable environmental effects of the proposed project; (2) significant irreversible environmental changes that would result from implementation of the proposed project; and (3) growth-inducing impacts of the proposed project. Each of these topics is discussed in greater detail below.

6.1. Significant and Unavoidable Impacts

Section 15126.2(a) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 3, Environmental Analysis, of this EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. Additionally, the Executive Summary section of this EIR includes Table ES-2, which summarizes the environmental impacts, mitigation measures, and levels of significance before and after mitigation.

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Section 3.

Based on the analysis in this EIR, all significant environmental impacts can be mitigated to a less than significant level with exception of impacts related to construction noise. As discussed in Section 3.8, Noise, due to the intensity of pile driving associated with construction of the proposed parking structure, and the proximity of sensitive receptors (residential uses), construction noise levels would exceed the 10 dBA threshold for a substantial temporary increase. Implementation of mitigation measure **NOI-1** would address this impact by requiring implementation of a construction noise control plan to address restrictions on use of construction equipment; implementation of noise control best practices; community noticing; and identification of a Noise Disturbance Coordinator to address local noise complaints. However, even with incorporation of the mitigation proposed, construction noise impacts would remain significant and unavoidable.

6.2. Significant and Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include a project's primary or secondary impacts that would generally commit future generations to similar uses (e.g., highway improvements at the access point); use of nonrenewable resources during the initial and continued phases of a project (as a large commitment of such resources would make removal or use thereafter unlikely); and/or irreversible damage that could result from potential environmental impacts associated with the project.

The physical effects of project implementation on the environment are addressed in Sections 3.1 through 3.11 and Section 4 of this EIR.

Given the type of project (i.e., a parking structure), the project would not result in long-term irreversible environmental changes (such as a substantial increase in local and regional traffic and associated air pollutants and GHG emissions, or a substantial increase in potable water use or solid waste generation) are not anticipated, as they would be for other development types (e.g., residential subdivisions or commercial centers).

Project construction, as well as operation of the project, would require the commitment of energy, natural resources, and other building materials. Nonrenewable and limited resources that may be consumed with project development would include oil, natural gas, gasoline, sand and gravel, asphalt, water, steel, and similar materials. Nonrenewable fuels would be used by construction equipment, haul trucks, and worker vehicles.

Nonrenewable energy would also be expended during the harvesting and mining of natural resources such as wood and aggregate, and during the subsequent manufacturing of construction materials such as concrete and wood framing (i.e., framing for parking structure and vegetated green wall). Post-construction consumption of nonrenewable resources would include the use of electricity and water for ongoing operational purposes. This energy use would be a long-term commitment and irretrievable.

The proposed project would not result in an unusually high demand for nonrenewable resources and would be consistent with applicable state and local goals and policies directed at reducing reliance on fossil fuels and encouraging renewable energy. Further, the proposed project would be aligned with the Oxnard Harbor District–Port of Hueneme's goal of zero emissions produced by the Port by 2030 as part of the Port of Hueneme's 10-Year Strategic Plan, the Port of Hueneme's Environmental Framework 2015, and the California Energy Commission's zero-carbon energy planning goal by 2045.

As described in Section 2, Project Description, the proposed parking structure would serve as the transfer point between vehicles offloaded at berth and subsequently staged on-site, prior to being transported to off-site processing centers or distributed via truck or rail. The following sustainability features and green technologies are being considered for incorporation during the final design phase that will follow the CEQA process. Note: Because the Port has not yet committed to implementing these features, the energy and sustainability benefits are not incorporated in the technical analyses.

- **Vegetated Green Wall.** The parking structure may include a vegetated vertical "green wall" façade along the eastern side of the structure, which could be planted with drought-tolerant and native plants and vines. The vegetated wall could provide benefits related to both air (e.g., by absorbing pollutants, increasing oxygen levels, and capturing particulates) and water quality (e.g., by trapping sediments and filtering pollutants), as well as local aesthetic value (e.g., visual screening of the parking structure).

- **Enhanced Stormwater Systems.** The proposed project design may incorporate enhanced stormwater systems to reduce polluted stormwater runoff from the project site. Runoff from the parking structure could be routed into a ground-level or below-ground cistern for storage and filtration, prior to release or for reuse to irrigate the vegetated green wall.

- **Solar Panels.** Solar photovoltaic arrays may be installed on the rooftop of the parking structure, providing cover/shade to the top level of the structure. The solar panels could generate power for associated lighting, signage, intelligent transportation system technology, and electric plug-in infrastructure. The system may also include on-site battery storage and converter components. Electricity generated by the solar panels could be used to power the parking structure and additional Port structures and equipment, thus allowing for decreased reliability on grid-supplied electrical power and providing locally sourced, renewable energy. On-site generation of solar power could therefore reduce carbon dioxide emissions that may otherwise result from operations.

Project components would be required to meet Title 24 energy efficiency requirements (i.e., lighting) in effect at the time when improvements are undertaken, thereby achieving increased energy efficiency. Adherence to applicable state and local regulations may further reduce energy demand through restrictions placed on the use of construction equipment (i.e., turning off idling equipment after five minutes or use of more energy-efficient equipment). Refer to Section 3.2, Air Quality, and Section 4.3, Energy, for additional discussion.

6.3. Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires that an EIR discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service or provides new access to an area).

- Fosters economic expansion or growth (e.g., changes revenue base, expands employment).

- Fosters population growth (e.g., constructs additional housing), either directly or indirectly.

- Establishes a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval).

- Develops or encroaches on an isolated or adjacent area of open space (distinct from an infill type of project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated against these five criteria in this section.

CEQA Guidelines Section 15126.2(e) requires that an EIR "discuss the ways" a project could be growth inducing and "discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see CEQA Guidelines Section 15145).

6.3.1. Removal of a Barrier to Growth

Several types of projects can induce population growth by removing obstacles that prevent growth. An example would be the expansion of a wastewater treatment plant that would accommodate additional sewer connections within a service area and therefore would allow future construction and growth that may not have otherwise been feasible.

The project site is located in a highly urbanized area served by existing public infrastructure and services (water, sewer, natural gas, electrical, roadways); refer also to Section 3.9, Transportation, and Section 3.11, Utilities and Service Systems. Existing Port infrastructure would generally be adequate to serve the proposed project; improvements to water, sewer, and storm drain infrastructure for connection would be required. Such improvements would be sized to specifically serve the proposed project and would not enable or spur other area growth that could not have otherwise occurred without the project. The proposed project would not introduce a significant change to existing circulation patterns or area roadways serving the site, which would adequately accommodate anticipated traffic volumes generated by the project, as well as site access needs. The construction of new roadways is not proposed or required. Because the project constitutes new development within an established, urbanized area, and would not require the extension of new infrastructure or roadways through undeveloped areas, the project would not remove a barrier to growth.

6.3.2. Economic Growth

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and/or regulatory policies or conditions.

Under existing conditions, approximately 360,000 automobiles annually are transported on vessels and handled by the Port. The proposed project would enhance the Port's ability to increase operational efficiency and accommodate additional vehicle transfers, thereby increasing the number of vehicles imported annually to approximately 701,672 by 2046. Although the proposed improvements would contribute to enhanced long-term economic benefits for the Port over time, they would not create substantial economic growth in the form of new employment

centers or real estate investment. Rather, similar, yet expanded, vehicle transfer operations would continue on the same site with project implementation.

Up to an estimated 156 workers would be employed during the construction phase (short-term). Therefore, temporary employment generated would have a negligible effect on regional economic growth in this regard. During the operational phase (long-term), the project is anticipated to add an incremental increase in the number of employees working on-site, that would be less than the number of temporary construction workers (i.e., less than 156 new permanent employees). A substantial number of new jobs would therefore not be created at the local or regional level. Thus, the project would not contribute to a significant increase in economic growth over the short- or long-term in this regard.

6.3.3. Population Growth

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could directly induce population growth, whereas the extension of roads or other infrastructure could indirectly induce population growth. As noted in the "Removal of a Barrier to Growth" section above, the project would not indirectly induce substantial population growth through extension of roads or other infrastructure.

Development of the project site would not directly impact population growth or substantially increase the population of surrounding communities such as Ventura or Oxnard; refer also to Section 4.6, Population and Housing. As stated, it is estimated that the project would employ up to 156 workers on a daily basis during the short-term construction phase (peak period) and no more than 156 workers (above existing conditions) during permanent long-term operations.

Although project construction would generate temporary jobs during the construction phase, it is anticipated that workers would come from the existing local or regional workforce, commuting daily to/from the project site from surrounding communities, and would not create a substantial new demand for temporary housing. As the project does not propose the expansion of existing infrastructure or an increase in existing shipyard operations that would necessitate hiring a substantial number of new permanent employees, it is not anticipated that the construction of new area housing, either directly or indirectly, would be required over the long term. The project would not result in significant population growth in this regard.

6.4. Sources Cited

No references have been cited in this section.

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