APPENDIX D
CULTURAL RESOURCES ASSESSMENT REPORT

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Phase 1 Cultural Resources Assessment Report

P1 Hueneme Parking Structure Project

Port Hueneme, California

Date: July 2, 2026

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EXECUTIVE SUMMARY

The Oxnard Harbor District—Port of Hueneme (District) is proposing the construction and operation of the P1 Parking Structure Project (project) at the Port of Hueneme (Port) in the City of Port Hueneme, at 333 Ponoma Street, in Ventura County, California. The project would include construction of an approximately 456,000-square-foot, six-level parking structure to support the Port's ongoing vehicle processing operations and would require the demolition of an existing warehouse building that is more than 50 years of age.

In support of the project, Michael Baker International, Inc. completed a South Central Coastal Information Center records search; literature, aerial photograph, and historical map review; interested parties consultation; pedestrian survey; historical resources documentation and evaluation; and archaeological sensitivity assessment to determine whether the project could result in a substantial adverse change to historical resources in accordance with Public Resources Code Section 5020.1(q) and the California Environmental Quality Act (CEQA) Guidelines.

Based on the results of the study, one historic-period resource, the Port Terminal Berth 5 warehouse building at 145 West Clara Street, was identified and evaluated. The resource was found to be ineligible for the California Register of Historic Resources (CRHR) and National Register of Historic Places (NRHP). 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).

Buried site sensitivity is low to moderate, increasing with depth. The project area is located in proximity to former wetland environments historically utilized by the Chumash. No known prehistoric sites have occur within the project footprint.

The broader area is considered to be culturally sensitive. Deeply buried materials may still be present beneath fill layers, and redeposited artifacts may exist within fill. Potential project impacts to unknown historical resources may be reduced with mitigation consisting of archaeological monitoring. Accordingly, the project would not cause a substantial adverse change in the significance of a historical resource under CEQA (Section 15064.5[b][1]). **Table ES-1** summarizes the eligibility determinations and impact/effects conclusion for the project.

TABLE ES-1. SUMMARY OF ELIGIBILITY DETERMINATIONS AND IMPACT CONCLUSIONS

Resource Name	Proposed Action	CRHR and NRHP Eligibility Determination	Impact/Effects Conclusion
Port of Hueneme Terminal Berth 5 Warehouse Building	Demolition	Recommended Ineligible	No Impact/ Adverse Effect

1.0 INTRODUCTION AND PROJECT OVERVIEW

1.1 Project Location

The Oxnard Harbor District—Port of Hueneme (District) is proposing the construction and operation of the P1 Parking Structure Project (project) at the Port of Hueneme (Port) in the City of Port Hueneme (City), at 333 Ponoma Street, in Ventura County (County), California (**Figure 1**).

The approximately 18.8-acre project area is located east of the Port entrance channel and north of the commercial harbor. The project area currently supports a warehouse structure and an asphalt surface parking lot used to stage vehicles once they are offloaded from roll-on/roll-off (Ro/Ro)[1] transport ships. The project area 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. The site lies within Section 28, Township 1 North, Range 21 West, as depicted on the Oxnard 7.5-minute US Geological Survey (USGS) topographic quadrangle map (**Figure 2**). The project area is characterized by active maritime and industrial land uses and is adjacent to major Port infrastructure and transportation corridors (**Figure 3**).

1.2 Project Description

The project would include an approximately 455,900-square-foot, up-to-six-level parking structure to support the Port's ongoing vehicle processing operations. The proposed parking garage would have a maximum height of 75 feet and would provide approximately 8,500 net new vehicle parking spaces on-site. 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 high-and-heavy (HH) vehicles. Lower levels may include increased vertical clearance to accommodate taller vehicles and specialized HH equipment. The parking structure would incorporate reinforced surfaces in designated areas to support heavier vehicle loads. The 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.

Additionally, a new approximately 345,800-square-foot concrete parking pad would be poured, outside the parking structure for HH cargo/vehicles, which may include oversized cargo, vehicles, or specialized equipment. The concrete pad would be approximately 24 inches in depth (12 inches

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

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 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 dealerships or other destinations. With implementation of the project, annual automobile imports are projected to increase to approximately 701,670 vehicles by the year 2046, reflecting an average of approximately 58,470 imports per month or 2,249 imports per day. This level of activity represents an approximate doubling of current annual import volumes. The proposed parking structure would not increase vessel traffic at the Port.



Legend

★ Project Location

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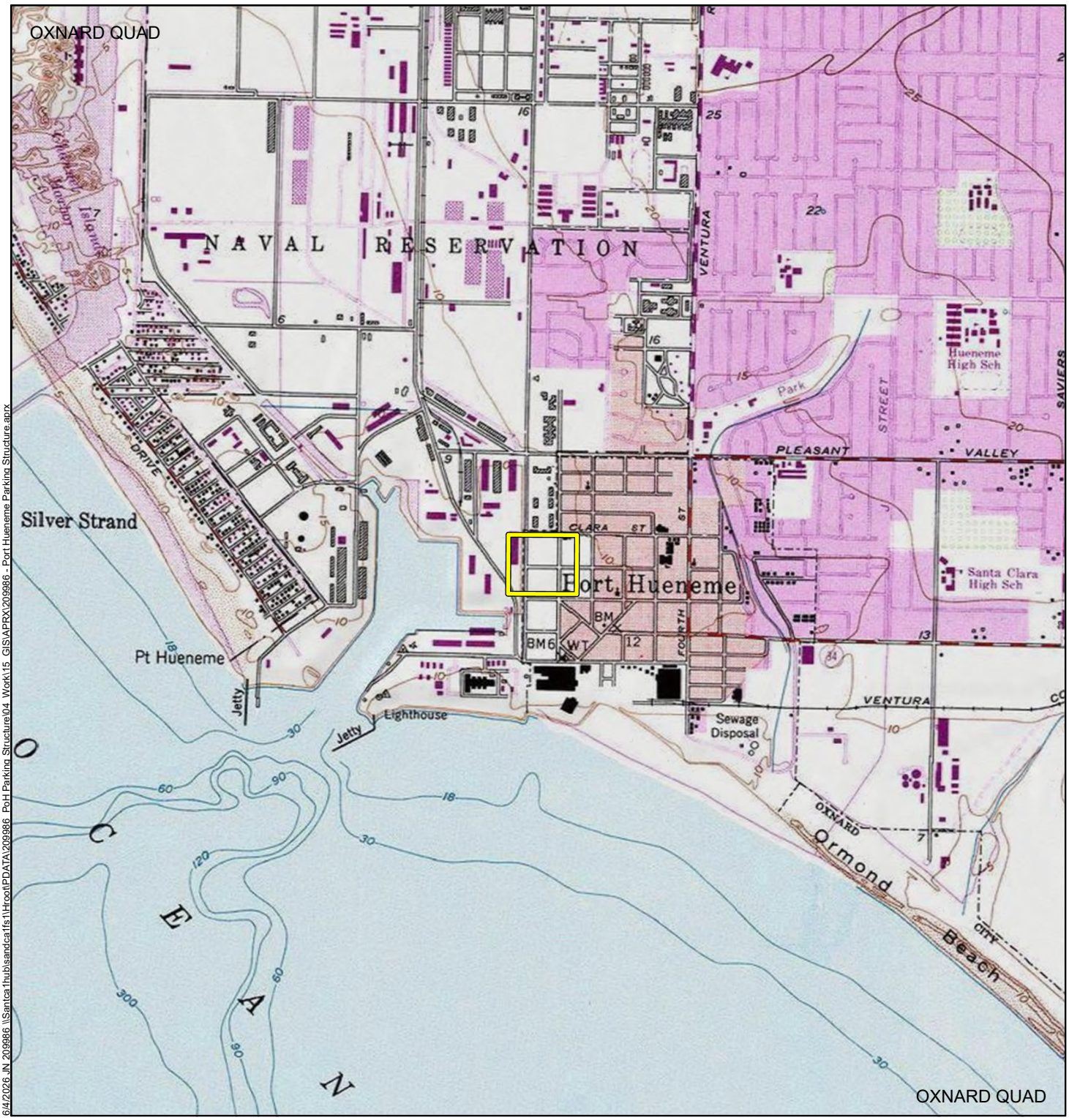
0 2.5 5 Miles

Source: Esri, ArcGIS Online, USGS, Ventura County

P1 PARKING STRUCTURE
OXNARD HARBOR DISTRICT - PORT OF HUENEME

Regional Vicinity

Figure 1



6/4/2026 JN 209986 \\Santa1hub\sandca1fs1\Hroot\PDATA\209986 PoH Parking Structure\04 Work\15 GIS\APRX\209986 - Port Hueneme Parking Structure.aprx

Legend

Project Site

P1 PARKING STRUCTURE
OXNARD HARBOR DISTRICT - PORT OF HUENEME

Project Location

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0 1,000 2,000 US Feet

Source: Esri, ArcGIS Online, Oxnard USGS 7.5-Minute topographic quadrangle maps: Port Hueneme, California

Figure 2



6/4/2026 -JN 209986 \\Santca1hub\sandcafs1\Hroot\PDATA\209986 PoH Parking Structure\04 Work\15 GIS\APRX\209986 - Port Hueneme Parking Structure.aprx

Legend

Project Site

P1 PARKING STRUCTURE
OXNARD HARBOR DISTRICT - PORT OF HUENEME

Project Area

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0 175 350 Feet

Source: Esri, Oxnard Harbor District, 2026 Nearmap Imagery

Figure 3

1.3 Purpose and Need for Study

The purpose of the Phase I Cultural Resources Assessment is to identify and evaluate potential cultural resources within the project area at the Port. This assessment is a critical component of the environmental review process required under the California Environmental Quality Act (CEQA; Public Resources Code [PRC] § 21000 et seq.), which mandates that state and local agencies consider and mitigate significant impacts to historical and archaeological resources as part of project planning and approval.

The project involves construction of a multi-level parking structure to support ongoing vehicle processing operations at the Port. Given the scale of ground disturbance and the location within an active maritime and industrial setting, there is potential for the presence of both historic and prehistoric resources. CEQA defines historical resources broadly to include resources listed in or eligible for the California Register of Historical Resources (CRHR), resources identified in local registers or surveys, and any resource determined significant by the lead agency based on substantial evidence (14 California Code of Regulations § 15064.5[a]). Archaeological sites may also be considered historical resources if they meet CRHR criteria, or as unique archaeological resources under CEQA (PRC § 21083.2).

At this time, no federal nexus has been identified for the project; therefore, federal cultural resources compliance requirements, such as Section 106 of the National Historic Preservation Act (NHPA), do not currently apply. However, if a federal nexus is established in the future—such as through federal funding, permitting, or landownership—compliance with Section 106 would be required. In that event, the lead agency would initiate consultation with the State Historic Preservation Officer and other consulting parties, and a formal Section 106 review would be conducted to identify historic properties, assess effects, and resolve any adverse effects in accordance with federal regulations (36 Code of Federal Regulations [CFR] Part 800).

1.4 Personnel and Qualifications

This report was prepared by Michael Baker International Senior Architectural Historian and Architectural History Practice Lead Susan Wood, PhD; Senior Archaeologist James T. Daniels, Jr., PhD, RPA; Senior Archaeologist Paige Kohler, MA, RPS; and Architectural Historian Molly Soffietti, MA. Marcel Young, BA, conducted the fieldwork. This report was reviewed for quality control by Senior Archaeologist and Archaeology Practice Lead Marc Beherec, PhD, RPA. All team members possess the necessary education, experience, and professional credentials to conduct archaeological and historical investigations in compliance with federal and state standards.

- Susan Wood, PhD – Senior Architectural Historian
- James T. Daniels, Jr., PhD – Senior Archaeologist
- Paige Kohler, MA – Senior Archaeologist
- Molly Soffietti, MA – Architectural Historian
- Marcel Young – Field Technician
- Marc Beherec, PhD – QA/QC Manager

Susan Wood, PhD, is a senior architectural historian experienced in historic preservation and cultural resources management in California. She meets the Secretary of the Interior's Professional Qualification Standards for architectural history, history, and archaeology. Ms. Wood's professional activities include resource evaluations, integrity assessments, effects analysis, mitigation documentation, design review, archival and historical research, architectural and archaeological field surveys, technical report preparation in accordance with Sections 106/110 of the NHPA and CEQA, peer review of cultural resources and cultural landscape reports, and project management. As a historic preservation planner consultant, Ms. Wood has experience in reviewing evaluations of local, state, and national historical significance; reviewing permit applications and design projects for adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties; reviewing Certificate of Appropriateness applications; and presenting at public hearings.

James Daniels, Jr., PhD, RPA, is a senior archaeologist with cultural resources management experience in California, Nevada, and North Carolina. His experience includes archaeological surveys, evaluations of historic and prehistoric sites for listing in the CRHR and NRHP, site mitigation data recoveries, mitigation monitoring, and preparation of archaeological resources management reports and cultural resources technical reports. As senior archaeologist, he supports projects needing CEQA, National Environmental Policy Act (NEPA), NHPA, Section 106, Native American Graves Protection and Repatriation Act, Assembly Bill 52, US Army Corps of Engineers 404 permits, and local cultural resources regulation compliance. He assists with environmental impact statements/reports and alternative mitigation measures for clients, including interpretive signage, informative website design, brochures, and ethnographic studies. He also assists in Native American consultation and coordination of Native American monitoring. Mr. Daniels provides advanced technical services for clients, including geophysical surveys with ground-penetrating radar, obsidian and ceramic sourcing using portable X-ray fluorescence, photogrammetry, and GIS predictive modeling and data collection using Esri Field Maps. He meets the Secretary of the Interior's Professional Qualification Standards for archaeology and historic preservation.

Paige Kohler, MA, RPA, is a senior archaeologist with more than 10 years of experience in prehistoric and historical archaeology and cultural resources management. Her experience includes writing technical reports, including NEPA, NHPA, and CEQA compliance documents. She has supervised and managed all phases of archaeological fieldwork, including survey and archaeological construction monitoring at sites throughout Southern California. She meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology and is listed in the Register of Professional Archaeologists.

Molly Soffietti, MA, is an architectural historian experienced in historic preservation and cultural resources management in the United States and has completed work in 22 states. She meets the Secretary of the Interior's Professional Qualification Standards for architectural history. Ms. Soffietti's professional activities include resource evaluations, effects analysis, mitigation documentation, archival and historical research, Historic American Buildings Survey/Historic American Engineering Record documentation, architectural surveys, technical report preparation in accordance with Section 106/110 of the NHPA, the development of local, state, and nationwide historic contexts, and project management. Ms. Soffietti served as the project manager for the implementation of three Army Housing Program Comments for the treatment of historic housing

during the Pre-1919, Inter-War, and Vietnam eras across the Army catalogue and the Department of Veteran Affairs Due Diligence Project coordinating the Section 106 consultation for the demolition of approximately 75 buildings at 20 VA stations in 14 states.

Marcel Young, BA, has worked in various capacities in cultural resources management since 2013. He is experienced in surveying and conducting recording and evaluations of historic and prehistoric archaeological sites in California. Mr. Young is versed in conducting fieldwork within frameworks of Section 106 of the NHPA, CEQA, and NEPA. He has participated in projects in several phases of archaeology: Phase I pedestrian, Extended Phase I testing, shovel test surveys, buried site testing, Phase III data recovery, and monitoring.

Marc Beherec, PhD, RPA, is a senior archaeologist with more than 20 years of experience in prehistoric and historical archaeology and cultural resources management. His experience includes writing technical reports, including NEPA, NHPA, and CEQA compliance documents. He has supervised and managed all phases of archaeological fieldwork, including survey, Phase II testing and evaluations and Phase III data recovery, and archaeological construction monitoring at sites throughout Southern California. He meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology and is listed in the Register of Professional Archaeologists.

1.5 Report Organization

This Phase I Cultural Resources Assessment is organized to provide a clear and systematic evaluation of the project's potential effects on cultural resources. The report begins with the Introduction and Project Overview, which outlines the project description, location, and the purpose and need for the assessment. The Regulatory Framework section summarizes the relevant federal, state, and local regulations that guide cultural resources management for the project. The Environmental and Cultural Setting section describes the environmental and cultural background of the project area, including natural setting, land use, and results of previous studies. The Research Objectives and Methods section details the approach to records search, field survey, and Native American consultation. The Results, Evaluation of Significance, and Effects Analysis sections present the findings of the records search and field survey, including any identified cultural resources, evaluations of of-age resources, and a sensitivity analysis. The Mitigation Measures and Recommendations section guides resource protection, evaluation, or mitigation as appropriate. The Conclusions section summarizes report findings and report recommendations. References Cited lists the sources used in preparation of the report.

2.0 REGULATORY FRAMEWORK

The identification and management of cultural resources for the project are governed by a combination of federal, state, and local regulations. This chapter summarizes the principal regulatory requirements relevant to the Phase I Cultural Resources Assessment.

2.1 Federal Regulations

At the time of this assessment, no federal nexus has been established for the project; therefore, federal cultural resources compliance requirements, such as Section 106 of the NHPA, do not currently apply. Section 106 (54 US Code § 306108) requires federal agencies to consider the effects of their undertakings on historic properties and to consult with the State Historic Preservation Officer and other consulting parties. Should a federal nexus arise in the future—such as through federal funding, permitting, or land ownership—project compliance with Section 106 would be required. In that event, the lead agency would initiate formal consultation and conduct a Section 106 review in accordance with 36 CFR Part 800.

2.1.1 National Historic Preservation Act (NHPA, 1966)

The NHPA (Public Law 89-665; 54 United States Code [U.S.C.] 300101 et seq.) is the cornerstone of federal historic preservation law. Section 106 of the NHPA requires federal agencies to consider the effects of any federal undertaking on "historic properties," which are cultural resources listed in or eligible for the National Register of Historic Places (NRHP). The agency must consult with the State Historic Preservation Officer (SHPO) and other stakeholders, including Native American tribes, following procedures in 36 Code of Federal Regulations Part 800 (Advisory Council on Historic Preservation [ACHP] 2004). In practice, if projects receive federal funding, federal permits, or other federal approvals (a "federal nexus"), the Section 106 review process must be completed. This involves inventory and evaluation of cultural resources within the project's Area of Potential Effects, assessment of project effects on any NRHP-eligible properties, and development of measures to avoid, minimize, or mitigate adverse effects (ACHP 2004). Federal undertakings that adversely affect historic properties cannot proceed until Section 106 consultation is resolved, typically via a Memorandum of Agreement outlining mitigation commitments.

2.1.2 National Register of Historic Resources

The National Register of Historic Places (NRHP) was established by the National Historic Preservation Act of 1966 as "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" (CFR 36 60.2). Such standards are applicable to areas under the jurisdiction of the National Park Service (36 CFR 1.1). 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" (National Park Service 1997). In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic 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.

2.1.3 National Environmental Policy Act (NEPA, 1969)

NEPA [42 U.S.C. 4321–4347] requires federal agencies to assess environmental impacts of federal actions, which include impacts on cultural and historic resources, as part of an Environmental Assessment (EA) or Environmental Impact Statement (EIS). Under NEPA, cultural resources are considered in the "affected environment," and any significant impacts to historic properties (usually those protected by the NHPA) must be disclosed and mitigated if possible. NEPA's process dovetails with the NHPA—compliance with Section 106 is typically integrated into NEPA documents (CEQ and ACHP 2013).

NEPA directs federal agencies to use all practicable means to "preserve important historic, cultural, and natural aspects of our national heritage" (Section 101[b][4]). Consideration of paleontological resources may be required under NEPA when a project is proposed for development on federal land, or land under federal jurisdiction.

2.1.4 Archaeological Resources Protection Act (ARPA, 1979)

ARPA [16 U.S.C. 470aa–470mm] protects archaeological sites and artifacts on federal lands and Indian lands. It requires permits for any excavation or removal of archaeological resources on those lands and imposes penalties for unauthorized artifact removal or site damage. ARPA would be applicable if a project occurs on federally owned land or affects an archaeological site of Native American significance on tribal lands. ARPA is noted here for completeness in case of any federal land involvement.

2.1.5 Native American Graves Protection and Repatriation Act (NAGPRA, 1990)

NAGPRA [25 U.S.C. 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. (Separate state laws outlined below protect human remains on non-federal lands.)

2.1.6 Secretary of the Interior's Standards

The Secretary of the Interior is responsible for establishing national standards and guidelines that inform federal agencies and other users on the appropriate treatment of historic properties listed in or eligible for listing in the National Register of Historic Places. The Secretary of the Interior's Standards define four broad categories of treatment—preservation, rehabilitation, restoration, and reconstruction—which provide a consistent framework for planning, consistency review, and compliance-related decision-making involving historic resources (Grimmer 2017).

2.1.7 Paleontological Resources Preservation Act (PRPA, 2009)

The Paleontological Resources Preservation, Omnibus Public Lands Act (Public Law 111-011, Title VI, Subtitle D) of 2009 (PRPA) directs the Secretaries of the US Department of the Interior and US Department of Agriculture (USDA) to manage and protect paleontological resources on federal land controlled or administered by these departments using "scientific principles and expertise." The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- definitions of "paleontological resources" and "casual collecting;"
- criteria for the issuance of resource-use permits; and

- requirements for the collection of paleontological resources and their curation in approved repositories; and penalties (criminal and civil) for the illegal removal, sale, purchase, transport, theft and/or vandalism of fossils from federal lands.

2.1.8 Antiquities Act (1906)

The Antiquities Act of 1906 (16 US Code 431-433) states, in part:

> *That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court.*

The Antiquities Act was enacted to help protect any historic or prehistoric ruin or monument, or any "object of antiquity" situated on lands owned or controlled by the government of the United States. According to the Antiquities Act, fossil resources are considered to be objects of antiquity. The Antiquities Act has been used to designate national monuments based on the presence of fossil resources at those sites, like those at the Grand Staircase-Escalante National Monument, the Petrified Forest National Park, and others.

2.2 State of California Regulations

2.2.1 California Environmental Quality Act (CEQA)

CEQA (PRC § 21000 et seq.) is California's principal environmental law, requiring state and local agencies to identify and mitigate significant environmental impacts of their actions. The District, as the CEQA lead agency for this project, is responsible for ensuring compliance with CEQA. Under CEQA, historic and archaeological resources are considered "environmental resources" that require analysis. CEQA defines a "historical resource" broadly to include: (1) resources listed in or determined eligible for the CRHR; (2) resources listed in a local register or deemed significant in a historical survey; and (3) any resource that a lead agency finds significant, based on substantial evidence, against CRHR criteria (14 California Code of Regulations §15064.5[a]). A project that causes a "substantial adverse change" in the significance of a historical resource—such as demolition, destruction, relocation, or alteration that impairs the resource's significance—is considered to have a significant impact under CEQA (PRC § 21084.1; CEQA Guidelines § 15064.5[b]). CEQA requires that significant impacts to historical resources be avoided or mitigated to the extent feasible.

Archaeological sites can be treated as historical resources if they are CRHR-eligible. If an archaeological site is not eligible for the CRHR (i.e., not a historical resource), it may still be a "unique archaeological resource" under CEQA (PRC § 21083.2). CEQA provides separate mitigation provisions for unique archaeological resources, which generally require reasonable efforts to preserve them in place or, if avoidance is infeasible, data recovery excavations. All projects subject to CEQA must evaluate potential impacts to archaeological or historic sites in an

Initial Study and/or EIR, and implement mitigation measures (such as avoidance, recovery, or documentation) for any significant impacts identified.

2.2.2 California Register of Historical Resources (CRHR)

The CRHR is a statewide program (established by PRC § 5024.1) that lists resources significant at the local, state, or national level. Eligibility for the CRHR is based on four criteria, modeled after the NRHP criteria for significance, encompassing resources associated with important historical events or persons, embodying distinctive characteristics or artistic values, or yielding important scientific information. Under CEQA, any resource that is listed in or eligible for listing in the CRHR is automatically considered a "historical resource" (PRC § 21084.1). Evaluation of properties or sites against CRHR criteria is a key step in determining whether they are protected under CEQA:

- Criterion 1: Resources associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2: Resources associated with the lives of persons important in California's past.
- Criterion 3: Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values.
- Criterion 4: Resources that have yielded, or may be likely to yield, information important in prehistory or history.

2.2.3 Protection of Human Remains

California law establishes requirements for the protection of human remains discovered during ground disturbing activities. If human remains are encountered, California Health and Safety Code Section 7050.5 requires that work stop immediately in the vicinity of the find and that the County coroner be notified. If the remains are determined to be Native American, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours, which then designates a most likely descendant (MLD) tribe (PRC § 5097.98). The lead agency and project proponent must consult with the MLD regarding treatment of the remains, typically involving preservation in place or reburial in a manner consistent with Native American customs. Additional protections under Health and Safety Code Sections 7051 and 7054 prohibit unlawful removal, mutilation, or disturbance of human remains and impose criminal penalties for violations.

2.2.4 Unauthorized Disturbance of Archaeological Resources

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 the 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).

2.2.5 Tribal Consultation

California Assembly Bill (AB) 52 amended CEQA to require consultation with California Native American tribes regarding potential impacts to tribal cultural resources. Tribal cultural resources are defined as sites, features, places, cultural landscapes, or objects with cultural value to a California Native American tribe, that are either listed or eligible for the CRHR (or a local historic register), or that the lead agency, at a tribe's request, chooses to treat as significant (PRC § 21074[a]). Under AB 52, the lead agency must notify tribes that have requested notice of projects at the start of CEQA environmental review. If a tribe requests consultation, the agency must consult in good faith to identify and address potential impacts to tribal cultural resources. Any mitigation measures resulting from consultation must be included in the CEQA document.

2.2.6 California Coastal Act

The Port is located within California's coastal zone and is subject to the California Coastal Act (1976). Development within the Port is governed by a certified Port Master Plan pursuant to Chapter 8 of the Coastal Act, under which the District serves as the Port governing body and CEQA lead agency. Section 30244 of the Coastal Act requires that where development would adversely affect archaeological or paleontological resources, reasonable mitigation measures be required. Coastal Act consistency for port projects is typically addressed through adherence to the certified Port Master Plan and project-level CEQA review, rather than through issuance of a local Coastal Development Permit, although the California Coastal Commission retains authority over certification and review of Port Master Plan amendments and certain appealable developments.

2.3 Local Regulations

2.3.1 City of Port Hueneme

The project area is located on property owned and administered by the District and is not subject to the regulatory jurisdiction of the City. Accordingly, City local historic preservation ordinances or landmark designation criteria do not apply to the project area.

2.3.2 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 2019). 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 Assembly Bill 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'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.

3.0 ENVIRONMENTAL AND CULTURAL SETTING

This chapter presents the environmental and cultural context relevant to the project area. It begins with a description of the natural setting, including the geology, hydrology, landforms, and vegetation of the Oxnard Plain and adjacent coastal zone, which together shape the archaeological sensitivity of the area. The chapter then outlines the cultural context, including the precontact and ethnographic background of the Ventureño Chumash and their use of the coastal landscape. Finally, the section titled Historic Period Context addresses the development of the Port from the Spanish and Mexican eras through American settlement, agricultural expansion, and twentieth-century military and industrial transformation. Together, these sections provide a comprehensive framework for evaluating the potential for cultural resources within the project area and informing the identification, significance assessment, and treatment of archaeological and tribal cultural resources.

3.1 Natural Environment

The project 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 within the project area range from approximately 8 to 13 feet above mean sea level, sloping gently toward the coast. The shoreline is defined by sand dunes and beach sands, which form the southern and southwestern boundaries of the installation (UA & WSA 1998).

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 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 (King 2005).

Hydrologically, the Santa Clara River has played a dominant role in shaping the landscape. Historically, the river meandered across the Oxnard Plain, depositing sediments and forming wetlands and marshes. The Ormond Beach wetlands, located adjacent to the project area, were fed by both fluvial and groundwater sources, including the Bubbling Springs zone, which contributed to the formation of marshland and shoreline deposits (King 2005). These wetlands supported diverse ecological communities and provided abundant subsistence resources for prehistoric populations.

The natural vegetation of the area historically included coastal saltmarsh and dune scrub communities. Salt flats and alkali belts were common in the vicinity, particularly near the Ormond Beach wetlands and the Hueneme shoreline (King 2005). These environments supported plant species adapted to saline and brackish conditions, contributing to the ecological richness of the region.

The natural setting has been extensively modified by twentieth-century development. At the time of the Navy's establishment of NBVC 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. The 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 (UA & WSA 1998).

Despite these alterations, portions of the original landscape may remain intact beneath fill and sediment deposits. Conceptual models of coastal evolution suggest that the Ormond Coast once extended approximately 600 meters seaward from the modern shoreline and included a strand complex, extensive wetlands, and the progressive formation of the Mugu transgressive barrier complex (King 2005). These buried landforms may retain archaeological deposits, particularly in areas where natural levees or beach ridges provided elevated, dry ground suitable for habitation.

Archaeological sensitivity on the project area is influenced by the interplay of natural features and human use dating back to prehistoric and historic era times. Prehistoric sites are commonly found in association with stream levees and wetland margins, where elevation and access to resources made them ideal for settlement (King 2005). 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.

3.2 Precontact and Archaeological Context

The Port area has seen human occupation since the end of the Pleistocene (ca. 13,000–10,000 years ago), paralleling the earliest known settlement of coastal California (Arnold et al. 2004). Archaeologists identify fluted Clovis-type projectile points—diagnostic of Paleoindian hunters (~11,500–10,000 before present [BP])—at multiple sites in Southern California (Rondeau et al. 2007). These finds indicate that highly mobile bands of hunter-gatherers roamed this region in the Paleoindian or "Paleocoastal" period (Moratto 1984). By the early Holocene (circa 9000–6000 BP), a more sedentary way of life emerged, often referred to as the Millingstone Period (also "Early Period"). Sites from this era commonly yield abundant manos and metates (grinding stones) used to process seeds, reflecting a broad-spectrum subsistence strategy (Moratto 1984; Glassow et al. 1988). Permanent or semi-permanent settlements became established near rich resource zones—coastal estuaries, marshes, river mouths, and other ecotones—where people could gather diverse plant foods, shellfish, fish, and small game (Erlandson et al. 2007). The culture of the Millingstone horizon persisted for millennia with gradual changes. Social organization is inferred to have been relatively egalitarian, likely consisting of small bands or extended families staying in one area for much of the year (Glassow 1996). Technologically, this period is marked by heavy use of milling slabs and handstones, with comparatively few projectile points. Toward the end of the Millingstone period, we begin to see increased regional differentiation in toolkits and subsistence focus (Glassow 1996).

By around 3500 BP, archaeologists observe significant changes that define the transition into the Intermediate period (Wallace 1955; Warren 1968). Populations grew and spread into previously underutilized areas, and coastal groups intensified their exploitation of marine resources

(Glassow 1996). New technologies appear: Notably, the atlatl (or spear-thrower) for hunting and the first circular shell fishhooks for deep-sea fishing are documented in sites of this age (Erlandson 1994; Wallace 1955). Mortars and pestles become common after ~5000 BP, indicating the introduction of intensive acorn processing (Glassow et al. 1988). These innovations suggest not only subsistence diversification but also greater investment in food processing and storage, likely to support larger semi-sedentary communities. Settlement density increased, and sites from the Middle (Intermediate) period are more numerous across the landscape, implying a proliferation of villages (Glassow 1996). Archaeological evidence of long-distance exchange also intensifies; exotic obsidian and other trade goods appear more frequently, hinting at robust trade networks that brought materials from the southern Sierra Nevada and elsewhere into Ventura County (Arnold 1992). Some artifact forms from this period show a high degree of craftsmanship (e.g., effigy carvings, elaborate shell beads), which may point to emerging craft specialization and social ranking (Arnold 1992). By about 1500 BP, these trends culminate in what is recognized as the Late Prehistoric period, during which the ancestral Chumash society reached its zenith of complexity.

The Late Prehistoric period (ca. AD 500 to European contact in AD 1769) saw the florescence of the Chumash culture encountered by the first Spanish explorers. Archaeologically, this period is distinguished by a dramatic increase in sociopolitical complexity, economic specialization, and regional interaction. One hallmark was the appearance (by ~AD 1000) of the plank canoe or tomol, an advanced seagoing canoe built of sewn redwood planks sealed with asphaltum (Gamble 2008). The tomol enabled regular maritime commerce between the mainland coast (including the vicinity of the City) and the resource-rich Channel Islands, greatly expanding exchange networks. Shell bead production—especially the manufacturing of hachik, the olivella shell disk beads that served as currency—rose to an industrial scale on the islands and select mainland towns, establishing the Chumash as the “makers of shell bead money” noted by anthropologists (the name “Chumash” itself comes from the word Michumash, “makers of shell beads”) (National Park Service 2016). Regular trade in shell beads and other goods (steatite pottery, fish, otter pelts, deer bone tools, obsidian, pigments, etc.) fostered interdependence among Chumash communities and their neighbors inland (Johnson 1988; Arnold 1992). Socially, later Chumash society became stratified: Hereditary chiefs (known as wot) governed multi-village provinces, supported by elites and a ritual brotherhood of shamans (‘antap) (Gamble 2008: 105–107; Hudson and Blackburn 1987). Many villages grew into true towns with house populations in the hundreds, and some centers (such as Šišłop near today’s Ventura) had ceremonial precincts, sweatlodges, and perhaps fairly permanent marketplaces (Grant 1978b: 518–519; Gamble 2008). Complex ceremonial life is evidenced by elaborate rock art, such as the famous polychrome paintings in inland caves, which likely relate to ‘antap rituals and Chumash cosmology (Hudson and Blackburn 1987). Warfare and alliance networks also played a role in this era; Chumash oral histories and mission records indicate that disputes and regional power dynamics sometimes led to conflicts, though political authority often rested on controlling economic resources like shell bead production rather than force alone (Johnson 1988).

By the eve of Spanish contact (mid-eighteenth century), the Chumash inhabiting the coastal plain of Ventura County had created one of the most socially and economically complex societies in precolonial North America (Gamble 2008). They were sedentary hunter-gatherers with permanent villages, intensive food processing (e.g., acorn granaries) and food storage to buffer against shortages, occupational specialists (canoe builders, bead makers, tool stone quarriers, etc.), and

far-reaching trade routes. Their sophisticated material culture and social structures enabled a relatively high population density without agriculture. In summary, the precontact cultural sequence in the project area follows the general Central Coastal California chronology: an initial Paleoindian/Paleocoastal phase characterized by big-game hunting and coastal foraging; an Archaic (Millingstone) phase with broad-spectrum foraging and seed processing; a Middle period of increasing sedentism and regional differentiation (with the introduction of the atlatl, fishing technologies, and early acorn use); and a Late Prehistoric (protohistoric) period marked by intensive maritime adaptation, economic specialization (shell bead money), stratified chiefdoms, and dense populations (Wallace 1955; Moratto 1984; Gamble 2008). All of these stages are relevant when evaluating archaeological resources near the Port. For instance, sites on the project area could range from early shell middens buried under ancient dune deposits to late prehistoric villages or camp sites. Indeed, archaeological surveys around Ormond Beach and the Hueneme plain have recorded multiple shell midden deposits and at least one former village site (CA-VEN-662) in the vicinity, attesting to continuous Native American presence through these periods (King 2005).

3.3 Ethnographic and Tribal Cultural Context

The project area lies in the traditional territory of the Ventura Chumash, also called the Ventureño (Grant 1978b). The Chumash are a Native American people whose ancestral domain encompassed the Santa Barbara Channel region, from present-day San Luis Obispo County down to Malibu Canyon in Los Angeles County, including the northern Channel Islands (San Miguel, Santa Rosa, Santa Cruz, and Anacapa). The Ventureño were the easternmost Chumash group, centered around the lower Santa Clara River, the Oxnard Plain (where the Port and City are located), the Conejo/Simi Valleys, and the coast from Ventura to Malibu (Grant 1978b: 517–519). They are termed “Ventureño” after Mission San Buenaventura, which was established in their territory in 1782. Linguistically, the Chumash spoke a family of related Hokan languages. According to early scholars, Ventureño Chumash was one of several dialects (Kroeber 1910: 264). Modern linguists have identified at least six Chumashan languages (with Ventureño as one), which further underscores the internal diversity of the Chumash territory (Johnson 1988). Despite dialect differences, the Chumash groups shared a largely common culture, social structure, and cosmology.

By the late eighteenth century, just before missionization, the Ventureño Chumash population was estimated at about 2,500–4,200 people living in roughly 40 villages (Grant 1978b: 518–519). These villages were typically situated near reliable water sources—coastal lagoons, rivers or streams, and sometimes springs. The largest Ventureño settlements were along the coast at favorable locations like the Ventura River mouth and the Mugu Lagoon area. One of the most prominent was Šišolop (also written as Sisolop or Šušułop), which was located at the Ventura River estuary. Šišolop was so significant that it became the site of Mission San Buenaventura, and Spanish records suggest it had several hundred inhabitants at contact (Grant 1978b: 518). Another major coastal town was Muwu—located at modern Point Mugu, about 10 miles south of the City—which means “beach” or “seashore” in Chumash (Kroeber 1910: 553, 896). Muwu was likely a regional capital for the southeastern Chumash. According to oral tradition and ethnohistoric accounts, the chief of Muwu held sway over surrounding smaller villages and was one of the ‘almeecho (great chiefs) of the Ventureño domain (King 1978; Hudson et al. 1981). In fact, the first European explorer to visit the area, Juan Rodríguez Cabrillo in October 1542,

encountered this town at Point Mugu. Cabrillo's men noted "an Indian town close to the sea with large houses," and they were met offshore by many tomol canoes, whose occupants he described as skilled seafarers and traders. Cabrillo dubbed the place Pueblo de las Canoas ("Town of the Canoes") because of the impressive flotilla of canoes greeting his ships (Wagner 1929: 86). He also recorded that the Chumash chief approached his galleon and offered gestures of friendship and trade. A later Spanish voyage—the Vizcaíno expedition of 1602—also passed by Muwu. One of Vizcaíno's priests, Fr. Ascensión, wrote how the Chumash chief of Muwu, "the king of that country," paddled out with gifts and even offered the newcomers an extravagant welcome on shore, including to provide "ten women to serve them" as a sign of hospitality (Wagner 1929: 239–240). These early chronicles, though filtered through European eyes, confirm that the Port Hueneme/Point Mugu coast was home to substantial Chumash communities actively engaged in regional trade and diplomacy long before the Mission period.

Hueneme itself comes from a Chumash word: Wene'mu (often spelled Huename by Spaniards). In the Ventureño Chumash language, Wene'mu means "resting place" or "waiting place"—essentially, a halfway stop (Blackburn 1963: 142). As described in Chumash oral histories recorded in the early twentieth century, Wene'mu was not a large permanent village but a seasonal camp or rendezvous point on the coast where canoe travelers could stop, rest, and prepare to cross to the Channel Islands or continue up the coast (Blackburn 1963: 142). Candelaria Valenzuela, a Ventureño Chumash elder interviewed by ethnographer John P. Harrington in 1913, explained that "huene'µu = Hueneme, a half-way place for rest"—noting that it was conveniently located roughly halfway between Muwu (to the south) and Šišolop (to the north) (Blackburn 1963: 142). This corresponds well with the geography: Hueneme is about 12 miles from Ventura and 8 miles from Point Mugu. The historical significance of Wene'mu is further supported by mission records: One of the village names that appears in early Mission San Buenaventura baptism registers is "Guijui" or "Weneeme," presumably referring to people from the Hueneme area (King 1975). Archaeologically, evidence of this "resting place" was noted by early collectors; for example, in the early 1900s, local historian Richard Bard discovered an old Native American cemetery near his ranch house in Hueneme, from which were recovered glass trade beads, indicating a late eighteenth- or early nineteenth-century (protohistoric) Chumash burial site in the immediate vicinity (King 2005: 13–14). This suggests that some Chumash people continued to use or reside at Wene'mu during the initial phase of Spanish contact (since glass beads likely arrived with the missionaries or through trade just before missionization). It is possible that Wene'mu was seasonally occupied by Chumash coming to exploit coastal resources (fish runs, waterfowl, shellfish) or to rendezvous with people traveling by sea. The project area, being near the historic coastline, therefore has sensitivity for buried archaeological remains related to these activities, such as shell middens, hearths, or burials associated with Wene'mu. Any such resources would be considered both "historical resources" under CEQA (due to their likely significance in prehistory) and "tribal cultural resources" under AB 52 (due to their cultural significance to Chumash descendants).

In broader ethnographic terms, the Chumash were maritime-oriented hunter-gatherers with complex sociopolitical organization. They lived in permanent villages composed of round thatched houses (each housing an extended family), and each major village was governed by a chief (wot) usually from an elite lineage (Grant 1978b; Gamble 2008). This chief's position was often hereditary, passing from father to son or to other male relatives. In Ventureño territory, it appears that a few powerful chiefs (such as those at Muwu and Šišolop) held sway over smaller

surrounding villages, forming a sort of chiefdom or regional polity (Johnson 1988). The Spanish, upon founding the mission, recorded the names of at least 41 distinct Ventureño settlements, indicating a dense occupation of the landscape (Grant 1978b: 518). Among these were not only the coastal towns already mentioned but also numerous inland villages such as S'oməs (Somis), Ɒa'wani (in Conejo Valley), and others in the Santa Clara Valley and around Ojai. The Ventureño Chumash had rich resource territories and practiced a seasonal round that included gathering acorns in the autumn from oaks in the interior valleys, fishing and sea-mammal hunting year-round along the coast, and collecting shellfish on the shore, as well as hunting deer, rabbits, and other game in the sage scrub and oak woodland environments (Grant 1978a). Stored acorns and dried foods allowed larger communities to live through winter in one place. A major aspect of Chumash life was their active inter-village trade system: coastal groups traded dried fish, shell beads, and asphaltum (tar, used as a waterproofing agent) to inland groups for obsidian (for sharp tools), fine basketry, and deer hides, among other items (Arnold 1992; Gamble 2008).

Socially, the Chumash are known to have had a stratified society with at least two classes—an elite class of chiefs and their relatives, and a larger class of commoners—and possibly a third group of hereditary ritual specialists (Gamble 2008). Chiefs exercised authority over economic resources and distributed wealth at ceremonies (such as the annual winter solstice festival, an important Chumash ritual event). Burial practices in late precontact times sometimes reflected status differences: For example, higher-status individuals were interred with more abundant or specialized grave goods (shell bead necklaces, stone effigies, etc.), and some were buried in cemeteries separate from commoners (King 1990). One historic account (from 1850) even mentions the cremation of a Chumash chief at Point Mugu with considerable ceremony, although by that time such practices were fading (Hudson and Blackburn 1987). Religion and cosmology were integral to Chumash life. They believed in a multi-layered universe and had complex myths recorded by later ethnographers. The 'Antap society—a guild of shaman-priests drawn from elite families—conducted important ceremonies and produced the intricate rock art found in the Ventura backcountry. The famous painted cave art, with celestial and abstract imagery, is thought to relate to Chumash astronomy and the calling of supernatural power to ensure community well-being.

With the arrival of the Spanish in 1769–1782, this world was rapidly and irrevocably altered. Mission San Buenaventura (established 1782) became the focal point of colonial impact for the Ventureño Chumash. By 1805, the majority of Ventureño Chumash—including those from the Hueneme area—had been baptized and brought to live at the mission (Johnson 1982). Traditional villages like Muwu and Šišolop were largely emptied between 1770 and 1810 due to the combined pressures of missionization, Old World diseases, and Spanish military enforcement. Nevertheless, some Ventureño people resisted full mission control by occasionally returning to their ancestral villages or continuing to practice their traditions in secret. The Chumash population was decimated by disease outbreaks in the early 1800s, and after the secularization of the missions in 1834, most surviving Chumash people became laborers on Mexican ranchos or retreated to remote areas. Despite these hardships, the cultural legacy of the Chumash remains very much alive. Today, Chumash descendants (including families tracing lineage to Ventureño ancestors) maintain their heritage and are actively involved in cultural resources management.

In the context of this project, it is essential to recognize that any archaeological deposits or cultural features unearthed are not just scientific data but are also part of the living heritage of the

Chumash people—in other words, potential tribal cultural resources. Under AB 52, the lead agency must consult with traditionally affiliated tribes (for this region, typically the Barbareño/Ventureño Band of Mission Indians and other Chumash representatives) early in the CEQA process to identify any tribal cultural resources in the project area. Tribes may have knowledge of culturally sensitive locales that do not necessarily show up in the archival record. For example, a tribe might identify a particular area of the Port as culturally important due to oral traditions or because it was a known canoe landing spot or sacred area. Such input is crucial for shaping the project's mitigation measures. The regulatory framework (addressed in a separate chapter of this report) outlines how resources meeting CEQA's definition of "historical" or "unique archaeological" resources and/or "tribal cultural resources" should be handled if encountered. Typically, if prehistoric archaeological materials (such as shell midden, stone tools, or human remains) are discovered during construction, work must halt and a qualified archaeologist and the Chumash monitors will evaluate the find. State laws like California Health and Safety Code Section 7050.5 and PRC Section 5097.98 mandate specific procedures if human remains are found, including involvement of the County coroner and consultation with the Native American MLD designated by the NAHC.

In sum, the project area's cultural context is richly layered. Prehistorically, it was used and occupied by Chumash peoples for thousands of years—from the earliest settlers of the California coast to the complex society at contact, whose descendants are still here. Ethnographically, it was 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. For the Chumash today, this landscape retains significance as ancestral land and potentially as the resting place of ancestors (e.g., the Hueneme cemetery mentioned above). Therefore, the Phase I Cultural Resources study documents this precontact and ethnographic background to inform the identification of sensitive resources. All identified cultural materials should be evaluated with an understanding of Chumash lifeways, as a scatter of shells and charred bones could be remnants of a coastal fishing camp; a cluster of water-worn stones might be a prehistoric hearth or earth oven; and any human burial would likely indicate a former habitation site nearby, given the Chumash custom of interring the dead in cemeteries adjacent to villages. The involvement of tribal representatives through AB 52 consultation will ensure that interpretations and significance evaluations of any such finds incorporate Chumash perspectives and values.

3.4 Historic Period Context

3.4.1 Early Settlement

The Mexican Rancho period in California began in 1822 following the Mexican War of Independence from Spain (National Park Service, n.d.). The area that is now known as the City of Port Hueneme was part of the Rancho el Rio de Santa Clara o la Colonia, a 44,000-acre tract awarded to eight soldiers who served the Mexican government under Governor Juan Alvarado in 1840 (Maulhardt 2005: 7; San Buenaventura Research Associates 2010: 4). Land use in the area during the Mexican Rancho period was generally limited to low-intensity agriculture including livestock grazing (San Buenaventura Research Associates 2010: 5).

3.4.2 Early American Era

The Treaty of Guadalupe Hidalgo was signed in 1848, ceding 55 percent of Mexico's territory to the United States at the conclusion of the Mexican American War, including California (RECON Environmental, Inc. 2020: 7; National Archives, n.d.). Mexican land rights on what was now American soil were called into question. Many rancho owners were unable to substantiate their land claims to the State Lands Commission. This resulted in the seizing of ranchos that were then made available for American settlement (AECOM 2017: 19). In 1856, the US Coast and Geodetic Survey labeled the approximate area of today's Port Hueneme as Point Hueneme (Maulhardt 2005: 7). The name Hueneme originates from and is an anglicization of the original Chumash name for the area "wene'me" (Maulhardt 2005: 7).

In 1864, approximately 32,000 acres of the tract of Rancho el Rio de Santa Clara o la Colonia, containing the Port, was purchased by Thomas Scott, a railroad and oil tycoon from Pennsylvania who had served as the president of the Pennsylvania Railroad and assistant secretary of war under Abraham Lincoln. The purchase was overseen by Thomas Bard, Scott's nephew and land agent in California, who purchased multiple ranchos in Ventura County for oil exploration (San Buenaventura Research Associates 2010: 4; Nelson 2020; Streets 1977). Bard was sent to the area with a drilling rig to substantiate the reports (Nelson 2020).

Within Rancho el Rio de Santa Clara o la Colonia, 17,000 acres between the Mugu Lagoon and Point Hueneme were under contentious land claims. Approximately 100 men formed the Squatters League to battle Scott in court over the land. To establish residency, the squatters reestablished the name Wynema, after the historic Chumash name. W. E. Barnard, one of the squatters, and three partners established the Wynema Lighter Company to facilitate transportation of goods in the area. Bard established the Hueneme Wharf and Lighter Company in the same year to challenge the Wynema Lighter Company (Maulhardt 2005: 7). Barnard and two partners constructed the Pioneer Store, a general store. Barnard became the first postmaster general and was a correspondent for *The Ventura Signal* (Maulhardt 2005: 7). The first commercial crop, barley, was planted in the area in 1867 (Maulhardt 2005: 7).

Bard recognized the importance of the natural submarine canyon present along the City's coastline. The canyon was 1,000 feet deep and was fed by an underground river, keeping it free of silt (District, no date). He constructed a 1,500-foot wharf at the site in 1871. Bard fenced off the area where he established the wharf. Barnard and the Squatters League took up arms in an attempt to counter Bard in May 1871. However, the matter was settled in court, and as part of the settlement, Bard offered the contested land, besides the fenced-off wharf area, for sale and lease to the squatters (Maulhardt 2005: 7).

In 1872, Bard was granted the 17,000-acre land claim by the secretary of the interior Columbus Delano to reestablish the "original boundaries of Rancho Colonia," including modern-day City of Port Hueneme (Maulhardt 2005: 8). This land grant reneged any earlier promises to the squatters made by Bard (Maulhardt 2005: 8). Bard platted the town of Wynema, maintaining the squatters' name for their community in the area, to serve the wharf in 1872. The town generally occupied a rectilinear street grid six blocks wide and five blocks long. Street names reflected elements of Bard's life, including Scott after his uncle and benefactor; Franklin after his birth county in Pennsylvania; Woodburne after the name of his former residence; and Clara after his sister-in-law Clara Gerberding (**Figure 4**) (Maulhardt 2005: 8, 11).



FIGURE 4. 1872 MAP OF HUENEME STREET GRID AS DESIGNED BY BARD (MAULHARDT 2005)

Between 1871, at the time of the wharf's completion, and 1895, it was the second largest grain shipping port on the West Coast (Streets 1977). The wharf served to transport light goods between the coast and offshore ships (County of Ventura, n.d.). A 12-mile-long irrigation canal was constructed between the Santa Clara River and the Port beginning in 1871 to facilitate the growth of the agricultural industry serving the Port (San Buenaventura Research Associates 2010: 5). The Port primarily exported grain grown in the surrounding area, including wheat, barley, and corn (Maulhardt 2005: 9). Ships from the wharf typically sailed goods to San Francisco for market and brought in lumber logged from elsewhere on the coast (County of Ventura, n.d.). The Port was the principal method of transportation to and from Ventura County south of the Santa Clara River until 1898, with the construction of a railway near Oxnard (Streets 1977).

The Southern Pacific Railroad had opened in 1865 between San Francisco and San Diego (Southern Pacific Historical & Technical Society, n.d.). A railroad line from the City intersecting the Southern Pacific Railroad was announced in 1873, facilitating increased transportation to the area (*The Ventura Signal* 1873). Wynema's name was changed to Port Hueneme in 1874, and a post office was opened in August of the same year (Maulhardt 2005: 8).

The City of Port Hueneme is located on the Oxnard Plain, a 200-square-mile alluvial plain area in Ventura County. Eucalyptus groves were planted to provide natural windbreaks on the flat plain and define boundaries between ranches during the 1870s (San Buenaventura Research Associates 2010: 4). In 1898, the Oxnard brothers constructed a $2 million sugar factory inland

from the Port on the Oxnard Plain in modern-day Oxnard. The predominant crop in Ventura County switched from grain shipped out of Port Hueneme to sugar beets, which were transported via rail from the newly established factory for processing into sugar. The change in agriculture and shipping to Oxnard significantly affected the economy of Port Hueneme. Businesses left the town, including the general store, hardware store, saloon, druggist, and town butcher (Maulhardt 2005: 8).

3.4.3 Twentieth Century Development

Efforts to revitalize Port Hueneme began during the early twentieth century. The Bakersfield & Ventura Railway was constructed between Oxnard and Port Hueneme in 1905, which increased beach traffic between the two communities. Richard Peacock, an Oxnard confectioner, opened a resort in Port Hueneme. The property was purchased by Henry Horsewood in the late 1920s and operated until it was damaged by a tropical storm in 1939 (Maulhardt 2005: 8). Sunkist constructed two lemon packinghouses in Port Hueneme in 1922, bringing limited economic benefit to the community (Maulhardt 2005: 8).

3.4.4 Port of Hueneme

In the 1930s, Richard Bard, son of Thomas Bard, along with area farmers, applied for a $1.6 million loan from the Public Works Administration to improve the Port. The team argued that the natural breakwater of the Channel Islands and silt-free channel were beneficial for shipping. During this period, Port Hueneme was within “trucking distance” of one-quarter of California’s sugar beets, half of all California walnuts and almonds, 60 percent of California’s cotton, and significant amounts of borax, potash, and citrus. The oil fields of Ventura were 12 miles from the Port. The Public Works Administration denied the request (District, no date). Plans were created in 1937 to redevelop the area into a shipping port by Bard, and the Oxnard Harbor District was created the same year. The District’s commissioners issued a $1.75 million bond to cover the cost of the construction. The groundbreaking for the improved Port occurred in 1939 and it was completed in 1940 (District, no date).

The US Navy took control of the harbor and beach area in 1942 utilizing eminent domain, and it was converted into a naval installation, Naval Air Station Point Mugu (Maulhardt 2005:8, District, no date). The owners were given $2 million, which allowed them to meet the bonds’ associated interest. Truck farming once again became a significant industry in Ventura County (District, no date). At the new naval facility, six docks were constructed on-site to accommodate nine ships. Improvements totaled more than $6 million and included 5,205 linear feet of wharf, 550,0000 yards of dredging, 1.2 million square feet of building construction, and 36 miles of railroad. An advance-base depot was constructed nearby as well as an amphibious landing school and a Seabee, Naval Construction Battalion, base. By the end of World War II, the wharf handled 150,000 tons of cargo monthly (District, no date).

In 1947, the Navy finalized a lease agreement with the District for 16 acres of the original 322 acres of the Port seized via eminent domain, including Dock #1. The District completed a feasibility study for the purchase of Dock #1 and 6 additional acres from the Navy, as well as an additional 35 acres of the City of Port Hueneme. Upon purchase and construction, a new Wharf #1 was 1,800 feet long and accommodated three ships (District, no date).

Oil deposits in the Santa Barbara Channel were discovered coinciding with the period of expansion of Wharf #1 in the late 1940s. The Port became a significant base for offshore oil in the area (District, no date). Commercial increase at the Port due to increased capacity and oil industry led to the growth of the surrounding community. The population of Port Hueneme increased 266 percent between 1950 to 1960, from 3,024 to 11,067, and an additional 29.2 percent between 1960 and 1970 to 14,295 (US Census Bureau, n.d.).

During the 1970s, ports across the United States began focusing their efforts and technology on containerization. This left an opportunity for the Port to specialize in breakbulk and Ro/Ro shipping (District, no date). Breakbulk shipping includes goods that do not fit within shipping containers due to their size, shape, weight, or hazardous chemistry. Examples of goods transported in this manner include heavy machinery, infrastructure materials, vehicles, and odd-shaped cargo (Maersk 2024). Ro/Ro shipping includes the transportation of vehicles such as mining equipment, boats, agricultural machinery, trucks, and buses by driving or towing them onto the vessel. Dedicated ramps and parking areas are required for this type of shipping, both on the vessel and at the Port. Ro/Ro shipping typically is less costly than container shipping (Hoegh Autoliners 2023). Mazda Motors of North America began utilizing the Port in 1977. In the 1977-1978 fiscal year, 17,300 automobiles were handled at the Port. The Port has since added multiple car manufacturers to its customer base and provides port services to at least 13 car brands, including BMW, Land Rover, and Subaru (District, no date). Between 1970 and 1980, the City's population grew 24.5 percent to 17,803 (US Census Bureau, n.d.). The 1990-1991 fiscal year saw the one millionth automobile shipped through the Port, and 100,000 units were handled in one year for the first time. By the 1999-2000 fiscal year, 200,000 automobiles a year were handled through the Port, and 300,000 in fiscal year 2004-2005 (District, no date).

The Port became the West Coast distribution hub for Del Monte Fresh Produce in 1979. Once again, the Port became the site of niche cargo shipping: fresh produce. A 140,000-square-foot refrigeration facility was constructed in 1994 for Cool Carriers and Sunkist Growers. In 1995, an additional 30,000-square-foot refrigeration facility was constructed for Del Monte, which has since been expanded to 86,000 square feet. Chiquita Fresh Produce also uses the Port, which is known as "one of the busiest banana gateways in the country" (District, no date).

The District purchased an additional 22 acres of land from the Navy in 1985 to expand Wharf #2. The extension and repair to Wharf #2 was completed in 1988, creating a 1,450-linear-foot wharf to support auto terminal operations and heavy cargo. A port of entry designation was granted to the Port in 1992. The 1997-1998 fiscal year saw the Port exceed the million-ton cargo tonnage mark, which increased over time (District, no date). The Port is the only deepwater port between San Francisco and Los Angeles and the only Navy-controlled harbor between the Puget Sound, Washington, and the San Diego Bay, California. The Port is the fourth largest container port in California and sixth largest on the West Coast (District, no date).

3.4.5 Architect and Builder

Targeted research on Ancestry.com (n.d.), Newspapers.com (n.d.), and Google.com (n.d.) failed to identify the architects or builder of this property.

3.4.6 Project Area Development History

The following account of the development of 145 West Clara Street is based on a review of historical aerials and topographic maps and web searches, including searches of newspapers and public records. Historical aerials depict the location of the warehouse as a former mixed-use neighborhood that increased in density between 1947 and 1959. The warehouse occupies approximately what historically were four quadrants of a rectilinear street grid. A 1965 aerial depicts that the buildings were demolished primarily in the northwest, southwest, and southeast quadrants. All buildings in all four quadrants were demolished by 1967. The subject warehouse does not appear in a December 1970 aerial and appears in a July 1975 aerial. Therefore, the subject warehouse was constructed circa 1975 (NETR 2026: 1947, 1959, 1965, 1967; UCSB 1970, 1975).

4.0 RESEARCH OBJECTIVES AND METHODS

This section outlines the objectives and methodological approach used to identify, evaluate, and document cultural resources within the P1 Parking Structure Project area. The primary objective of this Phase I Cultural Resources Assessment is to determine whether any historical, archaeological, or tribal cultural resources are present within the project area, and to assess their significance in accordance with CEQA, CRHR, and other applicable regulations.

To achieve these objectives, a combination of archival research, records search, field survey, and consultation with Native American tribes and local stakeholders was employed. The methods were designed to provide a comprehensive understanding of the cultural resources sensitivity of the project area and to inform recommendations for resource management and compliance with regulatory requirements. The following subsections describe the specific research strategies and field techniques utilized in this assessment.

4.1 Records Search

A comprehensive records search was conducted to identify previously recorded cultural resources and prior investigations within and adjacent to the P1 Parking Structure Project area. The records search included a review of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton. The search encompassed the project area and a 0.5-mile radius to ensure coverage of resources and studies that may be relevant to the project. The project area was slightly enlarged subsequent to the records search, but the original records search encompassed the entirety of the project area, and the change did not significantly increase the size of the buffer.

The records search included examination of:

- Archaeological site records and reports on file at the SCCIC;
- Listings of properties on the CRHR, NRHP, California Historical Landmarks, and California Points of Historical Interest; and
- Local inventories and surveys maintained by the City of Port Hueneme, Oxnard Harbor District, and Ventura County, as available.

4.2 Historic Maps and Aerial Photographs

To evaluate historical land use, development patterns, and the potential for historic-period cultural resources within the project area, a review of historical maps and aerial photographs was conducted. Primary sources included USGS topographic maps accessed via the TopoView platform, historical aerial imagery from HistoricAerials.com, and the University of California, Santa Barbara's FrameFinder aerial photograph repository. In addition, Bureau of Land Management General Land Office (BLM GLO) maps were reviewed through the BLM GLO Records website to identify original land patents, early land divisions, and ownership history relevant to the project vicinity.

These resources were systematically analyzed to document changes in the built environment, identify previous land uses, and detect features of potential historical significance within or adjacent to the project area. The integration of these multiple lines of evidence supports a comprehensive understanding of the project area's historical development and informs the assessment of cultural resources sensitivity.

4.3 Native American Consultation and Outreach

4.3.1 Sacred Lands File and AB 52 Consultation

As part of the effort to identify tribal cultural resources within the project area, a records search request was submitted to the NAHC for a review of the Sacred Lands File. The Sacred Lands File search is intended to determine whether any known Native American sacred sites or traditional cultural properties have been recorded within or near the project vicinity. The request included a description of the project location and a map delineating the project area.

In addition to the Sacred Lands File search, the NAHC was asked to provide a current contact list of Native American tribes and individuals who may have knowledge of cultural resources or concerns regarding the project area. The contact list is used to facilitate outreach and consultation with tribes traditionally and culturally affiliated with the region, in accordance with AB 52 and best practices for tribal engagement.

The results of the Sacred Lands File search and the AB 52 consultation efforts are used to inform the assessment of tribal cultural resources and the development of recommendations for further consultation or mitigation, as appropriate.

4.4 Field Survey Methods

Because the entire project area is fully paved and developed, the field investigation focused on documenting the extant environment resources built on the site rather than an archaeological pedestrian survey. An on-site built environment survey was conducted on December 3, 2025, by Michael Baker International staff. Marcel Young, BA (Field Technician) performed the field survey under the direction of the project's Principal Investigator and qualified architectural historians, all of whom meet the Secretary of the Interior's Professional Qualification Standards. Standard cultural resources field methods were employed in accordance with CEQA guidelines and, should a federal nexus be established in the future, are consistent with NHPA Section 106. The purpose of the survey was to identify and document any built environment resources within the project area—in this case, an existing Port building slated for demolition—and to gather the data needed for subsequent significance evaluation under CEQA and NHPA criteria.

Prior to the field visit, the team prepared a project-specific digital map in ArcGIS Online with the project area and data collection layers for built environment features. This map was downloaded to Esri's Field Maps application on a GPS-enabled tablet to facilitate accurate field mapping and data recording. Coordination with Port staff (including the District's engineering and operations personnel) ensured site access and safety during the survey. Port representatives Rodrigo Zaragoza and Jennifer Boberg arranged for the surveyor's escort and access to the secure terminal area. The field survey was timed to coincide with a break in seasonal rains to ensure adequate lighting and safe conditions for photo documentation.

5.0 RESULTS

This chapter presents the results of the cultural resource identification efforts, Native American outreach, and built environment survey undertaken for this study.

5.1 SCCIC Records Search Results

Michael Baker International conducted a CHRIS record search for the project area and a 0.5-mile radius around it on November 3, 2025, at the SCCIC. The records search returned 22 cultural resources studies within the 0.5-mile search radius. Although 7 of these supposedly intersect the western edge of the project area, it is likely that they do not actually enter the project area. The studies were all general reports for the military installation, which is outside the project area boundaries (**Table 1**).

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 (**Table 2**). One unrecorded shell scatter (not among the 17 resources) was identified as overlapping the southeastern corner of the project site; however, the SCCIC data indicate no data or Department of Parks and Recreation (DPR) record for the site. It is assumed that the shell scatter has been destroyed as a result of past construction at the Port. The results of the SCCIC records search are available in **Appendix A**.

TABLE 1. PREVIOUSLY RECORDED RESOURCES STUDIES WITHIN THE SEARCH RADIUS (0.5 MILE)

Report Number	Author	Date	Title	Publisher/Firm	In Project Area?
VN-00236	Horne, Stephen	1980	Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project Federal Lease Ocs P-0202 and P-0216, Offshore Southern California	Dames & Moore/Stephen Horne	No
VN-00715	Anonymous	1988	Draft Environmental Assessment Channel Islands Harbor Maintenance Dredging Six-year Program, Ventura County, California	MITECH	No
VN-01102	Singer, Clay A	1977	Preliminary Cultural Resource Survey and Potential Impact Assessment for Thirteen Areas in Southern Ventura County, California	ARI	No
VN-01506	Purcell, C.W. and Pandora Snethkamp	1981	Cultural Resources Evaluation Along Pomona Street and Pleasant Valley Road, City of Port Hueneme	CW Pursell	No
VN-01584	MacFarlane, Heather	1994	Letter Report of Cultural Resources Investigations Underwater Remote Sensing Survey for the US Army Corps of Engineers, La District Environmental Planning Division	N/A	No

TABLE 1, CONTINUED

Report Number	Author	Date	Title	Publisher/Firm	In Project Area?
VN-01947	N/A	2001	Historic American Buildings Survey, International Longshoremen's and Warehousemen's Union Hall	Historic American Buildings Survey National Park Service, Wester	No
VN-02009	Craigo, Steade R.	1993	Quarters "a" Garage Rehabilitation, Naval Construction Battallion Center, Port Hueneme, Ventura County	Department of the Navy	No
VN-02027	Uribe & Associates and William Self Associates	1998	Historic and Archaeological Resources Protection (HARP) Plan for the Years 1998-2003 For Naval Construction Battalion Center, Port Hueneme Ventura County, California	Uribe & Associates	Yes
VN-02434	Maki, Mary K.	2006	Archaeological Survey Report of Approximately 44,000 Linear Feet for the Recycled Water Backbone System Project, City of Oxnard, Ventura County, California	Conejo Archaeological Consultants	No
VN-02436	Dolan, Christy	2004	Final Report Evaluation of National Register of Historic Places Eligibility for Portions of Naval Base Ventura County, Port Hueneme Site, Port Hueneme, California	EDAW, Inc.	Yes
VN-02437	Dolan, Christy	2005	Final Report Evaluation of National Register of Historic Places Eligibility for Nine Buildings on Naval Base Ventura County, Port Hueneme Site, Port Hueneme, California	EDAW, Inc.	Yes
VN-02684	Baker, Cindy L. and John Dougherty	2003	National Register of Historic Places Evaluation of Port Hueneme Light Station, Ventura County, California	PAR Environmental Services, Inc.	No
VN-02863	King, Chester	2005	Cultural Resources in the Ormond Beach Wetlands Restoration Area	N/A	Yes
VN-02874	Wlodarski, Robert J.	2010	A Phase 1 Archaeological Study for the Proposed demolition of an existing structure located at 245 E. Port Hueneme Road for future redevelopment of the site City of Port Hueneme, County of Ventura, California	Historical Environmental Archaeological Research Team	No
VN-02922	Connors, Capt. C.B.	2008	Navy Plans to conduct maintenance dredging, beach replenishment, and a Confined Aquatic Disposal (CAD) project, in partnership with the Oxnard Harbor District, at the Army Corps of Engineers maintained Turning Basin adjacent to Naval Base Ventura County	US Navy	No

TABLE 1, CONTINUED

Report Number	Author	Date	Title	Publisher/Firm	In Project Area?
VN-02936	Maki, Mary K.	2010	November 2010- December 1, 2010 Archaeological Monitoring Results for the City of Port Hueneme's Bikeway Improvements Project, Ventura Road, Naval Base Ventura County	Conejo Archaeological Consultants	No
VN-03000	Plockmeyer, D.R.	1996	Determination that Buildings 71, 322, 323, 336 and 5057, at the Naval Construction Battalion Center, Port Hueneme, CA, are Not Eligible for Inclusion on the National Register of Historic Places, and That the Proposed Undertaking, the Demolition of These Five Buildings, Will Have No Affect on a Register Listed	Department of the Navy Naval Construction Battalion Center	No
VN-03001	Wall, Louis	1996	Wholesite Investigation and Comprehensive Neighborhood Plan Quarters A CBC Port Hueneme, California	Dept. of Navy	No
VN-03002	Conners, C. B	2006	Draft Programmatic Agreement among the Commander Navy Region Southwest, The Commanding Officer, Naval Base Ventura County, and the California State Historic Preservation Officer Regarding Navy Undertakings Within Ventura County, California	Naval Base Ventura County	Yes
VN-03008	Baloian, Mary Clard and Randy Baloian	2003	Archaeological Monitoring and Discovery Treatment Plan for Proposed AT/FP Measures at The Naval Construction Battalion Center Port Hueneme and Naval Air Station Point Mugu Naval Base Ventura County	RECON	Yes
VN-03079	Pumphrey, Michael P. et al.	2010	Integrated Cultural Resources Management Plan for Point Mugu and Port Hueneme, Naval Base Ventura County, California	ASM Affiliates, Inc.	Yes
VN-03124	McPherson, J.W.	2012	Point Hueneme Lighthouse, decommissioning of the Fresnel lens	United States Coast Guard	No

TABLE 2. PREVIOUSLY RECORDED RESOURCES WITHIN THE SEARCH RADIUS (0.5 MILE)

Primary Number (P-56-)	Trinomial (4-VEN-)	Resource Attribution Codes & Description	Recording events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status	In Project Area?
000663	663	AP16, Other: Shell midden	Van Valeknburgh, 1933 Stephen Horne, 1979	Not eligible	No
120003	N/A	AH2, Foundations/structure pads: Historical foundation; AP16, Other: shell scatter	Stephen Horne and Stephen Craig, 1979	Not formally evaluated	No
150015	N/A	AH12, Graves/cemetery: Historic Cemetery (Baird Family Cemetery)	Taylor, R.W. 1978	Not formally evaluated; designated County landmark	No
150017	N/A	HP30, Trees/vegetation: Ventura Road Eucalyptus Grove	Stafford, Eugene and Board of Commissioners of the Port Hueneme Historical Museum	Not formally evaluated; designated County landmark	No
151837	N/A	HP2, Single Family Property; HP29, Landscape architecture; HP4 Ancillary building; HP40, Cemetery. Two structures, guest house, swimming pool, tennis courts, milk house, garage, gardener tool shed, cemetery, and botanical gardens	Streets, Julian F. NAVFAC Historian's Office, NRHP Nomination Form, 1975	Found eligible for NRHP	No
152287	N/A	HP13, Community center/ social hall; HP38, Women's property. Women's Improvement Club of Hueneme and library.	Tyiem, Judy, San Buenaventura Research Assoc., NRHP Registration Form, 1988	Found eligible for NRHP	No
152786	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152787	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152788	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No

TABLE 2, CONTINUED

Primary Number (P-56-)	Trinomial (4-VEN-)	Resource Attribution Codes & Description	Recording events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status	In Project Area?
152789	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152790	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152791	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152799	N/A	HP34, Military Property	Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152807	N/A	HP34, Military Property	Public Works, Naval Base, Ventura County, Port Hueneme 1995; Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152810	N/A	HP34, Military Property	Public Works, Naval Base, Ventura County, Port Hueneme 1995; Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No

TABLE 2, CONTINUED

Primary Number (P-56-)	Trinomial (4-VEN-)	Resource Attribution Codes & Description	Recording events (Recorder, Organization, Year)	NRHP/CRHR Evaluation Status	In Project Area?
152811	N/A	HP34, Military Property	Public Works, Naval Base, Ventura County, Port Hueneme 1995; Wills, Carrie D., and William Self, 1995; Uribe and Associates and William Self Associates, 1998; JRP Historical Consulting Services, 2000; Dolan, Christy, EDAW, Inc., 2004	Found ineligible	No
152840	N/A	HP2, Single family property; HP3, Multiple family property; HP4, Ancillary building; HP11, Engineering structure; HP24, Lighthouse; HP34, Military property (historic use)	C. Baker, and J. Dougherty, PAR Environmental Services Inc, 2003 Baker, Cindy L., PAR Environmental Services Inc., NRHP Registration Form, 2003	Appears eligible for NRHP or CRHR register (Status code 3D)	No

5.2 Native American Consultation and Outreach Results

5.2.1 NAHC Sacred Lands File Search Results

On October 27, 2025, Michael Baker requested that the NAHC search the Sacred Lands File for any Native American cultural resources that might be affected by the project. The NAHC responded in a letter dated January 20, 2026, that the Sacred Lands File had been searched with negative results. Additionally, the NAHC appended a list of tribal contacts for both federally recognized and non-federally recognized tribes who may have knowledge about and interest in tribal cultural resources located within the project vicinity (**Table 3**). The NAHC correspondence is presented in **Appendix B**.

TABLE 3. NAHC CONTACT LIST FOR P1 PARKING STRUCTURE

Contact Person	Tribe Name	Federal (F)/ Non-Federal (NF)Recognized Tribe	Contact Info
Cultural Resource Committee	Barbareño/Ventureño Band of Mission Indians	NF	P.O. Box 364 Ojai, CA 93024 (805) 746-6685 CR@bvbmi.com
Michael Khuz-Zarate, CBCN Vice Chairman	Coastal Band of the Chumash Nation	NF	5151 W Vartikian Avenue Fresno, CA 93722 (559) 761-9827 mkhus70@gmail.com

TABLE 3, CONTINUED

Contact Person	Tribe Name	Federal (F)/ Non-Federal (NF)Recognized Tribe	Contact Info
Janet Hall, CBCN Cultural Resources Manager	Coastal Band of the Chumash Nation	NF	1529 West Lemon Avenue Lompoc, CA 93436 (805) 451-8757 tasinhall@yahoo.com
Mati Waiya, Tribal Chair	Coastal Band of the Chumash Nation	NF	16500 South Mountain Drive Santa Paula, CA 93060 (805) 794-1248 tribalchair@coastalband.org
Violet Walker, Chairperson	Northern Chumash Tribal Council	NF	P.O. Box 6533 Los Osos, CA 93412 (760) 549-3532 violetsagewalker@gmail.com
Nakia Zavalla, Tribal Historic Preservation Officer	Santa Ynez Band of Chumash Indians	F	PO Box 517 Santa Ynez, CA 93460 (805) 688-7997 nzavalla@chumash.gov
CRM Consultation	Santa Ynez Band of Chumash Indians	F	PO Box 517 Santa Ynez, CA 93460 (805) 688-7997 CRMConsultation@chumash.gov
Amanda Dobrov, Cultural Resources Archeologist	Santa Ynez Band of Mission Indians	F	PO Box 517 Santa Ynez, CA 93460 (805) 894-3730 adobrov@chumash.gov

5.2.2 AB 52 Consultation

On February 23 and 24, 2026, invitations to consult were sent to the federally and non-federally recognized Native American tribes included in the NAHC list (**Table 3**). Tribal contacts were directed to contact Susim Gedam, Engineering Manager III at the District, for further consultation.

Two tribes responded to consultation efforts carried out by the District. The Barbareño/Ventureño Band of Mission Indians (BVBMI) responded but did not request consultation. The District replied to the BVBMI, 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. The AB 52 consultation documentation to date is presented in **Appendix C** (confidential; available under separate cover).

5.3 Survey Results

On December 3, 2025, Michael Baker International cultural resources specialist Marcel Young, BA, conducted a survey of the project area to document the single built environment resource on-site: a warehouse building at 145 West Clara Street. The approximately 100,000-square-foot Port Terminal Berth 5 warehouse was constructed circa 1975 (**Photographs 1 through 3).**

The project site consists of commercial harbor landscape that has undergone extensive grading and redevelopment since the mid-20th 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 built environment survey was limited to the exterior of the single building within the project area; appropriate descriptions were noted, and selected photos were taken for documentation purposes.

A DPR 523 series record was prepared for the building. The DPR 523 series forms are available in **Appendix D**.

No artifacts or archaeological materials were expected or observed on the pavement-covered ground surface.



PHOTOGRAPH 1: OVERVIEW OF THE SOUTH AND WEST ELEVATIONS OF 145 WEST CLARA STREET. CAMERA FACING NORTHEAST, DECEMBER 3, 2025.



PHOTOGRAPH 2: OVERVIEW OF THE EAST ELEVATION OF 145 WEST CLARA STREET. CAMERA FACING SOUTHWEST, DECEMBER 3, 2025.



PHOTOGRAPH 3: OVERVIEW OF THE NORTH AND WEST ELEVATIONS OF 145 WEST CLARA STREET. CAMERA FACING SOUTHEAST, DECEMBER 3, 2025.

6.0 EVALUATION OF SIGNIFICANCE

The following is an evaluation of the Port Terminal Berth 5 Warehouse at 145 West Clara Street in the Port, in the City of Port Hueneme, California, for its eligibility for the CRHR and NRHR. This property has not been previously evaluated.

6.1 CEQA Historical Resources Evaluation

CRHR Criterion 1 – The warehouse is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. While construction of the warehouse is associated with the growth of Ro/Ro shipping at the Port, this individual ubiquitous example of a utilitarian Ro/Ro warehouse is not significantly associated with this growth. The warehouse is not known to have made a significant contribution to other broad patterns of local, regional, state, or national culture or history. Additionally, according to historical aerials, other resources of historic age within the Port have been demolished and the wharf significantly altered. Therefore, the Port lacks sufficient integrity to qualify as a historic district to which the subject warehouse could be a contributor. As a result, the subject warehouse does not meet the threshold for historical significance under CRHR Criterion 1.

CRHR Criterion 2 – To be eligible under Criterion 2, a property must be directly associated with a person's productive life during the period in which they achieved their significance. Additionally, if multiple properties are linked to the productive life of a significant person, those properties must be compared to determine which best represents the historical contributions of that individual. The subject 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 this warehouse, or that this warehouse would be the best physical representation of those contributions. As a result, the subject warehouse does not meet the threshold for historical significance under Criterion 2.

CRHR Criterion 3 – The subject warehouse is a common feature of the built environment, not innovative or unusual for its time. The building is a restrained and utilitarian warehouse. The building fails to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, the subject warehouse does not meet the significance threshold for CRHR Criterion 3.

CRHR Criterion 4 – The built environment of the subject property is not likely to yield valuable information that would contribute to an understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the property does not meet the significance threshold for CRHR Criterion 4.

6.1.1 Integrity and Eligibility

Lacking historical significance, the subject Port Terminal Berth 5 Warehouse building at 145 West Clara Street at the Port is recommended ineligible for listing in the CRHR under all criteria. Therefore, it is not a historical resource as defined by CEQA Section 15064.5(a).

As the subject Port Terminal Berth 5 Warehouse building at 145 West Clara Street at the Port is recommended ineligible under all four CRHR criteria, an analysis of integrity is not required.

6.2 NRHP Evaluation

NRHP Criterion A – The warehouse is associated with events that have made a significant contribution to the broad patterns of local, regional history, or the cultural heritage of California or the United States. Construction of the warehouse is associated with the growth of Ro/Ro shipping at the Port; however, this individual ubiquitous example of a utilitarian Ro/Ro warehouse is not significantly associated with this growth. The warehouse is not known to have made a significant contribution to other broad patterns of local, regional, state, or national culture or history. Additionally, according to historical aerials, other resources of historic age within the Port have been demolished and the wharf significantly altered. Therefore, the Port lacks sufficient integrity to qualify as a historic district to which the subject warehouse could be a contributor. As a result, the subject warehouse does not meet the threshold for historical significance under NRHP Criterion A.

NRHP Criterion B – To be eligible under Criterion B, a property must be directly associated with a person's productive life during the period in which they achieved their significance. Additionally, if multiple properties are linked to the productive life of a significant person, those properties must be compared to determine which best represents the historical contributions of that individual. The subject 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 this warehouse, or that this warehouse would be the best physical representation of those contributions. As a result, the subject warehouse does not meet the threshold for historical significance under Criterion B.

NRHP Criterion C – The subject warehouse is a common feature of the built environment, not innovative or unusual for its time. The building is a restrained and utilitarian warehouse. The building fails to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, the subject warehouse does not meet the significance threshold for NRHP Criterion C.

NRHP Criterion D – The built environment of the subject property is not likely to yield valuable information that would contribute to an understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the property does not meet the significance threshold for NRHP Criterion D.

6.2.1 Integrity and Eligibility

Lacking historical significance, the subject Port Terminal Berth 5 Warehouse building at 145 West Clara Street at the Port is recommended ineligible for listing in the NRHP under all criteria. Therefore, it is not a historic property as defined by 36 CFR 800.16(l)(1).

As the subject Port Terminal Berth 5 Warehouse building at 145 West Clara Street in the Port is recommended ineligible under all four NRHP criteria, an analysis of integrity is not required.

7.0 EFFECTS ANALYSIS

7.1 California Environmental Quality Act

7.1.1 Criteria of Substantial Adverse Change

CEQA Section 15064.5(b) states that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

(2) The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA."

7.1.2 Analysis

Under CEQA, a substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. As detailed above in Chapter 5 and Chapter 6, no historical resources were identified within the project area. As such, project implementation would not result in a substantial adverse change to a historical resource.

7.2 National Historic Preservation Act

7.2.1 Criteria of Adverse Effects

Title 36 CFR 800.5(a)(2) states that "*examples of adverse effects on historic properties include, but are not limited to:*

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance."

7.2.2 Analysis

As detailed above in Section 7.2.1, Criteria of Adverse Effects, under Section 106, an adverse effect on a historic property means physical demolition, destruction, relocation, alteration of the resource or its immediate surroundings, neglect, or transfer/sale/lease of the property, such that the significance of a historic property would be materially impaired. As detailed above in Chapter 5 and Chapter 6, no historic properties were identified within the project area. As such, project implementation would not result in an adverse effect on a historic property.

7.3 Archaeological Sensitivity Analysis and Inadvertent Discovery Potential

The archaeological sensitivity of the project area is considered low to moderate, increasing with depth. 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 one foot. However, if pile foundations are utilized in construction, 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).

The general project vicinity was intensively used by indigenous peoples, and the Port has been subjected to the extensive past disturbances. The project area has been entirely paved and developed for decades, and archival research indicates significant ground alteration (including dredge-filling of former wetlands) during the mid-twentieth-century construction and expansion of the Port and naval base. Nonetheless, given the rich natural and cultural setting of coastal Ventura County, the possibility of intact undiscovered subsurface resources cannot be dismissed. The sensitivity analysis below considers the following factors: the distribution of known cultural resources in the vicinity, the environmental context (proximity to key landforms and resources

utilized by Native American populations), local soil stratigraphy from geoarchaeological soil studies, and the history of land use and disturbance at the site.

The SCCIC records search identified 17 previously recorded cultural resources within a 0.5-mile radius of the project area; none of these resources are located on the project site (see **Table 2**). The majority of these resources are historic-era built environment properties—primarily World War II-era buildings, structures, and landscape features associated with NBVC Port Hueneme, as well as one local historic landmark (Primary #56-150015. the Bard family cemetery).

The nearest documented site containing pre-contact resources is the historic and potentially pre-contact site CA-VEN-120003 (Primary #56-120003), which includes a historic trash scatter and a shell scatter that is noted to require testing to determine if pre-contact in nature. The other pre-contact site within proximity to the project area, CA-VEN-663 (Primary #56-000663), is a former Chumash shell midden and canoe landing site located at the entrance to Port Hueneme Harbor, approximately 0.5 miles southwest of the project area; refer to **Table 2**. This large coastal site—recorded in 1933 and 1979—contained a black sand and shell midden nearly 1 meter deep and was interpreted as a historic-period Chumash canoe landing and camp on a now-vanished beach ridge. However, CA-VEN-663 was reported as almost completely destroyed by harbor construction in the 1940s; by 1979, only a few scattered shell fragments remained, and an examination of deep trenching in 1983 found no intact subsurface midden deposits.

Aside from CA-VEN-12003 and CA-VEN-663, evidence of Native American habitation in the immediate project vicinity is limited to an unrecorded scatter of marine shell reportedly observed in the southeastern corner of the project site (resource not included in the 17 previously recorded cultural resources within a 0.5-mile radius of the project area); refer to **Table 2**. This resource was mapped by the SCCIC without any formal recordation, so it is unclear whether this was a natural shell deposit or a genuine archaeological site. If it was an archaeological site, its content and significance remain unknown. Additionally, this shell scatter was not observed during the field survey conducted for the proposed project in December 2025, and it is assumed to have been destroyed as a result of past construction at the Port. However, the absence of officially recorded prehistoric sites may be a consequence of historic ground disturbance rather than a true absence of prehistoric activity.

The project area is situated on the coastal Oxnard Plain, close to former wetlands, lagoons, and the ancient Santa Clara River, all of which supported abundant marine and plant resources. These favorable features made the area a prime location for prehistoric Chumash settlement, as evidenced by ethnographic records and numerous nearby shell midden sites. The Chumash place-name “Wene’mu” reflects the region’s significance as a resting and resource-gathering area. Given this rich environmental context and the documented long-term Native American use, undisturbed land in the vicinity of the Port is sensitive for potential prehistoric archaeological deposits, including shell middens, hearths, stone tools, and possible burials.

The US Department of Agriculture soil survey identifies Fill land; Camarillo loam, 0 to 2 percent slopes; and Hueneme sandy loam, loamy substratum, 0 to 2 percent on site. Camarillo loam is a deep, fine-textured alluvial soil found on coastal floodplains, with no restrictive layer to at least 80 inches and a seasonally high groundwater table (3 to 5 feet below grade) due to poor drainage. The Hueneme series is similar. Both Camarillo loam and Hueneme sandy loam soils can bury ancient surfaces and archaeological deposits beneath modern ground level. Fill land refers to

artificial deposits from mid-twentieth-century harbor construction, typically several feet thick, that may cover original topsoil and archaeological sites (NRCS, n.d.). 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, therefore increasing the potential for undiscovered resources to be encountered (as compared to the fill soils).

Review of the 1947, 1959, and 1965 aerial photographs indicates that several residential structures were constructed within the project area between 1947 and 1959, but most had been demolished by 1965, with complete removal evident by 1967 (NETR 2026: 1947, 1959, 1965). Given this pattern of mid-twentieth-century development followed by demolition and subsequent construction of the Berth 5 Warehouse circa 1975, the potential for intact buried historic-period archaeological deposits is low. Extensive grading and fill activities associated with Port and warehouse development likely disturbed or destroyed any remaining subsurface features associated with the earlier residential occupation.

Based on the factors above, the potential for the project area to contain significant intact archaeological resources is considered to be low to moderate, increasing with depth. The favorable environmental context (coastal wetlands with nearby ancient dune ridges and creek channels) suggests that prehistoric sites could be present beneath the modern fill, even if all surface traces have been erased. Buried site indicators (for example, pockets of dark, organic “midden” soil or concentrations of shell) could exist at the original pre-1940s ground surface or around the margins of the historic marsh. It is also possible (although less likely) that remains of early historic-period activity, such as a refuse dump or structural foundation associated with the City’s pre-World War II settlement or the post-World War II residences visible in the 1959 aerials, may be preserved beneath the fill. However, the extensive prior disturbance and artificial filling on the property have greatly diminished the probability that any such deposits remain undisturbed or would be readily detectable. If cultural materials are present, they are expected to be unevenly distributed and deeply buried, and, in some cases, may be in a secondary (redeposited) context due to dredging and filling operations.

8.0 MITIGATION MEASURES AND RECOMMENDATIONS

8.1 Archaeological Resources Recommendations

The archaeological sensitivity analysis and records search indicate that the potential for encountering previously undiscovered intact prehistoric archaeological deposits within the P1 Parking Structure Project area is low to moderate, increasing with depth. Although no prehistoric sites are recorded within the project footprint, the broader area is culturally sensitive, and deeply buried or redeposited materials may still be present beneath fill layers. Redeposited artifacts of tribal significance may also exist within fill soils. The potential for historic-period archaeological deposits is low; while several residential structures were present between 1947 and 1959, they were demolished by 1967, and subsequent Port development involved extensive grading and fill that likely destroyed any remaining subsurface features.

Given these findings, it is recommended that archaeological and Native American monitoring be conducted, with particular attention to identifying deeply buried prehistoric materials. In the event of an inadvertent discovery, all work should halt within 50 feet of the find and a qualified archaeologist should assess the resource in accordance with CEQA and applicable state and local regulations. The following mitigation measure **CR-1** are recommended to reduce potential impacts that may result with project implementation:

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.

9.0 CONCLUSIONS

9.1 Summary of Findings

The SCCIC records search, literature review, Native American outreach and consultation, and pedestrian survey identified one historic-period resource in the project area that required evaluation: the Port of Hueneme Terminal Berth 5 Warehouse building at 145 West Clara Street. The resource was evaluated and found to be ineligible for the CRHR and NRHP. Therefore, it is not a historical resource as defined by CEQA Section 15064.5(a), nor a historic property as defined by 36 CFR 800.16(l)(1).

An impacts/effects analysis of the project shows that it would result in no impacts to historical resources or adverse effects to historic properties. Therefore, the project will not cause a substantial adverse change in the significance of a historical resource under CEQA (Section 15064.5[b][1]), and a finding of No Historic Properties Affected is appropriated under Section 106.

9.2 Recommendations

With implementation of the recommended mitigation measure **CR-1** in Section 8.1, project impacts on cultural and tribal cultural resources would be reduced to less than significant under CEQA.

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APPENDIX A

CHRIS/INFORMATION CENTER RECORDS SEARCH RESULTS (CONFIDENTIAL)

APPENDIX B
NAHC SACRED LANDS FILE SEARCH

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Isaac Bojorquez
Ohlone-Costanoan

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Sara Dutschke
Miwok

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

COMMISSIONER
Vacant

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Andrew Alejandre
Paskenta Band of Nomlaki Indians

NAHC HEADQUARTERS
1550 Harbor Boulevard
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West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

January 20, 2026

Rachel Garcia
Michael Baker International

Via Email to: rachel.garcia@mbakerintl.com

Re: Port of Hueneme Parking Structure Project, Ventura County

To Whom It May Concern:

As requested, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on information submitted for the above referenced project. The results were negative. Be aware that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, an SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area.

Attached is a list of Native American tribes that are traditionally and culturally affiliated with the project's geographic area. Please contact all of the listed tribes as they may have information about sacred sites within the project area that is not listed with the NAHC.

If within two weeks of notification, a response has not been received, the Commission requests that you follow up with a telephone call or email to ensure that the project information was received.

If you receive notification of a change of address or phone number from a tribe, please inform the NAHC so that we can assure that our lists contain current information.

In addition to engaging in tribal consultation, you should consult the appropriate regional California Historical Research Information System (CHRIS) information center to determine whether it has information regarding the presence of recorded archaeological sites within the project area.

If you have any questions or need additional information, please contact me at Mathew.lin@nahc.ca.gov.

Sincerely,

Mathew Lin

Mathew Lin, MPP
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Ventura County
1/20/2026

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Email Address	Cultural Affiliation
Ventura	Barbareño/Ventureño Band of Mission Indians	N	Cultural Resource Committee,	P.O. Box 364 Ojai, CA, 93024	(805) 746-6685	CR@bvbmi.com	Chumash
	Coastal Band of the Chumash Nation	N	Michael Khuz-Zarate, CBCN Vice Chairman	5151 W Vartikian Ave. Fresno, CA, 93722	(559) 761-9827	mkhus70@gmail.com	Chumash
	Coastal Band of the Chumash Nation	N	Janet Hall, CBCN Cultural Resources Manager	1529 West Lemon Ave. Lompoc, CA, 93436	(805) 451-8757	tasinhall@yahoo.com	Chumash
	Coastal Band of the Chumash Nation	N	Mati Waiya, Tribal Chair	16500 S Mountain Drive Santa Paula, CA, 93060	(805) 794-1248	tribalchair@coastalband.org	Chumash
	Northern Chumash Tribal Council	N	Violet Walker, Chairperson	P.O. Box 6533 Los Osos, CA, 93412	(760) 549-3532	violetsagewalker@gmail.com	Chumash
	Santa Ynez Band of Chumash Indians	F	Nakia Zavalla, Tribal Historic Preservation Officer	PO Box 517, Santa Ynez, CA 93460 Santa Ynez, CA, 93460	(805) 688-7997	nzavalla@chumash.gov	Chumash
	Santa Ynez Band of Chumash Indians	F	, CRM Consultation	PO Box 517, Santa Ynez, CA 93460 Santa Ynez, CA, 93460	(805) 688-7997	CRMConsultation@chumash.gov	Chumash
	Santa Ynez Band of Mission Indians	F	Amanda Dobrov, Cultural Resources Archeologist	PO Box 517, Santa Ynez, CA 93460	(805) 894-3730	adobrov@chumash.gov	Chumash

Native American Heritage Commission
Native American Contact List
Ventura County
1/20/2026

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Port of Hueneme Parking Structure Project, Ventura County.

APPENDIX C
AB 52 CONSULTATION (CONFIDENTIAL)

APPENDIX D
DPR 523 RECORDING FORMS

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

 ***Resource Name or #**: Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse
P1. Other Identifier: Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse
***P2. Location:** ☒ **Unrestricted**

- ***a. County:** Ventura
- ***b. USGS 7.5' Quad**: Oxnard, CA **Date:** 2022 **T** 1N **R 22**W **Section** 11
- **c. Address:** 145 West Clara Street **City:** Port Hueneme **Zip:** 93041
- **d. UTM:** Zone 11S, 297136 mE / 3781159 mN
- **e. Other Locational Data:** Parcel ID 206002016

***P3a. Description:**
The approximately 100,000-square-foot south-facing warehouse at 145 West Clara Street in Port Hueneme located at the Port of Hueneme (APN 206002016) was constructed circa 1975 (UCSB 1970, 1975). It occupies a rectilinear footprint and is a minimally altered utilitarian warehouse. The warehouse features one extended story. The building terminates in a low-pitched front-gable metal roof. Fenestration generally includes extended-height sliding garage doors composed of corrugated metal, overhead garage doors, and single-leaf flush metal doors. A one-story wing on the east elevation is clad in corrugated metal and features a glass and metal storefront entrance and sliding metal sash windows. The wing terminates in a shallow corrugated metal mansard roof (**Photograph 1 through Photograph 3)**. (See continuation sheets)

***P3b. Resource Attributes:** HP8. Industrial Building
***P4. Resources Present:** ☒ Building

P5a. Photo or Drawing (See P5b for caption)



P5b. Description of Photo: **Photograph 1**. South and west elevations of 145 West Clara Street. Camera facing northeast, December 3, 2025.

P6. Date Constructed/Age and Source:
☒ Historic
circa 1975 (UCSB 1970, 1975)

***P7. Owner and Address:**
Port of Hueneme

***P8. Recorded by:**
Marcel Young
Michael Baker International
801 S. Grand Avenue, Suite 250
Los Angeles, CA 90017

***P9. Date Recorded**:
December 3, 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Daniels, James, Susan Wood, and Molly Soffietti. 2026. *Phase 1 Cultural Resource Assessment Report, P1 Hueneme Parking Structure, Port Hueneme, Ventura County, California*. San Diego, CA: Michael Baker International.

***Attachments:** ☒Building, Structure, and Object Record ☒Location Map ☒Continuation Sheet

B1. Historic Name: Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse
B2. Common Name: Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse
B3. Original Use: Warehouse **B4. Present Use:** Warehouse
***B5. Architectural Style:** N/A
***B6. Construction History:** The property located at 145 West Clara Street was constructed circa 1975 (NetrOnline 2025: 1967, 1984; UCSB 1970, 1975). The property does not appear in a December 1970 aerial of the area and appears in an April 1975 aerial (UCSB 1970, 1975). The property does not appear to have undergone significant alterations. Archival records that document the alteration history are not available.

***B7. Moved?** ☒No **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A

B9a. Architect: Not Determined **b. Builder:** Not Determined
***B10. Significance:** N/A **Theme:** Regional Development of Port Hueneme, Architecture
Area: Port of Hueneme **Period of Significance:** N/A **Property Type:** Warehouse **Applicable Criteria:** N/A

Historic Context

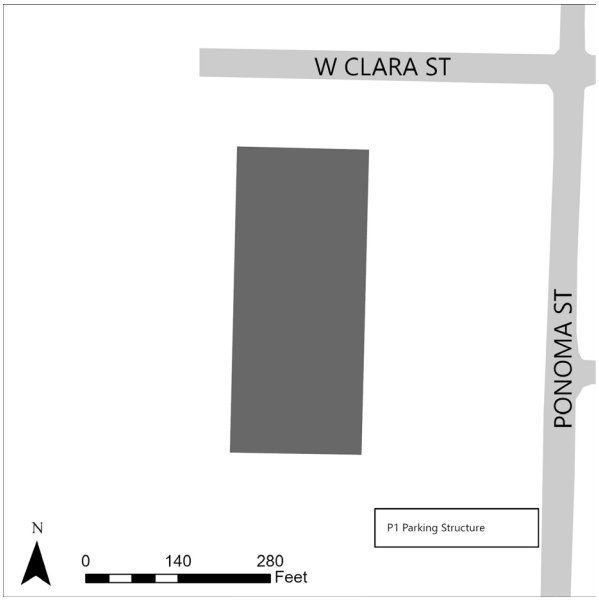
d.). (See continuation sheet)

B11. Additional Resource Attributes: N/A
***B12. References:** *See Continuation Sheet Page 9*
B13. Remarks:
***B14. Evaluator:**
Molly Soffietti, Architectural Historian
Michael Baker International
801 S. Grand Avenue, Suite 250
Los Angeles, CA 90017

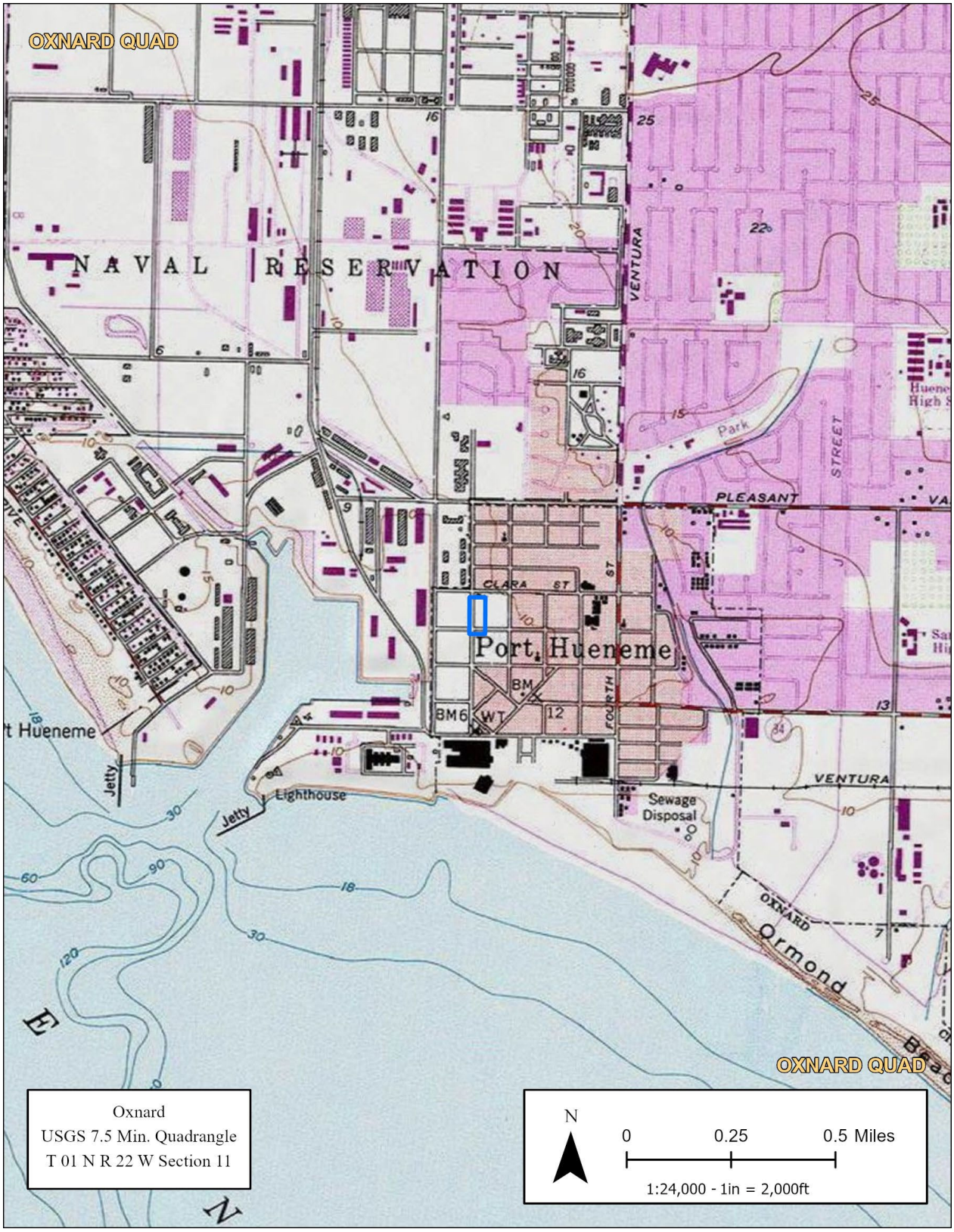
***Date of Evaluation:** March 2026

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***Map Name:** *Oxnard, CA Quad* ***Scale:** 1:24,000



***P3a. Description (continued)**
A one-story compressor room is located southwest of the warehouse. The room occupies a rectangular footprint, is clad in concrete block, and terminates in a flat roof. The fenestration includes double-leaf flush metal doors.



Photograph 2: View of the east elevation, camera facing southwest.



Photograph 3: View of north and west elevations, camera facing southeast.

B10. Significance** ***(continued from Page 2):

Early Settlement
The Mexican Rancho period in California began in 1822 following the Mexican War of Independence from Spain (National Park Service, n.d.). The area that is now known as Port Hueneme was part of the Rancho el Rio de Santa Clara o la Colonia, a 44,000-acre tract awarded to eight soldiers who served the Mexican government under Governor Juan Alvarado in 1840 (Maulhardt 2005: 7; San Buenaventura Research Associates 2010: 4). Land use in the area during the Mexican Rancho period generally was limited to low-intensity agriculture including livestock grazing (San Buenaventura Research Associates 2010: 5).

Early American Era
The Treaty of Guadalupe Hidalgo was signed in 1848, ceding 55 percent of Mexico's territory to the United States at the conclusion of the Mexican American War, including California (RECON Environmental, Inc. 2020: 7; National Archives, n.d.). Mexican land rights on what was now American soil were called into question. Many rancho owners were unable to substantiate their land claims to the State Lands Commission. This resulted in the seizing of ranchos that were then made available for American settlement (AECOM 2017: 19). In 1856, The Coast and Geodetic Survey labeled the approximate area of today's Port Hueneme as Point Hueneme (Maulhardt 2005: 7). The name Hueneme originates from and is an anglicization of the original Chumash name for the area "wene'me" (Maulhardt 2005: 7).

In 1864, approximately 32,000 acres of the tract of Rancho el Rio de Santa Clara o la Colonia, containing Port Hueneme, was purchased by Thomas Scott, a railroad and oil tycoon from Pennsylvania who had served as the president of the Pennsylvania Railroad and assistant secretary of war under Abraham Lincoln. The purchase was overseen by Thomas Bard, Scott's nephew and land agent in California, who purchased multiple ranchos in Ventura County for oil exploration (San Buenaventura Research Associates 2010: 4; Nelson 2020; Streets 1977). Bard was sent to the area with a drilling rig to substantiate the reports (Nelson 2020).

Within Rancho el Rio de Santa Clara o la Colonia, 17,000 acres between the Mugu Lagoon and Point Hueneme were under contentious land claims. Approximately 100 men formed the Squatters League to battle Scott in court over the land. To establish residency, the squatters reestablished the name Wynema, after the historic Chumash name. W. E. Barnard, one of the squatters, and three partners established the Wynema Lighter Company to facilitate transportation of goods in the area. Bard established the Hueneme Wharf and Lighter Company in the same year to challenge the Wynema Lighter Company (Maulhardt 2005: 7). Barnard and two partners constructed the Pioneer Store, a general store. Barnard became the first postmaster general and was a correspondent for the *Ventura Signal* (Maulhardt 2005: 7). The first commercial crop, barley, was planted in the area in 1867 (Maulhardt 2005: 7).

Bard recognized the importance of the natural submarine canyon present along Port Hueneme's coastline. The canyon was 1,000 feet deep and was fed by an underground river keeping it free of silt (Port of Hueneme, n.d.). He constructed a 1,500-foot wharf at the site in 1871. Bard fenced off the area where he established the wharf. Barnard and the Squatters League took up arms in an attempt to counter Bard in May 1871. However, the matter was settled in court, and as part of the settlement, Bard offered the contested land, besides the fenced-off wharf area, for sale and lease to the squatters (Maulhardt 2005: 7).

In 1872, Bard was granted the 17,000-acre land claim by the secretary of the interior Columbus Delano to reestablish the "original boundaries of Rancho Colonia," including modern-day Port Hueneme (Maulhardt 2005: 8). This land grant reneged any earlier promises to the squatters made by Bard (Maulhardt 2005: 8). Bard platted the town of Wynema, maintaining the squatters' name for their community in the area, to serve the wharf in 1872. The town generally occupied a rectilinear street grid six blocks wide and five blocks long. Street names reflected elements of Bard's life, including Scott after his uncle and benefactor; Franklin after his birth county in Pennsylvania; Woodburne after the name of his former residence; and Clara after his sister-in-law Clara Gerberding (Figure 1) (Maulhardt 2005: 8, 11).

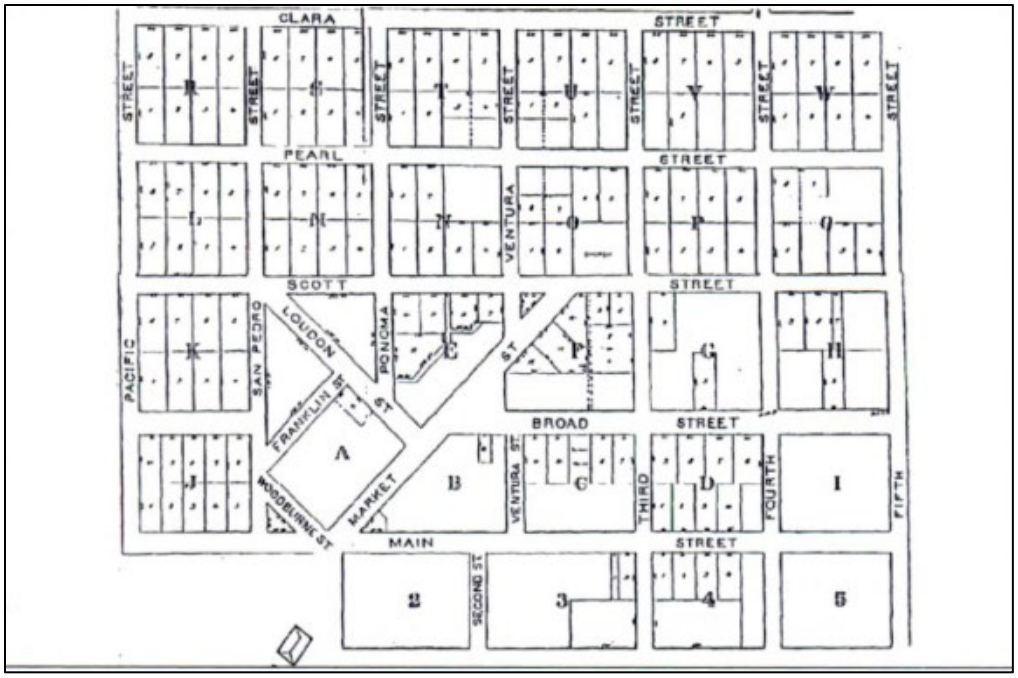


Figure 1: 1872 map of Hueneme street grid as designed by Bard (Maulhardt 2005).

Between 1871, at the time of the wharf's completion, and 1895, it was the second largest grain shipping port on the West Coast (Streets 1977). The wharf served to transport light goods between the coast and offshore ships (County of Ventura, n.d.). A 12-mile-long irrigation canal was constructed between the Santa Clara River and Port Hueneme beginning in 1871 to facilitate the growth of the agricultural industry serving the port (San Buenaventura Research Associates 2010: 5). The port primarily exported grain grown in the surrounding area, including wheat, barley, and corn (Maulhardt 2005: 9). Ships from the wharf typically sailed goods to San Francisco for market and brought in lumber logged from elsewhere on the coast (County of Ventura, n.d.). The port was the principal method of transportation to and from Ventura County south of the Santa Clara River until 1898, with the construction of a railway near Oxnard (Streets 1977).

The Southern Pacific Railroad had opened in 1865 between San Francisco and San Diego (Southern Pacific Historical & Technical Society, n.d.). A railroad line from Port Hueneme intersecting the Southern Pacific Railroad was announced in 1873, facilitating increased transportation to the area (*The Ventura Signal* 1873). Wynema's name was changed to Port Hueneme in 1874, and a post office was opened in August of the same year (Maulhardt 2005: 8).

Port Hueneme is located on the Oxnard Plain, a 200-square-mile alluvial plain area in Ventura County. Eucalyptus groves were planted to provide natural windbreaks on the flat plain and define boundaries between ranches during the 1870s (San Buenaventura Research Associates 2010: 4). In 1898, the Oxnard brothers constructed a $2 million sugar factory inland from Port Hueneme on the Oxnard Plain in modern-day Oxnard. The predominant crop in Ventura County switched from grain shipped out of Port Hueneme to sugar beets, which were transported via rail from the newly established factory for processing into sugar. The change in agriculture and shipping to Oxnard significantly affected the economy of Port Hueneme. Businesses left the town including the general store, hardware store, saloon, druggist, and town butcher (Maulhardt 2005: 8).

Twentieth Century Development

Efforts to revitalize Port Hueneme began during the early twentieth century. The Bakersfield & Ventura Railway was constructed between Oxnard and Port Hueneme in 1905, which increased beach traffic between the two communities. Richard Peacock, an Oxnard confectioner, opened a resort in Port Hueneme. The property was purchased by Henry Horsewood in the late 1920s and operated until it was damaged by a tropical storm in 1939 (Maulhardt 2005: 8). Sunkist constructed two lemon packinghouses in Port Hueneme in 1922, bringing limited economic benefit to the community (Maulhardt 2005: 8).

Port of Hueneme

In the 1930s, Richard Bard, son of Thomas Bard, along with area farmers applied for a $1.6 million loan from the Public Works Administration to improve the port. The team argued that the natural breakwater of the Channel Islands and silt-free channel were beneficial for shipping. During this period, Port Hueneme was within "trucking distance" of one-quarter of California's sugar beets, half of all California walnuts and almonds, 60 percent of California's cotton, and significant amounts of borax, potash, and citrus. The oil fields of Ventura were 12 miles from the port. The Public Works Administration denied the request (Port of Hueneme, n.d.). Plans were created in 1937 to redevelop the area into a shipping port by Bard, and the Oxnard Harbor District was created the same year. The district's commissioners issued a $1.75 million bond to cover the cost of the construction. The groundbreaking for the improved port occurred in 1939 and was completed in 1940 (Port of Hueneme, n.d.).

The United States Navy took control of the harbor and beach area in 1942 utilizing eminent domain, and it was converted into a naval installation, Naval Air Station Point Mugu (Maulhardt 2005: 8, Port of Hueneme, n.d.). The owners were given $2 million, which allowed them to meet bonds' associated interest. Truck farming once again became a significant industry in Ventura County (Port of Hueneme, n.d.). At the new naval facility, six docks were constructed on-site to accommodate nine ships. Improvements totaled more than $6 million and included 5,205 linear feet of wharf, 550,0000 yards of dredging, 1.2 million square feet of building construction, and 36 miles of railroad. An advance-base depot was constructed nearby as well as an amphibious landing school and a Seabee, Naval Construction Battalion, base. By the end of World War II, the wharf handled 150,000 tons of cargo monthly (Port of Hueneme, n.d.).

In 1947, the Navy finalized a lease agreement with the Oxnard Harbor District for 16 acres of the original 322 acres of port seized via eminent domain, including Dock #1. The Oxnard Harbor District completed a feasibility study for the purchase of Dock #1 and 6 additional acres from the Navy, as well as an additional 35 acres of the city of Port Hueneme. Upon purchase and construction, a new Wharf #1 was 1,800 feet long and accommodated three ships (Port of Hueneme, n.d.).

Oil deposits in the Santa Barbara Channel were discovered coinciding with the period of expansion of Wharf #1 in the late 1940s. The Port of Hueneme became a significant base for offshore oil in the area (Port of Hueneme, n.d.). Commercial increase at the port due to increased capacity and oil industry led to the growth of the surrounding community. The population of Port Hueneme increased 266 percent between 1950 to 1960, from 3,024 to 11,067. The population increased an additional 29.2 percent between 1960 and 1970 to 14,295 (United States Census Bureau, n.d.).

During the 1970s, ports across the United States began focusing their efforts and technology on containerization. This left an opportunity for the Port of Hueneme to specialize in breakbulk and roll-on-roll-off (ro-ro) shipping (Port of Hueneme, n.d.). Breakbulk shipping includes goods that do not fit within shipping containers due to their size, shape, weight, or hazardous chemistry. Examples of goods transported in this manner include heavy machinery, infrastructure materials, vehicles, and odd-shaped cargo (Maersk 2024). Ro-ro shipping includes the transportation of vehicles such as mining equipment, boats, agricultural machinery, trucks, and buses by driving or towing them onto the vessel. Dedicated ramps and parking areas are required for this type of shipping, both on the vessel and at the port. Ro-ro shipping typically is less costly than container shipping (Hoegh Autoliners 2023). Mazda Motors of North America began utilizing the port in 1977. In the 1977-1978 fiscal year, 17,300 automobiles were handled at the Port of Hueneme. The port since has added multiple car manufacturers to its customer base and provides port services to at least 13 car brands, including BMW, Land Rover, and Subaru (Port of Hueneme, n.d.). Between 1970 and 1980, the population of Port Hueneme grew 24.5 percent to 17,803 (United States Census Bureau, n.d.). The 1990-1991 fiscal year saw the one millionth automobile shipped through the Port of Hueneme, and 100,000 units were handled in one year for the first time. By the 1999-2000 fiscal year, 200,000 automobiles a year were handled through the port, and 300,000 in fiscal year 2004-2005 (Port of Hueneme, n.d.).

The Port of Hueneme became the West Coast distribution hub for Del Monte Fresh Produce in 1979. Once again, the port became the site of niche cargo shipping: fresh produce. A 140,000-square-foot refrigeration facility was constructed in 1994 for Cool Carriers and Sunkist Growers. In 1995, an additional 30,000-square-foot refrigeration facility was constructed for Del Monte, which has since been expanded to 86,000 square feet. Chiquita Fresh Produce also uses the port, which is known as "one of the busiest banana gateways in the country" (Port of Hueneme, n.d.).

The Oxnard Harbor District purchased an additional 22 acres of land from the Navy in 1985 to expand Wharf #2. The extension and repair to Wharf #2 was completed in 1988, creating a 1,450-linear-foot wharf to support auto terminal operations and heavy cargo. A port of entry designation was granted to the port in 1992. The 1997-1998 fiscal year saw the port exceed the million-ton cargo tonnage mark, which increased over time (Port of Hueneme, n.d.). The Port of Hueneme is the only deepwater port between San Francisco and Los Angeles, and it is the only Navy-controlled harbor between the Puget Sound, Washington, and the San Diego Bay, California. The port is the fourth largest container port in California and sixth largest on the West Coast (Port Hueneme, n.d.).

Architect and Builder
Targeted research on Ancestry.com (n.d.), Newspapers.com (n.d.), and Google.com (n.d.) failed to identify the architects or builder of this property.

Site Specific History – 145 West Clara Street
The following account of the development of 145 West Clara Street is based on a review of historical aerials and topographic maps and web searches, including searches of newspapers and public records. Historical aerials depict the location of the warehouse as a former mixed-use neighborhood that increased in density between 1947 and 1959. The warehouse approximately occupies what historically were four quadrants of a rectilinear street grid. A 1965 aerial depicts that the buildings were demolished primarily in the northwest, southwest, and southeast quadrants. All buildings in all four quadrants were demolished by 1967. The subject warehouse does not appear in a December 1970 aerial and appears in an July 1975 aerial. Therefore, the subject warehouse was constructed circa 1975 (NETR 2026: 1947, 1959, 1965, 1967; UCSB 1970, 1975).

Evaluation
The following is an evaluation of the Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse at 145 West Clara Street in the Port of Hueneme, Port Hueneme, California, for its eligibility for the California Register of Historical Resources (California Register) and the National Register of Historic Places (National Register). This property has not been previously evaluated.

California Register Criterion 1 / National Register of Historic Places Criterion A – This property is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. While the construction of the warehouse is associated with the growth of ro-ro shipping at the Port of Hueneme, this individual ubiquitous example of a utilitarian ro-ro warehouse is not significantly associated with this growth. The warehouse is not known to have made a significant contribution to other broad patterns of local, regional, state, or national culture and history. Additionally, according to historical aerials, other resources of historic age within the port have been demolished and the wharf significantly altered. Therefore, the Port of Hueneme lacks sufficient integrity to qualify as a historic district to which the subject warehouse could be a contributor. The subject warehouse does not meet the threshold for historical significance under California Register Criterion 1 or National Register of Historic Places Criterion A.

California Register Criterion 2 / National Register of Historic Places Criterion B To be eligible under Criterion 2; a property must be directly associated with a person's productive life during the period in which they achieved their significance. Additionally, if multiple properties are linked to the productive life of a significant person, those properties must be compared to determine which best represents the historical contributions of that individual. The subject 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 this warehouse, or that this warehouse would be the best physical representation of those contributions. As a result, the subject warehouse does not meet the significance threshold for California Register Criterion 2 or National Register of Historic Places Criterion B.

California Register Criterion 3 / National Register of Historic Places Criterion C – The subject warehouse building is a common feature of the built environment, not innovative or unusual for its time. The building is a restrained and utilitarian warehouse. The building fails to embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, the subject warehouse building does not meet the significance threshold for California Register Criterion 3 or for National Register of Historic Places Criterion C.

California Register Criterion 4 / National Register of Historic Places Criterion D – The built environment of the subject property is not likely to yield valuable information which will contribute to our understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the property does not meet the significance threshold for California Register Criterion 4 or National Register of Historic Places Criterion D.

Conclusion – Lacking historical significance, the Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse building at 145 West Clara Street in the Port of Hueneme is recommended ineligible for listing in the California Register and National Register under all criteria. Therefore, it is not a historical resource as defined by CEQA Section 15064.5(a) nor a historic property as defined by 36 CFR 800.16(l)(1).

Integrity – The Port of Hueneme Pacific Ro-Ro Terminal Berth 5 Warehouse building at 145 West Clara Street in the Port of Hueneme is recommended as ineligible under all four California Register and National Register criteria. Therefore, an analysis of integrity is not required.

***B12. References (*continued from Page 2*):**

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