Addendum to the Environmental Impact Report

J Street Drain Project

SCH # 2008041057

Ventura County, California

December 2014

HDR
3230 El Camino Real, Suite 200
Irvine, CA 92602

Table of Contents

List of Figures

List of Tables

1.0 INTRODUCTION AND OVERVIEW

1.1 INTRODUCTION

As Lead Agency, the Ventura County Watershed Protection District (District) prepared an environmental impact report (EIR) for the J Street Drain Project (referred to herein as the "approved project"). The Ventura County Board of Supervisors certified the J Street Drain EIR (referred to herein as the "EIR") (State Clearinghouse No. 208041057) and approved the J Street Drain Project on March 27, 2012. Minor changes to the approved project's design are proposed. The proposed changes to the approved project are referred to herein as the "proposed modified project." This California Environmental Quality Act (CEQA) Addendum has been prepared to determine whether the proposed modified project would result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the certified EIR.

Lead Agency Contact Information

Angela Bonfiglio Allen, Environmental Planner
Ventura County Watershed Protection District
800 South Victoria Avenue
Ventura, CA 93009-1600

1.2 PROJECT OVERVIEW

The J Street Drain is located in the City of Oxnard adjacent to the City of Port Hueneme. The District is responsible for the operation and maintenance of the existing J Street Drain. The J Street Drain comprises four reaches:

1. Downstream end of drain at Ormond Beach Lagoon to Hueneme Road;
2. Hueneme Road to Pleasant Valley Road;
3. Pleasant Valley Road to Yucca Street; and
4. Yucca Street to just north of Redwood Street.

The certified EIR analyzed an increase to the flow capacity of the existing J Street Drain within the existing facility right-of-way to accommodate runoff from a 100-year storm event and reduce potential flooding in residential and commercial areas of the Cities of Oxnard and Port Hueneme in Ventura County, California.

The approved project proposed the conversion of the existing trapezoidal concrete channel into an open rectangular channel with a bottom approximately four feet deeper than the existing channel bottom. The existing trapezoidal channel would be widened and deepened to increase the capacity; the channel walls would be vertical with the top being an open channel.

The proposed modified project would result in minor changes to the approved project's design for Reaches 2, 3 and 4. Instead of an open channel, the proposed modified project would feature buried box culverts that would allow for landscaping on top. Similar to the approved project, the channel would remain open in Reach 1 from the south side of Hueneme Road south to Ormond Beach Lagoon to avoid impacts to endangered species in the lagoon. The modifications are proposed in response to public input requesting implementation of Alternative A (buried box culverts that would allow for planting on top) rather than Alternative B (open, rectangular channel). The District received the above input at several points

during the EIR process. Alternative B was approved at the March 27, 2012 Ventura County Board of Supervisors (BOS) hearing, however the District committed to seek supplemental funding for the costlier Alternative A in Reaches 2-4. If successful, the District would return to the BOS with an updated CEQA document.

1.3 ADDENDUM ORGANIZATION AND SCOPE

This document is organized as follows pursuant to the requirements of the CEQA Guidelines:

- **Chapter 1.0 Introduction and Overview** provides an overview of the previously certified project; proposed modified project; the purpose of an addendum; evaluation of alternatives; and adoption and availability of the addendum.
- **Chapter 2.0 Modified Project Description** describes the details of the proposed modified project.
- **Chapter 3.0 Environmental Analysis** evaluates whether the proposed modified project would result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the certified EIR.
- **Chapter 4.0 List of Preparers** lists the individuals involved in preparing the Addendum.
- **Chapter 5.0 References** lists the documents used during preparation of the Addendum.

1.4 ADDENDUM SCOPE OF ENVIRONMENTAL REVIEW

This Addendum evaluates whether the proposed minor design changes to the approved project would result in new or substantially more severe significant environmental impacts compared to the impacts disclosed in the certified EIR.

As discussed in the certified EIR, the approved project was determined to have a less than significant impact with regard to the following environmental topics, which are therefore not analyzed further in this Addendum.

- Agricultural Resources (including soils, water, air quality/microclimate, pests/diseases, land use incompatibility)
- Visual Resources (including scenic highway)
- Land Use (including community character, General Plan environmental goals and policies, housing, growth inducement)
- Mineral Resources (including aggregate and petroleum)
- Energy Resources
- Aviation Hazards
- Fire Hazards
- Glare
- Transportation/Circulation (including safety/design and tactical analysis on public and private roads, bus transit, railroads, airports, harbors, and pipelines)
- Water Supply (including quality, quantity, and fire flow)

- Flood Control/Drainage (including District and non-District flood control/drainage facilities)
- Utilities (including electric, gas, and communication)
- Law Enforcement and Emergency Services (including personnel/equipment and facilities)
- Fire Protection (including distance/response time and personnel/equipment facilities)
- Education (including schools and libraries)
- Recreation

This Addendum will address the following environmental issue areas that were analyzed in the certified EIR:

- Visual Resources
- Biological Resources
- Water Resources and Hydraulic Hazards
- Air Quality
- Transportation and Circulation
- Noise and Vibration
- Geologic and Seismic Hazards
- Hazardous Materials and Wastes
- Cultural and Paleontological Resources
- Waste Treatment Disposal
- Public Health
- Greenhouse Gas Emissions

1.5 BASIS FOR AN EIR ADDENDUM

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously certified EIR for the project. Sections 15162(a) and 15163 state that when an EIR has been certified for a project, no Subsequent or Supplemental EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one of more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines, Section 15164(a) states than an Addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent or Supplemental EIR have occurred. Based on a review of the project description and the above criteria, no substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously certified EIR is adequate upon completion of an Addendum.

1.6 EVALUATION OF ALTERNATIVES

CEQA requires a comparative evaluation of a proposed project and alternatives to the project, including the "No Project" alternative. The certified EIR addresses a reasonable range of alternatives for the project. There is no new information indicating that an alternative that was previously rejected as infeasible is in fact feasible, or that a considerably different alternative than those previously studied would substantially reduce one or more significant effects on the environment.

1.7 ADOPTION AND AVAILABILITY OF ADDENDUM

In accordance with CEQA Guidelines Section 15164(c), an addendum to an EIR need not be circulated for public review but can be included in or attached to the certified EIR. The decision-making body must consider the Addendum with the certified EIR prior to making a decision on the project per CEQA Guidelines Section 15164(d). Although not required, this Addendum is available for public review at the following address:

Ventura County Watershed Protection District
800 South Victoria Avenue
Ventura, CA 93009-1600

The Addendum is also available on the project's website at http://www.jstreetdrain.com.

2.0 MODIFIED PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND BACKGROUND

The location of the proposed modified project would remain the same as the approved project. The proposed modified project is located in the City of Oxnard, adjacent to the border of the City of Port Hueneme in the County of Ventura (Figure 2-1). The County of Ventura is located in southern California and is bordered by the County of Santa Barbara to the north and the County of Los Angeles to the south and east.

The existing J Street Drain extends approximately 2.2 miles from north of Redwood Street, southward into the Ormond Beach Lagoon (Figure 2-2). The J Street Drain is a trapezoidal concrete-lined channel for the entire length, although Reach 1 is currently undergoing conversion to a wider, deeper rectangular concrete open channel. From approximately Redwood Street downstream to Hueneme Road, the drain lies between the north- and southbound lanes of J Street. The downstream end of the concrete channel is approximately 50 feet south of the Hueneme Drain Pump Station.

The approved project proposed the conversion of the existing trapezoidal concrete channel into an open rectangular channel with a bottom approximately four feet deeper than the existing channel bottom. The existing trapezoidal channel would be widened and deepened to increase the capacity; the channel walls would be vertical with the top being an open channel. Minor changes are now being proposed to Reaches 2-4 of the approved project's design.

The outlet of the existing drain is sometimes constrained by a sand berm that can reach over seven feet in height surrounding the Ormond Beach Lagoon. The sand berm hinders the direct flow path of the J Street Drain channel to the Pacific Ocean. The approved project includes a Beach Elevation Management Plan (BEMP) for grooming the beach adjacent to Ormond Beach Lagoon when the following three threshold conditions are met:

1. The Ormond Beach Lagoon is fully enclosed by the Ormond Beach sand berm (i.e., the berm has not breached, and the lagoon is full), and
2. The Ormond Beach sand berm elevation adjacent to the lagoon is observed to be above 6.5 NGVD (8.9 feet NAVD), and
3. A 72-hour prediction of a storm event of any magnitude affecting the watershed is received, which would likely cause the designed capacity of the J Street Drain to be exceeded if the lagoon water surface elevation cannot overtop the observed adjacent beach sand elevation.

The BEMP would ensure that the Ormond Beach Lagoon could naturally breach during rainfall events, permitting the J Street Drain to discharge storm runoff to the Pacific Ocean and protecting adjacent developed properties, including the Oxnard Waste Water Treatment Plant (OWWTP) and residential properties, from channel overflows. The BEMP would still be implemented as part of the proposed modified project.

2.2 PROPOSED MODIFIED PROJECT CHARACTERISTICS

The proposed modified project would result in minor changes to the approved project's design. The approved project proposed an open channel for the entire length of the J Street Drain (composed of four reaches); however, the proposed modified project includes a closed-top channel design for three of the four reaches (Table 2-1).

Figure 2-1. Regional Location Map

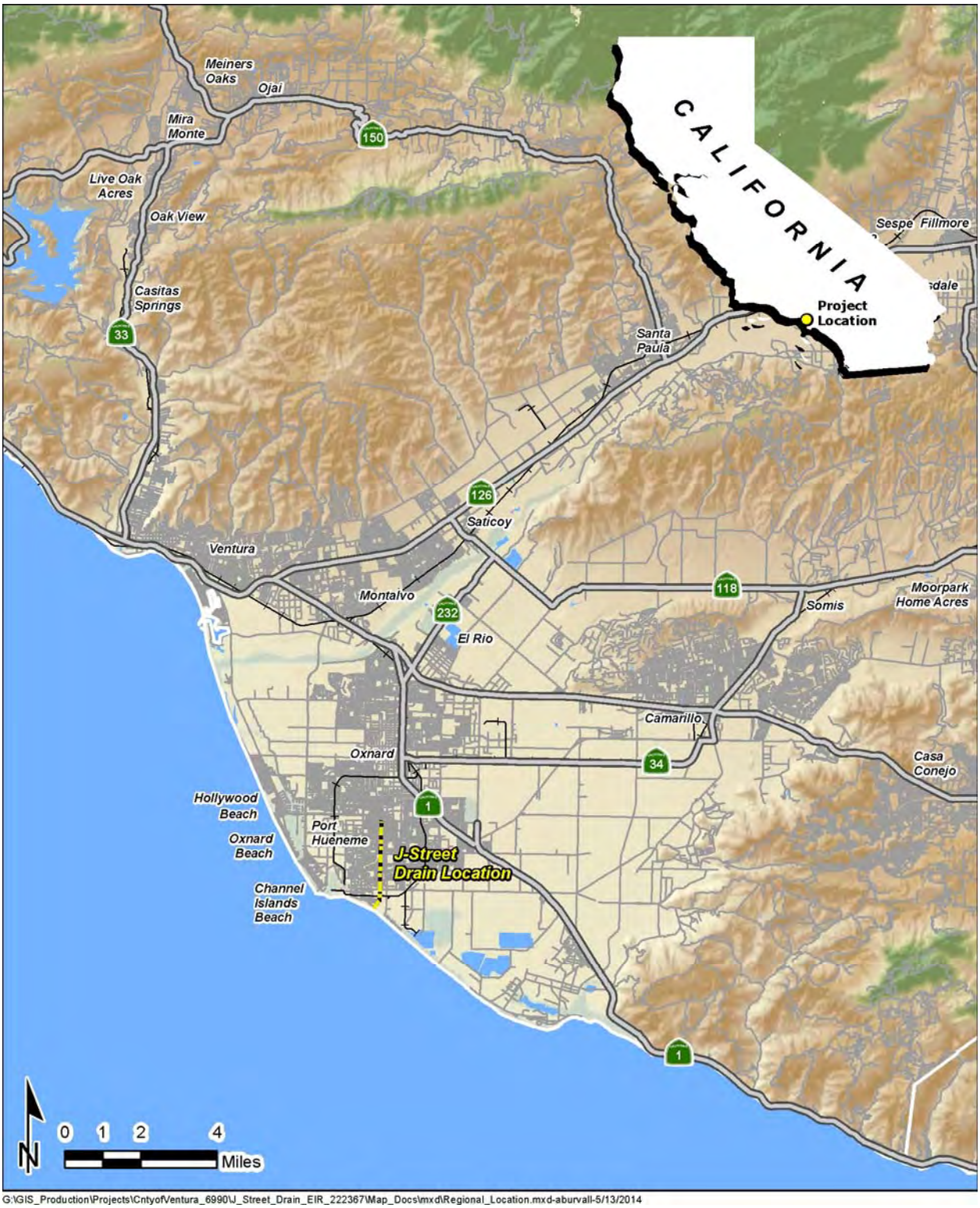


Figure 2-2. Project Site and Approved Project

G:\GIS_Production\Projects\CntyofVentura_6990\J_Street_Drain_EIR_222367\Map_Docs\mxd\ProjectSite.mxd-aburvall-5/13/2014

Table 2-1. Channel Design by Reach

Reach	Approved Project Channel Design	Proposed Modified Project Channel Design
1. Ormond Beach Lagoon outlet to Hueneme Road	Open Channel	Open Channel
2. Hueneme Road to Pleasant Valley Road	Open Channel	Covered Channel
3. Pleasant Valley Road to Yucca Street	Open Channel	Covered Channel
4. Yucca Street to Redwood Street	Open Channel	Covered Channel

The proposed modified project would feature buried box culverts that would allow for landscaping on top. Similar to the approved project, the channel would remain open in Reach 1 from the south side of Hueneme Road south to Ormond Beach Lagoon (Figure 2-3) to avoid impacts to endangered species in the lagoon.

Construction

Construction of the proposed modified project would occur in the same phasing sequence of the approved project. Channel construction from Ormond Beach Lagoon to just south of Hueneme Road is currently underway and expected to conclude by December 2014. It is anticipated that the demolition and construction of the remaining reaches would start at Hueneme Road and move northward in phases. Each of these phases would occur independently rather than concurrently. The construction phases are currently defined as:

- Phase 1: Downstream end of the drain to south side of Hueneme Road (2,677 lineal feet (LF))
- Phase 2: Hueneme Road to Pleasant Valley Road (2,623 LF)
- Phase 3: Pleasant Valley Road to Yucca Street (4,102 LF)
- Phase 4: Yucca Street to just north of Redwood Street (2,855 LF).

Phase 1 is currently being constructed as approved on March 27, 2012 and therefore no changes would occur under the proposed modified project. Phases 2 and 3 would include the construction of three-cell box culverts that are 44-foot wide and 7-foot high from Hueneme Road to Yucca Street. Phase 4 would include the construction of two-cell box culverts that are 20-foot wide by 6.5-foot high from Yucca Street to just north of Redwood Street (Figure 2-4). Figure 2-5 depicts a cross section of the three-cell buried box culvert design. Manholes would be located every 500 feet to address maintenance and vector control issues.

Similar to the approved project, construction staging will take place inside the roadway adjacent to the channel while preserving vehicular access on J Street during work. Demolished concrete will be removed from the channel and moved off-site for processing at a concrete recycling facility. Construction time would slightly increase under the proposed modified project because buried box culverts would require double the amount of concrete and three times the amount of reinforcing steel compared to an open channel.

Figure 2-3. Proposed Modified Project

G:\GIS_Production\Projects\CntyofVentura_6990\J_Street_Drain_EIR_222367\Map_Docs\mxd\ProposedModifiedProject.mxd-aburvall-5/30/2014

Figure 2-4. Construction Reaches 2 through 4

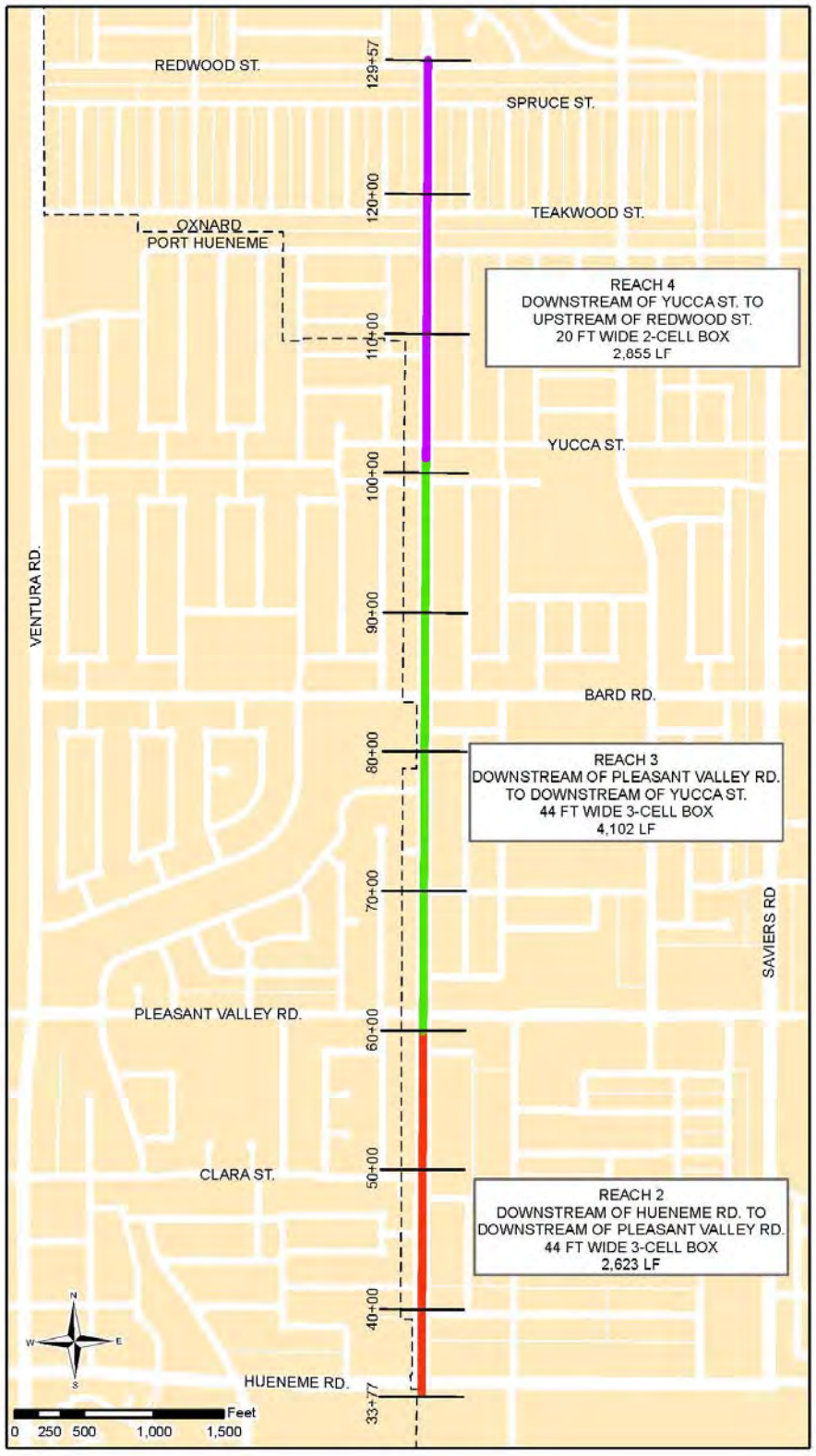
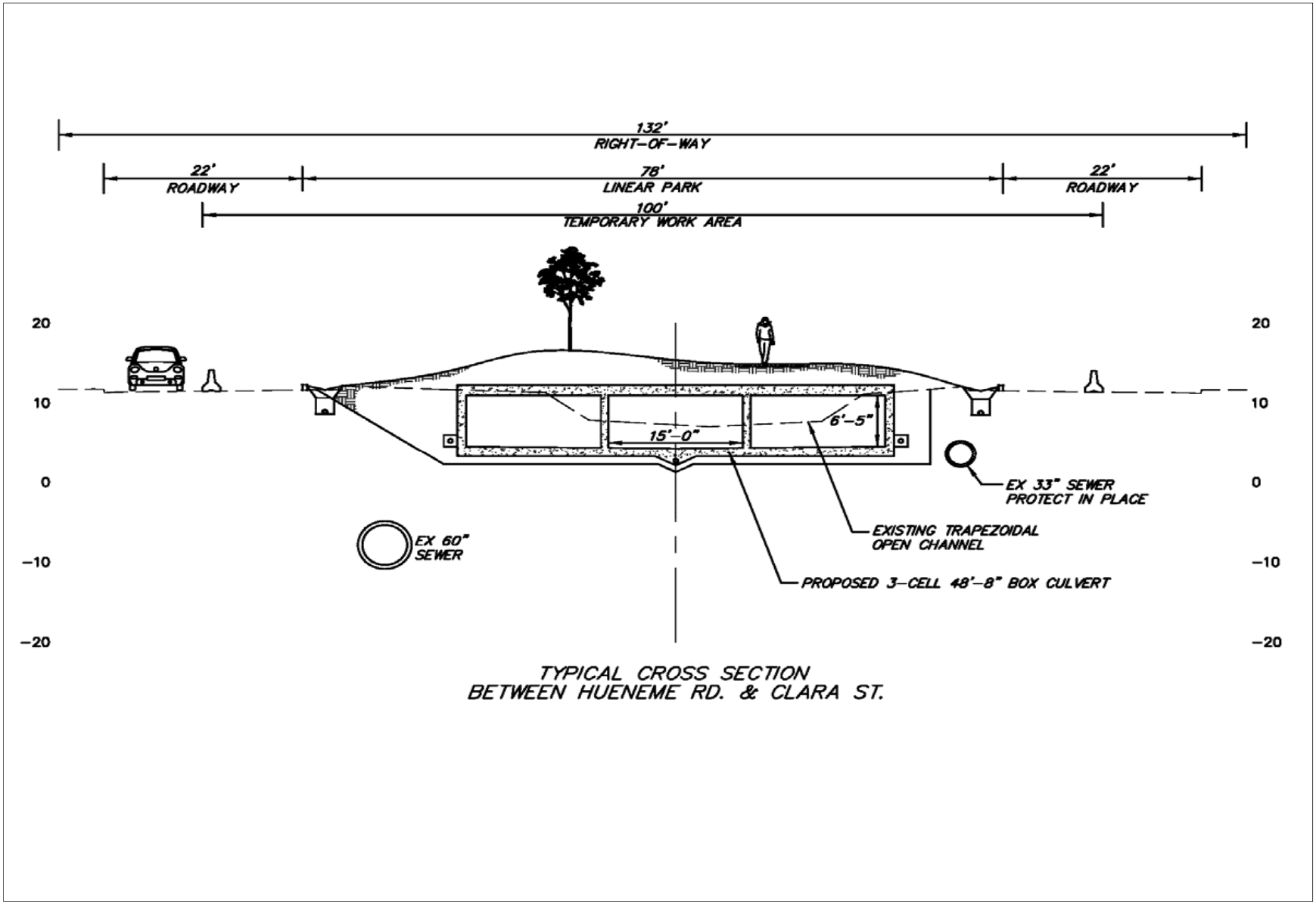


Figure 2-5. Cross Section of Three-Cell Buried Box Culvert Design



Similar to the approved project, existing fencing and oleander bushes would be removed along J Street between Hueneme Road and Redwood Street during construction. However, compared to the approved project, fencing and adjacent screening vegetation would not be replaced under the proposed modified project. The buried box culverts would instead provide an opportunity for the City of Oxnard to create an overlying multi-use trail and/or linear park, a more visually open and connected neighborhood along J Street, reduced potential for illegal dumping into the channel, and water quality improvement of dry weather urban runoff. Besides what is listed above, all other construction-related activities for the approved project would be the same for the proposed modified project.

Beach Elevation Management Plan

Similar to the approved project, a BEMP will be implemented under the proposed modified project. No changes are proposed to the BEMP.

2.3 ENTITLEMENTS REQUIRED

Before a project may be constructed, various regulatory approvals must be obtained (Table 2-2). Several permits are currently in effect for construction of Reach 1, but may require revision to incorporate the proposed project modifications.

Table 2-2. Regulatory Approvals and Permits

Agency	Discretionary Approval	Description
United States Army Corps of Engineers (USACE)	Section 404 Clean Water Act (CWA) qualification under Nationwide Permit No. 43 – Stormwater Management Facilities, File No. SPL-2012-00598-AJS, issued July 17, 2013.	Projects that include potential discharge of dredge or fill to the "waters of the U.S." (including wetlands) are subject to Section 404 of the CWA, requiring a permit. Existing permit may require revision, or a new permit may be needed to address proposed project changes.
United States Fish & Wildlife Service (USFWS)	Section 7 Consultation Biological Opinion No. 8-8-13-F-1 issued March 18, 2013, and revised December 6, 2013 (No. 8-8-14-F-3R)	Required for any activity that may affect federally listed species. Biological Opinion addresses entire project and authorizes incidental take, but may require revision to incorporate proposed project modifications..
California Department of Fish and Wildlife (CDFW)	Section 1600-Series Streambed Alteration Agreement (SAA) No. 1600-2012-0149-R5 issued March 7, 2013	Required for any activity that will: • Substantially divert or obstruct the natural flow of any river, stream, or lake; • Substantially change or use any material for the bed, channel, or bank, of any river, stream or lake; or • Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. Existing SAA authorizes both open channel and buried box culvert configurations. Therefore, no modification will be needed.

Agency	Discretionary Approval	Description
	Section 2081 Take Permit (not required for the project due to avoidance of impacts to State-listed threatened or endangered species)	CDFW will issue a Section 2081 permit for the incidental take of State listed threatened and endangered species only if specific criteria are met. These criteria are reiterated in Title 14 CCR, Sections 783.4(a) and (b). Proposed modified project will not require a Section 2081 permit, as impacts to State-listed species will continue to be avoided.
California Coastal Commission (CCC)	Coastal Development Permit (CDP) No. 4-12-051 issued July 15, 2013	Development activities, which are broadly defined by the Coastal Act to include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the CCC or the local government. No modification of the existing permit is needed, as Reaches 2-4 are outside the coastal zone.
Regional Water Quality Control Board (RWQCB)	Section 401 Water Quality Certification, File No. 12-087 issued January 29, 2013	Projects discharging fill and dredged materials to wetlands, riparian areas, and headwaters. Existing certification may require revision, or a new certification may be needed to address proposed project changes.
	General Permit to Discharge Storm Water Associated with Construction Activity, WDID No. 456C367534 approved August 28, 2013	New permit will be obtained for each reach.
	General Waste Discharge Requirements for Specified Discharges to Groundwater in Santa Clara and Los Angeles River Basins, Order No. 93-010, Monitoring and Reporting Program No. CI-9869, issued November 9, 2012	A new permit will be obtained for each reach.
	NPDES General Permit No. CAG994004 (General National Pollutant Discharge Elimination System and Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties), Order No. R4-2013-0095, Monitoring and Reporting Program No. CI-9921, issued February 24, 2014	District will obtain new permit for each reach.
City of Port Hueneme	Coastal Development Permit (City approved the District request for a consolidated CDP process according to Section 30601.3 of the Coastal Act; therefore, no City CDP was issued)	Development activities, which are broadly defined by the Coastal Act to include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the CCC or the local government.
	Encroachment Permit No. 13-024 issued October 1, 2013, expires after Reach 1 is constructed	Required for work within the City's right-of-way. A new permit will be required for Reach 2 and possibly also Reach 3 construction.

Agency	Discretionary Approval	Description
City of Oxnard	Coastal Development Permit (City approved the District request for a consolidated CDP process according to Section 30601.3 of the Coastal Act; therefore, no City CDP was issued)	Development activities which include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the CCC or the local government.
	Encroachment Permit No. 13-00000721 issued February 27, 2013	Required for work within the City's right-of-way. A new permit or permits will be required for construction of Reaches 2-4.

3.0 ENVIRONMENTAL ANALYSIS

This Addendum evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts compared to the impacts disclosed in the certified EIR. The environmental analysis provided in this section describes the information that was considered in evaluating the questions contained in the County of Ventura Initial Study Assessment Guidelines (April 26, 2011) and the CEQA Guidelines. The information used in this evaluation includes the certified EIR and the proposed modified project description. The proposed modified project would incorporate and implement all mitigation measures identified in the certified EIR, with Mitigation Measure HAZ-1 revised as described in this document.

The District currently maintains the existing J Street Drain. Similar to the approved project, the proposed modified project would not result in new operational maintenance activities associated with the drain. After construction of the drain, District maintenance activities are expected to be similar to the existing maintenance activities. The City of Oxnard will gain additional landscape maintenance responsibility beyond the original narrow strips of oleanders after it installs the overlying linear park. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR with regards to operation. Therefore, the analysis and conclusions associated with operation of the approved project in the certified EIR are applicable to the proposed modified project and no further analysis is required.

The proposed modified project would not alter the BEMP or implementation of the BEMP. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR with regards to the BEMP. Therefore, the analysis and conclusions associated with the BEMP in the certified EIR are applicable to the proposed modified project and no further analysis is required.

3.1 VISUAL RESOURCES

3.1.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to visual resources in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Located adjacent to a publicly viewed scenic resource and physically alter the scenic resource?

As discussed in the previously certified EIR, scenic resources available at the project site include views of the Ormond Beach Lagoon and the Pacific Ocean from Ormond Beach and the Port Hueneme Beach Park and Pier. Construction of the approved project would result in a temporary visual change due to construction equipment and traffic signage associated with construction activities. In addition, a temporary noise control barrier would be installed and maintained between the temporary work area and Buildings 6 and 7 in the Surfside III community. While the construction equipment, traffic signs, and noise control barrier would be a visual distraction for a temporary time period, it would not be characterized as degrading a visual resource. Rock riprap protection would be placed horizontally beneath the earthen ramp at the end of and at the same elevation as the concrete drain bottom. Rock riprap may become visible when the lagoon is empty, but this would not be a substantial alteration to the scenic value of the lagoon. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project would include the same scenic resources as the approved project. As with the approved project, the modified project would result in temporary visual change due to construction activities; however, construction equipment, traffic signs, and a noise control barrier would only be a visual distraction for a temporary period of construction and would not be characterized as degrading a visual resource. This is also true for the sheetpiles that will replace the injection wells proposed in the certified EIR (revised Mitigation Measure HAZ-1). Further, as with the approved project, the proposed modified project would involve placement of rock riprap protection horizontally beneath the earthen ramp at the end of and at the same elevation as the concrete drain bottom in the Ormond Lagoon. Rock riprap may become visible when the lagoon is empty, but this would not be a substantial alteration to the scenic value of the lagoon. The certified EIR concluded that impacts would be less than significant.

The proposed modified project would allow for landscaping of the channel in Reaches 2-4, all of which are currently open trapezoidal concrete channel sections. The proposed redesign of Reaches 2-4 is expected to increase opportunities for aesthetic enhancements along the currently open channel, as its conversion to a box culvert would support overlying landscaping, thus enabling the City of Oxnard to create a multi-use trail and/or linear parkway. If a park is not constructed, however, the land overlying the box culvert could become a weedy nuisance area down the center of J Street, potentially resulting in a significant impact. Therefore, Mitigation Measure VIS-1 will be revised as follows:

Mitigation Measure VIS-1

By agreement with the District, the City of Oxnard shall create and maintain a linear multi-use trail and/or park atop those portions of the J Street Drain that are converted from open channel to buried box culverts. Installation of the linear park shall occur incrementally, and shall begin as funding is identified. A multi-use trail/park design shall be developed within three years after finishing construction of each reach. Until the linear park for each reach is installed, the City shall be responsible for maintaining its alignment free of weeds, trash, or other deleterious materials.

Substantially obstruct, degrade, or obscure a scenic vista?

As discussed in the previously certified EIR, scenic vistas available from public locations at or near the project site include views of the Ormond Beach Lagoon and the Pacific Ocean from Ormond Beach, Port Hueneme Beach Park, and Port Hueneme Pier. Construction of the approved project would result in a temporary visual change due to construction equipment and traffic signage associated with construction activities. However, the construction equipment, noise barriers, and traffic signs would not be placed on the beaches and would not completely block ocean or lagoon views from public viewing areas and would be a visual distraction for the temporary period of construction. Therefore, the approved project would not result in substantial adverse effects to a scenic vista and a less than significant impact was identified.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project would include the same scenic resources as the approved project. As with the approved project, the modified project would result in a temporary visual change due to construction activities; however construction equipment, traffic signs, noise control barrier, and new sheetpiles (revised Mitigation Measure HAZ-1) would only be a visual distraction for a short period of construction and would not completely block views. No new above-ground, or high-profile structures are proposed as part of the proposed modified project that would represent a potential obstruction of a scenic vista. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR, and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Substantial adverse effects on a scenic vista and substantial degradation of the existing visual character or quality of the site and its surroundings?

As discussed in the previously certified EIR, the approved project would include the removal of existing fencing and oleander bushes (a visual buffer for the fence and the drain itself) between Hueneme Road and Redwood Street during construction (Reaches 2-4). The fencing would be replaced; however, the oleander bushes would not be replaced by the District. This replacement was pending an agreement with the City of Oxnard. This would result in significant construction and operational impacts to the existing visual character or quality of the site and its surroundings. Additionally, vertical shoring would occur near the Surfside III property (Reach 1), resulting in the removal of large shrubs and overhanging tree limbs within the District right-of-way. However, vegetation on Surfside III property would remain in place except for plants whose root systems would be compromised during the process. Trees and shrubs along the east boundary of the J Street Drain property would remain in place, as construction would affect an existing maintenance road that is devoid of vegetation. Removal of trees and shrubs along Reach 1 would expose views of the OWWTP and the J Street Drain to residents along the east side of Surfside III Buildings 15, 16, and 17 and people visiting the adjacent park. The J Street Drain would become more visible to residents in Buildings 6 and 7. This would result in degradation of the existing visual character and quality at the project area, resulting in a significant impact. However, the certified EIR concluded that with implementation of Mitigation Measures VIS-3, VIS-4, and NOISE-2, the above impacts would be reduced to a less than significant level.

Additionally, the loss of vegetation along Reaches 1-4 during construction would cause continued visual impacts during operations. Therefore, implementation of the approved project would result in degradation of the existing visual character and quality at the project area. This impact is significant. The certified EIR concluded that implementation of Mitigation Measures VIS-1, VIS-2, and VIS-4 would reduce the impact to a less than significant level.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project would include the same scenic resources as the approved project. In Reach 1, project modification is limited to addition of sheetpiles to replace injection wells (revised Mitigation Measure HAZ-1). The sheetpiles are used as vertical shoring around the entire Reach 1, thus reducing the number of trees removed along Surfside III. The modified Reach 1 impact is also mitigated below a significant level by Mitigation Measures VIS-2, VIS-3, VIS-4, and NOISE-2 as presented in the certified EIR. In Reaches 2-4, similar to the approved project, the proposed modified project would include the removal of existing fencing and oleander bushes between Hueneme Road and Redwood Street during construction. Compared to the approved project, the proposed modified project would result in long-term visual resources benefits by unifying a community currently bisected by the J Street Drain, encircling chain link fence, and associated landscaping. The proposed modified project would feature a covered channel (buried box culverts) that would allow for landscaping on top. Covering the channel would eliminate the view of the drain because it would be fully enclosed. The proposed modified project would also be required to implement Mitigation Measure NOISE-2, which requires the installation of a temporary noise barrier to reduce impacts to a less than significant level; the temporary noise barrier also functions as a visual screen during construction. Mitigation Measure VIS-1 in its current form would not be required because oleander bushes would not be replaced under the proposed modified project. The buried box culverts would provide an opportunity for the City of Oxnard to create an overlying multi-use trail and/or linear park and would visually connect the neighborhood that was previously separated by open concrete channel, chain link fence and oleander bushes. If a park is not constructed, however, the land overlying the box culvert could become a weedy nuisance area down the center of J Street, potentially resulting in a significant impact. Therefore, Mitigation Measure VIS-1 will be revised as follows:

Mitigation Measure VIS-1

By agreement with the District, the City of Oxnard shall create and maintain a linear multi-use trail and/or park atop those portions of the J Street Drain that are converted from open channel to buried box culverts. Installation of the linear park shall occur incrementally, and shall begin as funding is identified. A multi-use trail/park design shall be developed within three years after finishing construction of each reach. Until the linear park for each reach is installed, the City shall be responsible for maintaining its alignment free of weeds, trash, or other deleterious materials.

With revision to Mitigation Measure VIS-1 as specified above, the proposed modified project would not result in new or substantially more severe significant impacts to visual resources than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact.

Consistency with Ventura County General Plan Goals, Policies and Programs

As discussed in the previously certified EIR, construction of the approved project would be inconsistent with the scenic resources' goals, policies and programs in the Ventura County General Plan. However, construction impacts would be temporary and Mitigation Measure Noise-2 requires a temporary noise control barrier to be installed and maintained between the temporary work area during construction of all project phases. This noise control barrier will also provide temporary visual screening to shield all residents along the work area, including the Surfside III property, from views of the J Street Drain during construction. Mitigation Measure VIS-3 requires temporary visual screening to shield Surfside III residents from views of the construction site and would reduce construction phase impacts below a level of significance. In addition, Mitigation Measure VIS-4 would require installation of a permanent 10- to 12-foot-tall fence with vinyl screening along the OWWTP and District property boundary to shield Surfside III residents from views of the OWWTP. The previously certified EIR also specified mitigation to compensate for removal of landscaping along Reach 1 (Mitigation Measure VIS-2) and Reaches 2-4 (Mitigation Measure VIS-1). With implementation of these mitigation measures, it was concluded that this impact would be less than significant.

Similar to the approved project, the proposed modified project would result in temporary construction impacts to the visual character and quality of the project area and, therefore, be inconsistent with the scenic resources' goals, policies and programs in the Ventura County General Plan. With implementation of Mitigation Measures VIS-3, VIS-4, and NOISE-2, this impact would be reduced to a less than significant level. Compared to the approved project, the proposed modified project would result in long-term visual resources benefits along Reaches 2-4 by unifying a community currently bisected by the J Street Drain, encircling chain link fence, and associated landscaping. The proposed modified project would feature a covered channel (buried box culverts) that would allow for landscaping on top. This design feature would eliminate the view of the drain because it would be fully enclosed. If a multi-use trail and/or linear park is not constructed, however, the land overlying the box culvert would become a weedy nuisance area down the center of J Street, potentially resulting in a significant impact. Therefore, Mitigation Measure VIS-1 will be revised as follows:

Mitigation Measure VIS-1

By agreement with the District, the City of Oxnard shall create and maintain a linear multi-use trail and/or park atop those portions of the J Street Drain that are converted from open channel to buried box culverts. Installation of the linear park shall occur incrementally, and shall begin as funding is identified. A multi-use trail/park design shall be developed within three years after

finishing construction of each reach. Until the linear park for each reach is installed, the City shall be responsible for maintaining its alignment free of weeds, trash, or other deleterious materials.

The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact.

3.1.2 Cumulative Impacts

The certified EIR concluded that the approved project would not result in cumulative impacts to visual resources. With implementation of Mitigation Measures VIS-1 through VIS-4 and NOISE-2, all project-level impacts would be reduced to a less than significant level. Implementation of Mitigation Measures VIS-1 (as revised) through VIS-4 and NOISE-2 would also be required for the proposed modified project. Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to visual resources than those disclosed in the certified EIR.

3.2 BIOLOGICAL RESOURCES

3.2.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to biological resources in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Directly or indirectly reduce species population, reduce species habitat, increase habitat fragmentation, reduce or degrade a sensitive plant community, or restrict reproductive capacity of a species?

Vegetation Communities

As discussed in the previously certified EIR, construction activities located within the lagoon portion (Reach 1) would result in an impact to open water (OW) habitat. Additionally, significant indirect impacts would occur to coastal brackish marsh (CBM), southern foredune (SFD), and southern coastal salt marsh (SCSM), all of which occur only at the south end of Reach 1. Indirect impacts include disturbance associated with significant noise levels and increased intrusion of workers/equipment. The certified EIR concluded that with implementation of Mitigation Measure BIO-1, impacts to sensitive vegetation communities would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site, and does not propose modifications to the project design and construction methods within the area of the sensitive vegetation communities that would increase the impact area (sheetpiles). Therefore, the proposed modified project would impact the same sensitive vegetation communities (OW, CMB, SFD, and SCSM) as the approved project. As with the approved project, Mitigation Measure BIO-1 would also be required for the proposed modified project and implementation of this measure would reduce impacts to sensitive vegetation communities to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Sensitive Botanical Species

The certified EIR concluded that the approved project would not result in impacts to sensitive plant species because no sensitive botanical species were identified on the project site at the time of the survey. No mitigation is required.

The proposed modified project does not alter the location of the approved project site and proposes only the addition of sheetpiles to the project design and construction methods within the area of the project site that would have the potential to contain sensitive botanical species (Reach 1). Use of sheetpiles would not expand the project footprint. Therefore, similar to the approved project, no sensitive plant species are anticipated to occur within the proposed modified project site and no significant impact would occur. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Sensitive Wildlife Species

As discussed in the previously certified EIR, project construction in Reach 1 would directly and indirectly impact sensitive zoological species, including the California least tern, western snowy plover, and tidewater goby. Construction effects on the California Least tern and tidewater goby would consist of direct impacts to these species' foraging habitat when the J Street Drain and a 0.31-acre portion of the Ormond Beach Lagoon are dewatered, and as a result of potential siltation of the adjacent lagoon. Construction activities may temporarily indirectly impact western snowy plovers that nest near the work area on Ormond Beach. Finally, potential direct impacts to tidewater goby and its burrows and eggs would result from construction at the southern end of the J Street Drain and its transition to the Lagoon, where this fish occurs. These impacts are considered significant and require mitigation. The certified EIR concluded that with implementation of Mitigation Measures BIO-2 through BIO-6, impacts to sensitive wildlife species would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site and would require a similar construction footprint as the approved project in the location where these sensitive wildlife species occur. Therefore, as with the approved project, construction of the proposed modified project would also result in significant direct impacts to California least tern and tidewater goby's foraging habitat and indirect impacts to western snowy plovers near the work area on Ormond Beach. However, similar to the approved project, impacts to sensitive wildlife species as a result of the proposed modified project would be reduced to a less than significant level with implementation of Mitigation Measures BIO-2 through BIO-6. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Raptor Habitat, Nesting, and Foraging

As discussed in the previously certified EIR, implementation of the approved project would result in significant construction related indirect impacts to migratory birds, including raptors, through the loss of nesting and foraging eucalyptus woodland habitat. These impacts are considered significant and, therefore, mitigation is required. The certified EIR concluded that with implementation of Mitigation Measures BIO-7 and VIS-2, impacts to raptor and migratory bird nesting habitat would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site, and with the use of sheetpiles rather than trench excavation, more trees were salvaged than originally expected. Therefore,

the proposed modified project results in more preservation of nesting and foraging eucalyptus woodland habitat. Impacts to raptor and migratory bird nesting habitat as a result of the proposed modified project, while less than the approved project, would also be reduced to a less than significant level with implementation of Mitigation Measures BIO-7 and VIS-2. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Result in the direct reduction of, or a substantial indirect impact to, waters or wetland habitat?

As discussed in the previously certified EIR, reconstruction of the existing concrete channel would impact federal and state jurisdictional areas; however, because the channel is concrete-lined under existing conditions, impacts within the existing channel are considered less than significant. Additionally, construction activities would temporarily impact the natural substrate of the lagoon through the installation of a coffer dam within the lagoon and the subsequent pumping/draining of ground and lagoon water from the construction/work area. Impacts to the natural substrate of the lagoon are considered significant and require mitigation. The certified EIR concluded that with implementation of Mitigation Measures BIO-1, BIO-4, and WQ-1 through WQ-4, impacts would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site and would require a similar footprint and construction methods as the approved project in this area of the project site. In Reaches 2-4, the current concrete channel would be converted to buried concrete boxes. Given the low habitat value of a concrete channel, however, this conversion would have a less than significant impact on waters or wetland habitat. As with the approved project, the proposed modified project would also require the installation of a coffer dam within the lagoon (Reach 1), which would temporarily impact the natural substrate of the lagoon. Similar to the approved project, impacts would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1, BIO-4, and WQ-1 through WQ-4. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

In accordance with the State Coastal Act and the County's Local Coastal Program, virtually all direct reduction of, or indirect impact to, a coastal habitat, including riparian habitat or other sensitive natural communities, could be considered a significant impact?

As discussed in the previously certified EIR, construction of the approved project would result in temporary impacts to federal waters of the U.S. and state jurisdictional areas within the Coastal Zone (only Reach 1 lies within the Coastal Zone). However, neither reconstruction of the existing concrete-lined channel nor the creation of a temporary transition ramp and replacement of 0.05 acres of rock riprap would permanently reduce the extent of existing coastal riparian habitat. Indirect impacts to adjacent coastal habitats may occur during construction through degradation of water quality (e.g., erosion leading to increased turbidity). This impact is considered significant. However, the certified EIR concluded that with implementation of Mitigation Measures BIO-1, BIO-4, and WQ-1 through WQ-4, impacts to coastal habitats would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site and would require a similar construction footprint as the approved project. Therefore, the proposed modified project is also anticipated to result in indirect impacts to adjacent coastal habitats during construction. Similar to the approved project, impacts would be reduced to a less than significant level with implementation of Mitigation Measures BIO-1, BIO-4, and WQ-1 through WQ-4. The proposed modified project would not

result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Substantially interfere with the use of a migration corridor by fish or wildlife. This could occur through elimination of native vegetation, erection of physical barriers, or intimidation of fish or wildlife via introduction of noise, light, development, or increased human presence?

As discussed in the previously certified EIR, no regional biological corridors or linkages were identified within the project alignment. However, in Reach 1, the Ormond Beach Lagoon and adjacent dune/beach area may be a staging area for migratory birds. Additionally, the Lagoon could provide a potential local corridor for tidewater goby. The certified EIR concluded that with implementation of Mitigation Measures BIO-1 and BIO-5, impacts would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site. Similar to the approved project, the proposed modified project has the potential to interfere with the use of Ormond Beach Lagoon as a migration corridor by fish or wildlife. As with the approved project, the proposed modified project would also require implementation of Mitigation Measures BIO-1 and BIO-5 to reduce impacts to Ormond Beach Lagoon to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Determination by a qualified biologist on a case-by-case basis that locally important species/communities are significantly impacted?

Please see analysis above regarding direct and indirect impacts related to reduction in species population, reduction in species habitat, and restriction of reproductive capacity of species. The certified EIR concluded that no other locally important species or communities would be significantly impacted by construction of the approved project. For those reasons explained above under each of the biological resources issue areas, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

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

As discussed in the previously certified EIR, the cities of Oxnard and Port Hueneme do not have local policies or ordinances protecting biological resources. Although some eucalyptus woodland habitat would be removed during construction activities, these trees are not protected under any local ordinance or policy. Therefore, construction of the approved project would not conflict with a local policy or ordinance. Operation of the approved project would be consistent with both the General Plan and Local Coastal Program. No impact would result.

The proposed modified project would also be anticipated to remove eucalyptus trees during construction, but fewer than the approved project as the construction footprint is slightly reduced due to the use of sheetpiles in Reach 1 rather than trench excavation. However, construction of the proposed modified project would not conflict with a local policy or ordinance. Operation of the approved project would be consistent with both the General Plan and Local Coastal Program. The proposed modified project would

not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

As discussed in the previously certified EIR, the approved project would not conflict with the Ventura County General Plan Coastal Area Plan, the City of Oxnard General Plan, the City of Oxnard Local Coastal Program (LCP), the City of Port Hueneme General Plan, or the City of Port Hueneme LCP. Impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site, including the construction footprint in the portion of the project site that contains sensitive biological resources. Habitat conservation would also be regulated by the Ventura County General Plan Coastal Area Plan, the City of Oxnard General Plan, the City of Oxnard LCP, the City of Port Hueneme General Plan, and the City of Port Hueneme LCP. As with the approved project, the proposed modified project is not anticipated to conflict with the provisions of these conservation plans. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.2.2 Cumulative Impacts

The certified EIR concluded that the approved project would result in less than significant cumulative impacts to biological resources. With implementation of Mitigation Measures BIO-1 through BIO-7 and WQ-1 through WQ-4, all project-level impacts would be reduced to a less than significant level. Implementation of Mitigation Measures BIO-1 through BIO-7 and WQ-1 through WQ-4 would also be required for the proposed modified project.

The proposed modified project does not create new or substantially more severe cumulative impacts to biological resources than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.3 WATER RESOURCES AND HYDRAULIC HAZARDS

3.3.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to water resources and hydraulic hazards in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Groundwater Quantity

As discussed in the previously certified EIR, the construction of the drain would require the installation of dewatering wells, dewatering, and discharge of groundwater back into surface water. The pumped groundwater would be tested for contaminants and if determined to be acceptable it would then be allowed to be discharged into the Perkins Drain, away from the work area. The discharged water is expected to flow from a remnant portion of the Perkins Drain east of the OID that allows runoff from the

Ormond Lagoon to flow down the coast and ultimately to wetland area with portions of the discharged water percolated back to the aquifer. The certified EIR concluded that the approved project would not result in the overdraft of groundwater. A less than significant impact was identified for this issue area.

The proposed modified project would also require the installation of dewatering wells, dewatering, and discharge of groundwater back into surface water. Both the construction footprint and construction methods would be similar to the approved project, with the exception that sheetpiles would be installed around the Reach 1 work site perimeter as a groundwater barrier to reduce the need for construction dewatering. The groundwater could be discharged to the Ormond Lagoon and the Pacific Ocean in addition to Perkins Drain (Reach 1), or to downstream sections of the J Street Drain (Reaches 2-4), which ultimately flow to Ormond Lagoon. Similar to the approved project, the discharged water is expected to flow into the Ormond Lagoon, down the coast, and ultimately to wetland area with portions of the discharged water percolated back to the aquifer. Groundwater would only be discharged to the Pacific Ocean if the lagoon surface water elevation were too high to accommodate the input without flooding adjacent developed lands. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Groundwater Quality

As discussed in the previously certified EIR, the construction of the drain would require the installation of dewatering wells, dewatering, and discharge of groundwater back into surface water. The pumped groundwater would be tested for contaminants and if determined to be acceptable it would then be allowed to be discharged into the Perkins Drain (Reach 1), away from the work area, or to downstream sections of the J Street Drain (Reaches 2-4). If the pumped groundwater is determined to be contaminated, the water will be collected and either treated or disposed of according to waste discharge requirements of Order No. R4-2013-0095, General NPDES and Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Because groundwater would be pumped from a shallow aquifer not used for water supply, and would be permitted to percolate back into the shallow aquifer, dewatering is not expected to promote seawater intrusion. Impacts on groundwater quality would be less than significant.

The certified EIR also concluded that groundwater pumping could cause the Halaco groundwater plume to move approximately 50 feet toward the project area during construction. This is considered a significant impact. Mitigation Measure HAZ-1 would require the verification of the direction of groundwater movement at the time of dewatering. If it is determined that there is a potential for groundwater migration at the site, the District shall install and operate injection wells to minimize the migration of groundwater from beneath the Halaco Site. The certified EIR concluded that with implementation of Mitigation Measure HAZ-1, this impact would be reduced to a less than significant level.

As with the approved project, the installation of dewatering wells, dewatering, and discharge of groundwater back into surface water would also be required for the construction of the proposed modified project. Similar to the approved project, the proposed project would be required to comply with Order No. R4-2013-0095, General NPDES and Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, but two new Reach 1 discharge points are added: Ormond Lagoon and the Pacific Ocean. In Reach 1, implementation of Mitigation Measure HAZ-1 would still be required to reduce the impact associated with the Halaco groundwater plume, except that the Coastal Commission requested a

different method during permit negotiations. The District opted to revise Mitigation Measure HAZ-1 to reflect that a sheetpile perimeter would be installed around the project site to reduce the need for groundwater dewatering instead of installing injection wells. The proposed modified project and revised Mitigation Measure HAZ-1 would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and do not result in a change to the certified EIR's determination of less than significant impact. No new mitigation measures are required.

Surface Water Quantity

As discussed in the previously certified EIR, the approved project would not require the use of surface water and would not result in the overdraft of surface water. The approved project would not result in increased flow of surface water quantity, but rather accommodates a greater flood flow that would otherwise cause flooding upstream which would eventually flow onto surrounding surface water bodies. The certified EIR concluded that this impact is less than significant.

The proposed modified project would not change the function of the approved project. Similar to the approved project, the proposed modified project would increase the capacity of the existing J Street Drain channel to accommodate a greater flood flow that would otherwise cause flooding upstream. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Surface Water Quality

As discussed in the previously certified EIR, water quality in jurisdictional areas can be adversely affected by surface water runoff and sedimentation during construction. The construction of the approved project would involve dewatering, demolition, and excavation activities that may result in potential impacts to water quality. Additionally, the installation of dewatering wells may result in erosion or sedimentation due to exposed soils and sediment removal and dewatering discharges may cause erosion at the discharge point. Impacts to water quality would be significant and would require mitigation. A Notice of Intent must be submitted to the Regional Water Quality Control Board and a Stormwater Pollution Prevention Program (SWPPP) must be prepared and kept on site. The purpose of the SWPPP is to identify and document appropriate BMP installation to minimize erosion and construction site runoff pollution during the length of construction. With implementation of Mitigation Measures WQ-1 through WQ-4, HAZ-1, and implementation of appropriate BMPs, water quality impacts would be reduced to a less than significant level.

Similar to the approved project, the construction of the proposed modified project would involve dewatering, demolition, and excavation activities, which may result in potential impacts to water quality. However, implementation of Mitigation Measures WQ-1 through WQ-4 would also be required for the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. Also, converting to a buried box design is expected to decrease the amount of trash that could blow in or be dumped into the channel, potentially improving water quality. The multi-use trail and/or linear park may also incorporate bioswales to improve the quality of low flow urban runoff. No new or revised mitigation measures are required.

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

As discussed in the previously certified EIR, the construction of the drain would be short-term and would involve temporary water diversions that would not result in substantial changes to the existing drainage pattern of the project area. Implementation of the approved project would increase the capacity of the existing channel to reduce potential flooding in residential and commercial areas of Oxnard and Port Hueneme. The approved project would not result in an increase in erosion or siltation off-site since the sedimentation transport is a natural balancing of the system. As sediment is brought in by the ocean, it is also removed. The certified EIR concluded that impacts would be less than significant.

Similar to the approved project, the construction of the proposed modified project would be short-term and would involve temporary water diversions that would not result in substantial changes to the existing drainage pattern of the project area. Furthermore, the proposed design modifications to the approved project would not change the function of the approved project. Similar to the approved project, the proposed modified project would increase the capacity of the existing J Street Drain channel to accommodate a greater flood flow that would otherwise cause flooding upstream. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Similar to the approved project, during construction of the proposed modified project, stormwater would be directed around the project work area, but project construction would not contribute additional surface runoff. The contractor would be responsible for setting up the appropriate bypass systems as well as the coffer dam, which would keep the tidal water out of the active work area. With these bypasses in place, there would be a less than significant impact. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

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

Similar to the approved project, the construction of the proposed modified project could generate polluted runoff. Implementation of Mitigation Measures WQ-1 through WQ-4 and HAZ-1 would be required for the proposed modified project and would reduce water quality impacts to a less than significant level. Once constructed, the proposed modified project would direct flood flows to reduce flooding at the project area. The proposed modified project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No housing was proposed for the approved project. Existing residential development in the project area is located within a 100-year flood hazard area. However, the approved project would reduce flooding resulting from a 100-year flood flow. Therefore, the certified EIR concluded that this impact is less than significant.

Similar to the approved project, no housing is proposed for the proposed modified project. The proposed modified project would reduce flooding resulting from a 100-year flood flow. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

As discussed in the previously certified EIR, the J Street Drain is located within a 100-year flood hazard area. Implementation of the approved project would increase the capacity of the existing channel to reduce potential flooding in residential and commercial areas of Oxnard and Port Hueneme. The existing drain would be increased to accommodate 100-year flood runoff volume. The approved project would direct flood flows to reduce flooding at the project area. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project site is also located within a 100-year flood hazard area. Similar to the approved project, the proposed modified project would increase the capacity of the existing channel to reduce potential flooding in residential and commercial areas of Oxnard and Port Hueneme. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

As discussed in the previously certified EIR, implementation of the approved project would increase the capacity of the existing channel to reduce potential flooding in residential and commercial areas of Oxnard and Port Hueneme. The existing drain would be increased to accommodate a 100-year flood runoff volume. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project site is also located within a 100-year flood hazard area. Similar to the approved project, the proposed modified project would increase the capacity of the existing channel to reduce potential flooding in residential and commercial areas of Oxnard and Port Hueneme. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.3.2 Cumulative Impacts

As discussed in the previously certified EIR, cumulative impacts associated with dewatering would result in temporary impacts with regards to the potential migration of heavy metals within the groundwater plume from the Halaco site. Therefore, implementation of the project would result in cumulative-level impacts requiring mitigation. However, implementation of Mitigation Measure HAZ-1 would prevent the migration of contaminated groundwater at the Halaco Site to the J Street Drain site. Implementation of Mitigation Measure HAZ-1, as revised to replace injection wells with a sheetpile perimeter, would also be required for the proposed modified project. All other issue areas related to water resources and hydraulic hazards would be less than significant.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to water resources and hydraulic hazards than those disclosed in the certified EIR. No new or revised mitigation measures are required, beyond the previously described revision to Mitigation Measure HAZ-1.

3.4 AIR QUALITY

3.4.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to air quality in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Conflict with or obstruct implementation of the applicable air quality plan?

As discussed in the previously certified EIR, the approved project would not result in an increase in population in the project area. The approved project appears consistent with growth projections identified in the Ventura County Air Pollution Control District (VCAPCD) Clean Air Plan. Therefore, the approved project would not conflict with or obstruct implementation of the applicable air quality plan.

The proposed modified project would not change the function of the approved project. The proposed modified project would not result in an increase in population in the project area. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As discussed in the previously certified EIR, construction of the approved project would generate emissions; however, construction emissions are below the significance thresholds for all construction phases for all criteria pollutants with the exception of NO_x, which would exceed thresholds for all phases. However, due to the temporary, short-term nature of construction emissions, the VCAPCD does not apply the quantitative emissions thresholds for NO_x to construction activities. Nonetheless, the VCAPCD does require that emission reduction measures (Mitigation Measures AQ-1 through AQ-3) be implemented during construction to reduce exhaust emissions and fugitive dust generation. The approved project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The certified EIR concluded that impacts would be less than significant.

Similar to the approved project, the proposed modified project is the construction and operation of a drain and would generate emissions. Similar to the approved project, although the proposed modified project's construction emissions are anticipated to exceed VCAPCD significance thresholds, the VCAPCD does not apply the quantitative emissions thresholds for NO_x to construction activities. The proposed modified project would also be required to implement Mitigation Measures AQ-1 through AQ-3 to reduce exhaust emissions and fugitive dust generation to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Expose the public (especially schools, day care centers, hospitals, retirement homes, convalescence facilities, and residences) to substantial pollutant concentrations?

As discussed in the previously certified EIR, construction of the approved project would generate emissions; however, construction emissions are below the significance thresholds for all construction phases for all criteria pollutants with the exception of NO_x, which would exceed thresholds for all phases. However, due to the temporary, short-term nature of construction emissions, the VCAPCD does not apply the quantitative emissions thresholds for NO_x to construction activities. Nonetheless, the VCAPCD does require that emission reduction measures (Mitigation Measures AQ-1 through AQ-3) be implemented during construction to reduce exhaust emissions and fugitive dust generation. The approved project would not expose the public to substantial pollutant concentrations. The certified EIR concluded that impacts would be less than significant.

Similar to the approved project, the proposed modified project is the construction and operation of a drain and would generate emissions. Similar to the approved project, although the proposed modified project's construction emissions are anticipated to exceed VCAPCD significance thresholds, the VCAPCD does not apply the quantitative emissions thresholds for NO_x to construction activities. The proposed modified project would also be required to implement Mitigation Measures AQ-1 through AQ-3 to reduce exhaust emissions and fugitive dust generation to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Create objectionable odors affecting a substantial number of people?

As discussed in the previously certified EIR, the existing drain does not currently generate substantial odors and the VCAPCD has not received any complaints regarding odors from the drain. The construction and operation of the approved project could generate trace amounts of odor-generating substances. However, odor generation impacts from construction are not expected to be significant since any odor generation would be intermittent and would terminate upon completion of construction activities. Therefore, the certified EIR concluded that impacts would be less than significant.

The proposed modified project would feature a covered channel (buried box culverts) that would allow for landscaping on top. This minor design change would not change the function of the approved project. Odor generation impacts from construction would also be intermittent and would terminate upon completion of construction activities. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.4.2 Cumulative Impacts

The certified EIR concluded that the approved project would result in less than significant cumulative impacts to air quality. With implementation of Mitigation Measures AQ-1 through AQ-3, all project-level impacts would be reduced to a less than significant level. Implementation of Mitigation Measures AQ-1 through AQ-3 would also be required for the proposed modified project. Furthermore, none of the cumulative projects would be constructed simultaneously with the project that would result in significant cumulative air quality impacts.

The proposed modified project does not create new or substantially more severe cumulative impacts to air quality than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.5 TRANSPORTATION AND CIRCULATION

3.5.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to transportation and circulation in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Would the project cause the existing LOS on a roadway segment to fall to an unacceptable level or add one or more peak hour trips to a roadway segment that is currently operating at less than-acceptable LOS as defined in Table 3-1?

As discussed in the previously certified EIR, the intermittent road closures and haul truck trips during construction may disrupt traffic flow and cause delays, increasing traffic congestion and potentially reducing the level of service (LOS) to an unacceptable level as defined in Tables 3-1 and 3-2. Additionally, one or more of these trips would likely occur during peak hours, potentially affecting roadway segments along haul routes in the project vicinity that are currently operating at less than acceptable LOS. This would cause a significant impact for this issue area and mitigation is required. The certified EIR concluded that with implementation of Mitigation Measures TR-1 and TR-2, impacts to roadway segments would be reduced to a less than significant level.

The proposed modified project is anticipated to require greater soil excavation than the approved project due to the use of buried box culverts. However, a significant proportion of the material that will be excavated will be placed above the finished box culvert to create suitable soil for future landscaping. Therefore, construction of the proposed modified project would involve a similar number of haul truck trips to what was described in the previously certified EIR. The proposed modified project would also be required to implement Mitigation Measures TR-1 and TR-2. With implementation of these mitigation measures, traffic impacts would be reduced to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Table 3-1. Ventura County Minimum Acceptable Level of Service for Roadway Segments

Case	Minimum LOS	Description
a	LOS D	All County thoroughfares and state highways within the unincorporated area of the County, except as provided in case b.
b	LOS E	1. State Route 33 between the end of the Ojai freeway and the City of Ojai. 2. State Route 118 between Santa Clara Avenue and the City of Moorpark. 3. State Route 34 (Somis Road) north of the City of Camarillo. 4. Santa Rosa Road between Camarillo city limit line and Thousand Oaks city limit line. 5. Moorpark Road north of Santa Rosa Road to Moorpark city limits line.
c	LOS C	All County maintained local roads.
d	Varies	The LOS prescribed by the applicable City for all state highways, City thoroughfares, and City maintained local roads located within that City, if the City has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County, pertaining to development in the City that would individually or cumulatively affect the LOS of state highways, County thoroughfares and County-maintained local roads in the unincorporated area of the County.
e		County LOS standards are applicable for any City that has not adopted its own standards or has not executed a reciprocal agreement with the County pertaining to impacts to County roads.

Note: At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection.

Table 3-2. Threshold of Significance for Changes in Level of Service at Intersections

Intersection LOS (Existing)	Increase in V/C* or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	10 PHTs**
LOS E	5 PHTs**
LOS F	1 PHT**

* Volume/Capacity Ratio is the ratio between the existing or projected volume of traffic using a transportation facility and the capacity of that facility.

**To critical movements (highest combination of left and opposing through/right-turn PHT movements).

Would the project change the V/C ratio or add PHT to impacted intersections within the regional road network that exceed the thresholds established in Table 3-2?

As discussed in the previously certified EIR, the intersections between J Street and major traffic corridors within the project area were not identified as having deficient LOS. Additionally, J Street is not part of the Regional Road Network. However, the proposed construction would involve excavation and backfill of soils as well as demolition and recycling of existing concrete. Haul trucks will be used to transport excess soil and concrete to designated local landfills and recycling locations, respectively. It is anticipated that no more than three haul trucks would be on site for loading at one time and approximately 30 to 45 trips per day or five to six trips per hour are expected to occur. Typically, five to six haul trips would not be considered a significant number of trips; however, one or more of these trips would likely occur during peak hour and may change the existing V/C ratio of intersections within the regional road network, such as those along Hueneme, Pleasant Valley, or Rice Roads. The haul truck trips during construction may disrupt traffic flow and cause delays, increasing traffic congestion. A potentially significant impact is identified for this issue and mitigation is required. The certified EIR concluded that with implementation of Mitigation Measures TR-1 and TR-2, impacts to intersections would be reduced to a less than significant level.

The proposed modified project is anticipated to require greater soil excavation than the approved project because of the use of buried box culverts. However, a significant proportion of the material that will be excavated will be placed above the finished box culvert to create suitable soil for future landscaping. Therefore, construction of the proposed modified project would involve a similar number of haul truck trips to what was described in the previously certified EIR. The proposed modified project would also be required to implement Mitigation Measures TR-1 and TR-2. With implementation of these mitigation measures, traffic impacts would be reduced to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Would the project generate or attract pedestrian/bicycle traffic volumes meeting requirements for protected highway crossings or pedestrian and bicycle facilities? Would the project cause actual or potential barriers to existing or planned pedestrian/bicycle facilities?

As discussed in the previously certified EIR, the construction phase of the approved project would involve road closures and detours along the drain corridor. Both Pleasant Valley and Hueneme Roads would remain open during all construction phases with intermittent lane closures. According to the City of Oxnard Bicycle Facilities Master Plan, bike lanes are designated on J Street between Wooley and Hueneme Roads. Along J Street, bike lanes are designated along both sides of the roadway. During the construction phase of the drain, construction activities would potentially interfere with designated bike lanes as bike lanes would be closed on J Street, although general vehicular access along J Street would be maintained. Cyclists along J Street would experience detours that may not be designated bike lanes. Additionally, pedestrians may also experience detours when sidewalks are not available. This represents a significant impact and mitigation is required. Implementation of Mitigation Measure TR-1 will reduce impacts to pedestrian and bicycle facilities to a less than significant level.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project would also potentially interfere with designated bike lanes as bike lanes would be closed on J Street during construction. Cyclists and pedestrians along J Street would experience detours, which represents a significant impact. However, the proposed modified project would also be required to implement Mitigation Measure TR-1 to reduce impacts to pedestrian and bicycle facilities to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Off-Street Parking

As discussed in the previously certified EIR, during Phase 1 of construction, approximately 30 off-street parking spaces would fall within the temporary work area due to construction between Buildings 6 and 7 of the Surfside III property (Reach 1) involving the trenching technique. As a result, these spaces would be unavailable to Surfside III residents during this phase of project construction. This is considered a significant impact and mitigation is required. The certified EIR concluded that with implementation of Mitigation Measure TR-3 requiring vertical shoring along Surfside III, this impact would be reduced a less than significant level.

The proposed modified project does not alter the location of the approved project site and would require a similar footprint to the approved project. Similar to the approved project, if the District employs the trenching technique to construct the drain between Buildings 6 and 7 of the Surfside III property,

approximately 30 off-street parking spaces would fall within the temporary work area and would be unavailable during this phase of project construction. However, the proposed modified project would also be required to implement Mitigation Measure TR-3 to reduce parking impacts to a less than significant level. Furthermore, the proposed modified project revises Mitigation Measure HAZ-1 to require the use of a sheetpile barrier around the Reach 1 work area rather than injection wells to prevent migration of Halaco pollutants westward. Use of sheetpiles along Surfside III eliminated the need for trenching, thus preserving all off-street parking spaces during construction. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.5.2 Cumulative Impacts

Traffic impacts from the construction phase of the approved project would be relatively short-term and intermittent involving road/lane closures and detours, which would temporarily impact motorists (delay and inconvenience), businesses (and other uses) along the corridor, and impacts on emergency response operations. J Street, Pleasant Valley Road, and Hueneme Road would remain open during all construction phases with intermittent lane closures. While project construction impacts would be temporary, traffic impacts have the potential to temporarily contribute to the exceedance of the LOS standard established by the City of Oxnard at the project intersections. The approved project also has the potential to temporarily add peak hour trips to intersections within the regional road network (e.g., along Hueneme, Pleasant Valley, or Rice Roads) currently operating or projected to operate at an unacceptable LOS. This represents a significant cumulative traffic impact during construction. However, the certified EIR concluded that with implementation of Mitigation Measures TR-1 and TR-2, traffic congestion impacts to roadway segments and intersections would be reduced to a less than significant level. Implementation of Mitigation Measures TR-1 and TR-2 would also be required for the proposed modified project.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to transportation and circulation than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.6 NOISE AND VIBRATION

3.6.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to noise and vibration in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Would the project conflict with any of the thresholds for noise identified in the General Plan related to the development of noise sensitive land uses?

As discussed in the previously certified EIR, the approved project would not propose any sensitive land uses. The approved project is the construction and operation of a drain as well as implementation of a BEMP. These are not considered noise sensitive land uses. Therefore, no impact was identified for this issue area.

Similar to the approved project, the proposed modified project is the construction and operation of a drain as well as implementation of a BEMP. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

Would the project generate noise located near any noise sensitive uses in a manner that would exceed thresholds?

As discussed in the previously certified EIR, the existing sensitive land uses along J Street Drain range from 5 to 500 feet away. Noise levels generated from the proposed off-road equipment that is expected to be used during construction will likely exceed the 68 dB(A) L_{eq} daytime County standards for hospitals, nursing homes, schools, churches, and libraries. There is a nursing home and a church located within 500 feet of the approved project. Therefore, a potentially significant impact is identified. Standards for residential areas apply to evening and night; however, construction is not proposed during these time periods so the standards would not be exceeded for residential areas. The certified EIR concluded that with implementation of Mitigation Measures NOISE-1 and NOISE-2, noise impacts related to daytime exceedance of the County standards would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site, and the construction equipment and vehicle fleet mix would generally be similar to the approved project. Therefore, the proposed modified project would affect the same sensitive receptors that were identified for the approved project. Based on these considerations, the proposed modified project is anticipated to exceed the 68 dB(A) L_{eq} daytime County standards for hospitals, nursing homes, schools, churches, and libraries. However, implementation of Mitigation Measures NOISE-1 and NOISE-2 would also be required for the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Expose people to or generate excessive ground-borne vibration or ground-borne noise levels?

As discussed in the previously certified EIR, the approved project has the potential to generate excessive groundborne vibration or groundborne noise levels because pile driving is required for construction. Haul truck trips during construction would also cause noise and vibration impacts. Truck-related construction traffic would use specific roadways as truck routes, which would help minimize noise and vibration related to truck traffic. Ground-borne vibration and ground-borne impacts are considered potentially significant and would require mitigation. The certified EIR concluded that implementation of Mitigation Measure NOISE-3 would reduce impacts resulting from vibration to a less than significant level.

Similar to the approved project, the proposed modified project also has the potential to generate excessive groundborne vibration or groundborne noise levels because pile driving is required for construction and would require haul truck trips. Sheetpiles for the revised Mitigation Measure HAZ-1 are required to be installed using the low-vibration press-in method. Implementation of Mitigation Measure NOISE-3 would also be required to reduce vibration impacts to a less than significant level. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Expose people to or generate noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies?

As discussed in the previously certified EIR, the District applies the County's thresholds for determining noise significance in a uniform manner to all project phases. Noise levels generated from the proposed off-road equipment that is expected to be used during construction will likely exceed 55 dB(A) L_{eq} (south of Hueneme Road) and 68 dB(A) L_{eq} (north of Hueneme Road) daytime County standards for hospitals, nursing homes, schools, churches and libraries. There is a nursing home and a church located within 500 feet of the approved project (Reaches 2-4). Construction activities would exceed the noise standards for the facilities at these locations. Mitigation Measures NOISE-1 and NOISE-2 would be implemented during each phase of the approved project to reduce noise and address County threshold and City ordinances.

The proposed modified project does not alter the location of the approved project site. The proposed modified project would also use similar construction equipment as the approved project. Therefore, the proposed modified project would affect the same sensitive receptors that were identified for the approved project. Sheetpiles for the revised Mitigation Measure HAZ-1 are required to be installed only along Reach 1 using the low-noise press-in method. Based on these considerations, the proposed modified project is anticipated to exceed the 68 dB(A) L_{eq} daytime County standards for hospitals, nursing homes, schools, churches, and libraries. However, implementation of Mitigation Measures NOISE-1 and NOISE-2 would be required for the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in the previously certified EIR, various off-road equipment is expected to be used during construction of the approved project. This equipment can generate noise; however, since this is a temporary condition associated with project construction, the impact would be less than significant.

The proposed modified project would use similar off-road equipment during construction. Similar to the approved project, the noise generated from this equipment is a temporary condition. When the City of Oxnard installs its multi-use trail and/or linear park, maintenance to remove trash and prune landscaping will be required. Such activities are expected to occur periodically, not daily, and be similar to activities already occurring on adjacent private properties throughout Reaches 2-4. Local residents are expected to utilize the multi-use trail/linear park to travel along J Street, but this will reduce some of the existing pedestrian and bicycle usage of sidewalks and road shoulders immediately adjacent to homes. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in the previously certified EIR, temporary noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators, have the potential to reach high levels. However, construction would be scheduled during daytime hours only, so Ventura County thresholds for residential areas would not be exceeded. The County's standard for daytime

sensitive noise receptors would likely be exceeded adjacent to Shoreline Care Center, and potentially at Our Saviour's Evangelical Lutheran Church. Therefore, temporary increases in ambient noise would be significant. The certified EIR concluded that implementation of Mitigation Measures NOISE-1 and NOISE-2 would reduce impacts to a less than significant level.

The proposed modified project does not alter the location of the approved project site. The proposed modified project would also use similar construction equipment to the approved project. Sheetpiles for the revised Mitigation Measure HAZ-1 are required to be installed only along Reach 1 using the low-noise press-in method. Therefore, the proposed modified project would affect the same sensitive receptors that were identified for the approved project. Therefore, the County's standard for daytime sensitive noise receptors would likely be exceeded adjacent to Shoreline Care Center, and potentially at Our Saviour's Evangelical Lutheran Church. Implementation of Mitigation Measures NOISE-1 and NOISE-2 would also be required for the proposed modified project. When the City of Oxnard installs its multi-use trail and/or linear park, maintenance to remove trash and prune landscaping will be required. Such activities are expected to occur periodically, not daily, and be similar to activities already occurring on adjacent private properties throughout Reaches 2-4. Local residents are expected to utilize the multi-use trail/linear park to travel along J Street, but this will reduce some of the existing pedestrian and bicycle usage of sidewalks and road shoulders immediately adjacent to homes. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Result in exposure of people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport?

As discussed in the previously certified EIR, the approved project site is not located within two miles of a public airport or public use airport. The certified EIR concluded that the approved project would not result in the exposure of people residing or working in the project area to excessive noise levels associated with a public airport. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project site is not located within two miles of a public airport or public use airport. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Result in exposure of people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip?

As discussed in the previously certified EIR, the approved project site is not located within the vicinity of a private airstrip. The certified EIR concluded that the approved project would not result in the exposure of people residing or working in the project area to excessive noise levels associated with a private airstrip. No impacts are anticipated with regard to noise generated by private airstrips.

The proposed modified project does not alter the location of the approved project site. Therefore, the proposed modified project site is not located within the vicinity of a private airstrip. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

3.6.2 Cumulative Impacts

The certified EIR concluded that the approved project would not result in significant cumulative impacts to noise and vibration. Due to the distance between the approved project and cumulative projects and due to the timing of construction of cumulative projects, the approved project would not contribute to a significant cumulative impact related to noise. Furthermore, with implementation of Mitigation Measures NOISE-1 through NOISE-3, all project-level impacts would be reduced to a less than significant level. Implementation of Mitigation Measures NOISE-1 through NOISE-3 would also be required for the proposed modified project.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to noise and vibration than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.7 GEOLOGIC AND SEISMIC HAZARDS

3.7.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to geologic and seismic hazards in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Fault Rupture Hazard

As discussed in the previously certified EIR, no active faults are located on the approved project site, nor is the approved project site located within an Alquist-Priolo Earthquake Fault Zone or Ventura County designated Fault Hazard Area. The certified EIR concluded that the approved project would not result in exposure of people or structures to substantial adverse effects related to fault rupture. A less than significant impact is identified.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project would not result in exposure of people or structures to substantial adverse effects related to fault rupture. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Ground Shaking Hazard

As discussed in the previously certified EIR, the existing J Street Drain is located within the seismically active Southern California Region. Although no Alquist-Priolo Zones exist within the approved project site, the site lies in a seismically active region and is susceptible to moderate to strong ground motion caused by an earthquake on any of the local or regional faults. The certified EIR concluded that the approved project would not expose people or structures to substantive adverse effects related to ground shaking because the approved project would be designed and constructed according to the Ventura Flood Control District Design Manual, which takes the place of the Building Code in the case of flood control facilities. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project would be susceptible to moderate to strong ground motion caused by an earthquake. Similar to the approved project, the proposed modified project would be designed and constructed according to the Ventura Flood Control District Design Manual. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Liquefaction

As discussed in the previously certified EIR, the J Street Drain is located within a liquefaction hazard zone and could be susceptible to liquefaction settlement along the alignment. However, the approved project is not anticipated to result in a significant impact related to liquefaction because the approved project does not include structures that would expose people to liquefaction hazards. In addition, the drainage would be constructed with reinforced walls and a reinforced concrete floor approximately eight inches thick and would be designed and constructed in compliance with the Ventura County Flood Control District Design Manual. Therefore, the drain would be designed to withstand potential damage associated with liquefaction. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project could be susceptible to liquefaction along the alignment. Although the proposed modified project would result in minor changes to the design of the approved project's drain, it would also be designed and constructed in compliance with the Ventura County Flood Control District Design Manual to withstand potential damage associated with liquefaction. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Subsidence Hazard

As discussed in the previously certified EIR, the J Street Drain is located within the zone of probable land subsidence of 0.05 feet per year. The construction of the drain would require the installation of dewatering wells, dewatering, and discharge of groundwater into surface water. These activities could result in land subsidence. However, due to the temporary nature of the construction dewatering, as well as the relatively small size of the project area and relatively small amount of groundwater, the existing rate of subsidence is not anticipated to increase as a result of the approved project. The certified EIR concluded that impacts related to subsidence would be less than significant.

Similar to the approved project, the proposed modified project could be susceptible to land subsidence as a result of the installation of dewatering wells, dewatering, and discharge of groundwater into surface water. However, the proposed modified project would also only require temporary construction dewatering and would have a similar footprint. The revision of Mitigation Measure HAZ-1 to include a sheetpile barrier around Reach 1 will reduce the amount of dewatering and thus the potential for subsidence compared to the approved project. Similar to the approved project, the proposed modified project would result in a less than significant impact related to subsidence. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Expansive Soils Hazards

As discussed in the previously certified EIR, expansive clays were observed in three locations along the J Street Drain alignment: one along J Street between Yucca Street and Bard Road, one near the intersection of J Street and Clara Street, and a third at the proposed beach outlet. Therefore, the approved project would result in a potentially significant impact and mitigation would be required. The EIR concluded that with implementation of Mitigation Measures GEO-2 and GEO-3, the impact related to expansive soils would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project could be susceptible to expansive soils. Implementation of Mitigation Measures GEO-2 and GEO-3 would also be required for the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Landslide/Mudflow Hazard

As discussed in the previously certified EIR, the approved project is not anticipated to be prone to landslides or mudflow as the site is relatively flat. No impact is identified for this issue area.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project would not be prone to landslides or mudflow. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

Seiche Hazard

As discussed in the previously certified EIR, there are no lakes or reservations within 10 feet vertical elevation from the project study area. The EIR concluded that the approved project would result in no impact associated with seiche.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project would not be prone to a seiche hazard. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

Tsunami Hazard

As discussed in the previously certified EIR, the approved project is located in an area subject to tsunami. However, the approved project would comply with the stipulations of the Ventura County Operational Area Tsunami Evacuation Plan. By complying with this plan, impacts associated with tsunamis would be less than significant.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project is located in an area subject to tsunami. However, similar to the approved project, the proposed modified project would also comply with the stipulations of the Ventura County Operational Area Tsunami Evacuation Plan. The proposed modified project would

not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Substantial Soil Erosion or the Loss of Topsoil

As discussed in the previously certified EIR, construction of the approved project would require excavation of the existing drain which would result in disturbance of soils and subsequent exposure to wind and water erosion. Additionally, construction of the proposed drain may result in erosion or sedimentation related to exposed soils and sediment removal and dewatering discharges may cause erosion at the discharge point. During construction, erosion potential would be minimized by following the recommendations regarding erosion potential outlined in the Geotechnical Study J Street Drainage Improvements (2009) and implementation of Mitigation Measure GEO-1. The certified EIR concluded that with implementation of Mitigation Measure GEO-1, the impact related to soil erosion would be reduced to a less than significant level.

Similar to the approved project, construction of the proposed modified project would result in disturbance of soils and subsequent exposure to wind and water erosion. However, implementation of Mitigation Measure GEO-1 would also be required for the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal system where sewers are not available for the disposal of waste water?

As discussed in the previously certified EIR, the approved project does not propose the use of septic tanks or alternative waste disposal methods. No impact is identified.

Similar to the approved project, the proposed modified project does not proposed the use of septic tanks or alternative waste disposal methods. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

3.7.2 Cumulative Impacts

The certified EIR concluded that the approved project would not result in cumulative impacts to geology and soils. Geology and soil hazards would affect each project individually, and no cumulative impacts would occur as a result or other approved, proposed, or probable projects. Furthermore, with implementation of Mitigation Measures GEO-1 through GEO-3, all project-level impacts would be reduced to a less than significant level. Implementation of Mitigation Measures GEO-1 through GEO-3 would also be required for the proposed modified project.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to geology and soils than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.8 HAZARDOUS MATERIALS AND WASTES

3.8.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to hazardous materials and wastes in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Individual or Cumulative Physical Hazard of Material(s) or Waste

As discussed in the previously certified EIR, the nearby Halaco Superfund Site, located approximately 1,500 feet east of the southern portion of the J Street Drain, overlies a groundwater plume impacted primarily by Halaco metals. There is a potential that the dewatering effort may cause migration of potentially impacted groundwater from beneath the Halaco Site up to 50 feet toward the J Street Drain. Mitigation Measure HAZ-1 would require the verification of the direction groundwater movement at the time of dewatering. If it is determined that there is a potential for groundwater migration at the site, the District shall install and operate injection wells to minimize the migration of groundwater from beneath the Halaco Site. The certified EIR concluded that with implementation of Mitigation Measure HAZ-1, this impact would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site. The proposed modified project would also require temporary construction dewatering. Based on these considerations, similar to the approved project, implementation of the proposed modified project may result in significant impacts to groundwater contaminants from the Halaco Site as a result of dewatering. In Reach 1, implementation of Mitigation Measure HAZ-1 would still be required, however it has been revised in response to California Coastal Commission input during negotiation of the Coastal Development Permit. The CCC was concerned that operation of injection wells might caused unanticipated movement of existing groundwater pollutants beneath the Halaco Superfund site. The modified mitigation measure employs a 35-foot deep sheetpile barrier around the J Street Drain perimeter to minimize the volume of groundwater dewatering, thereby avoiding potential movement of Halaco groundwater pollutants. The sheetpile barrier replaces the injection wells originally specified. Mitigation Measures HAZ-1 applies only to Reach 1. The proposed modified project and revised Mitigation Measure HAZ-1 would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new mitigation measures are required.

Amounts of Material or Waste On-site, Either in Use or Storage

As discussed in the previously certified EIR, construction of the approved project could involve the use and storage of hazardous substances such as diesel, fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Construction materials would be transported to the project site on an as-needed basis and would not be stored for long-term use. Additionally, Federal, state, and local laws have been established to regulate the handling of these materials and waste to ensure the safety of workers and the environment. The approved project would be subject to comply with these regulations and, therefore, impacts are anticipated to be less than significant.

The construction of the proposed modified project would be similar to the approved project. The proposed modified project would involve the use and storage of similar hazardous substances as the approved

project. Similar to the approved project, the proposed modified project would be subject to comply with federal, state, and local laws. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Proximity of Hazardous Materials or Waste to Populated Areas and Compatibility of Materials with Neighboring Facilities

As discussed in the previously certified EIR, five schools and one preschool/day care center are located within 0.25 mile of the approved project site. As previously discussed, construction of the approved project could involve the use and storage of hazardous substances. However, these materials are often encountered in daily life and the approved project would be subject to comply with federal, state, and local laws, which regulate the handling of these materials and waste to ensure the safety of workers and the environment. These materials are not anticipated to impact any populated areas or neighboring facilities.

As discussed in the previously certified EIR, some hazardous materials sites were identified within proximity to the approved project site. However, these sites do not pose a substantial hazard risk because none of the sites are identified by the Department of Toxic Substances Control (DTSC) as active sites, with the exception of the Halaco Site. Implementation of the approved project may result in significant impacts to groundwater contaminants from the Halaco Site as a result of dewatering. The certified EIR concluded that with implementation of Mitigation Measure HAZ-1, this impact would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, the proposed modified project would not pose a risk to any populated areas or neighboring facilities because the project would be subject to comply with federal, state and local laws that regulate the handling and storage of hazardous materials. The proposed modified project would also require temporary construction dewatering. Based on these considerations, similar to the approved project, implementation of the proposed modified project may result in significant impacts to groundwater contaminants from the Halaco Site as a result of dewatering. In Reach 1, implementation of Mitigation Measure HAZ-1 would still be required, however it has been revised to replace the injection wells originally specified with a sheetpile barrier driven to a depth of 35 feet. Mitigation Measure HAZ-1 applies only to Reach 1. The proposed modified project and revised Mitigation Measure HAZ-1 would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new mitigation measures are required.

Federal, State, and Local Laws, and Ordinances, Governing Storage and Use of Hazardous Materials or Waste

As discussed in the previously certified EIR, construction of the approved project could involve the use and storage of hazardous substances such as diesel, fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Federal, state, and local laws have been established to regulate the handling of these materials and waste to ensure the safety of workers and the environment. The approved project would be subject to comply with these regulations and, therefore, impacts are anticipated to be less than significant.

The construction of the proposed modified project would be similar to the approved project. The proposed modified project would involve the use and storage of similar hazardous substances as the approved project. Similar to the approved project, the proposed modified project would be subject to comply with federal, state, and local laws. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Potential for Spill or Release

As discussed in the previously certified EIR, the approved project would involve the transport and use of fuels, lubricants, and various other liquids needed for operation of construction equipment. The potential exists for direct impacts to the environment from accidental spills of small amounts of hazardous materials or waste from construction equipment; however, existing federal and state standards are in place for the handling, storage, and transport of these materials and waste. Compliance with the federal and state standards is required; therefore, a less than significant impact is identified for this issue area.

The proposed modified project would also require the transport and use of fuels, lubricants, and various other liquids needed for operation of construction equipment. Similar to the approved project, the proposed modified project would be required to comply with federal and state standards that are in place for the handling, storage, and transport of these materials and waste. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.8.2 Cumulative Impacts

As discussed in the previously certified EIR, cumulative impacts associated with dewatering would result in temporary impacts with regards to the potential migration of heavy metals within the groundwater plume from the Halaco site. Therefore, implementation of the project would result in cumulative-level impacts requiring mitigation. However, implementation of Mitigation Measure HAZ-1 would prevent the migration of contaminated groundwater at the Halaco Site to the J Street Drain site. In Reach 1, implementation of Mitigation Measure HAZ-1 would still be required, however it has been revised to replace the injection wells originally specified with a sheetpile barrier driven to a depth of 35 feet. Mitigation Measure HAZ-1 applies only to Reach 1. Construction of the project and cumulative projects would be required to comply with federal, state, and local regulations regarding the transport, use, and disposal of hazardous materials and waste. Compliance with these regulations would prevent a significant hazardous materials or waste impact to populated areas and neighboring facilities.

Therefore, the proposed modified project and revised Mitigation Measure HAZ-1 would not create new or substantially more severe cumulative impacts to hazardous materials and wastes than those disclosed in the certified EIR. No new mitigation measures are required.

3.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

3.9.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to cultural and paleontological resources in

relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines and the Ventura County Initial Study Assessment Guidelines?

As discussed in the previously certified EIR, there are no historical resources located within the J Street Drain Project Area. Therefore, the construction of the approved project would not demolish, materially alter or relocate any historical resources. No impact to historical resources would occur.

The proposed modified project does not alter the location of the approved project site. Therefore, similar to the approved project, there are no historical resources located within the proposed modified project area. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of no impact. No new or revised mitigation measures are required.

Cause a substantial adverse change in the significance of an archaeological resource, pursuant to §15064.5 of the State CEQA Guidelines and the Ventura County Initial Study Assessment Guidelines?

As discussed in the previously certified EIR, there are no archaeological resources located within the approved project area. However, archaeological resource sites have been identified in proximity to the project alignment and there is the potential for previously unknown subsurface artifacts to be demolished, materially altered, or relocated during ground disturbing activities. Therefore, construction of the approved project would result in potentially significant impacts and mitigation is required. The certified EIR concluded that with implementation of Mitigation Measures CULT-1 and CULT-2, impacts related to archaeological resources would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site, and the construction footprint would be slightly narrower in Reach 1, but slightly wider in Reaches 2-4. Similar to the approved project, there is the potential for previously unknown subsurface artifacts to be demolished, materially altered, or relocated during ground disturbing activities. Implementation of Mitigation Measures CULT-1 and CULT-2 would also be required to reduce significant impacts associated with the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature as defined in the Ventura County Initial Study Assessment Guidelines?

As discussed in the previously certified EIR, the potential for paleontological resources to occur within Quaternary alluvial deposits is relatively low. Therefore, ground disturbing activities associated with the construction of the approved project would have little potential to impact undiscovered paleontological resources. The certified EIR concluded that impacts would be less than significant.

The proposed modified project does not alter the location of the approved project site. Similar to the approved project, the proposed modified project area is underlain with Quaternary alluvial deposits, which have a low potential for containing paleontological resources. Therefore, the proposed modified project

would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

Disturb any human remains, including those interred outside of formal cemeteries, pursuant to §15064.5 of the State CEQA Guidelines and the Ventura County Initial Study Assessment Guidelines?

As discussed in the previously certified EIR, although no evidence was uncovered during the literature review and field survey, there is still potential that human remains may be disturbed during construction activities. Therefore, a potentially significant impact is identified and mitigation is required. The certified EIR concluded that with implementation of Mitigation Measure CULT-3, the impact related to human remains would be reduced to a less than significant level.

The proposed modified project does not alter the location of the approved project site. Similar to the approved project, there is the potential for human remains to be disturbed during construction activities. Implementation of Mitigation Measure CULT-3 would also be required to reduce potentially significant impacts associated with the proposed modified project. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.9.2 Cumulative Impacts

As discussed in the previously certified EIR, two cumulative projects (Water Pipeline 1 and the J Station Elimination projects) would intersect the approved project at Hueneme Road and the Ventura County Railroad, respectively. Therefore, the proposed project could contribute to a significant cumulative impact to archaeological resources and human remains if such resources were encountered along those project alignments as well as within the J Street Drain work area. Consequently, the project would result in potentially significant cumulative-level impacts to archaeological resources and human remains requiring mitigation. However, the certified EIR concluded that with implementation of Mitigation Measures CULT-1 through CULT-3, cumulative impacts would be reduced to a less than significant level. Implementation of Mitigation Measures CULT-1 through CULT-3 would also be required for the proposed modified project.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to archaeological resources and human remains than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.10 WASTE TREATMENT DISPOSAL

3.10.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to waste treatment disposal in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

Landfill Capacity

As discussed in the previously certified EIR, Ventura County was confirmed to have at least 15 years of disposal capacity available for waste generated by in-County projects. Because the County exceeds the minimum disposal capacity required by state Public Resources Code, the approved project would not significantly impact the County's remaining solid waste disposal capacity. The certified EIR concluded that impacts would be less than significant.

Similar to the approved project, the construction contract specifications for the proposed modified project would include a requirement that all recyclable construction materials generated during the demolition and construction phases of the project be reused on site, or recycled at a permitted recycling facility. Additionally, all sediment and soil not reused on site during the construction and/or landscaping phases will be transported to an authorized or permitted facility for recycling or reuse. The proposed modified project is anticipated to require greater soil excavation than the approved project because of the use of buried box culverts. The greater excavation would be offset by the increased fill to be retained on site to create sufficient overlying soil depth for future multi-use trail and/or linear park landscape installation. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.10.2 Cumulative Impacts

When the project is considered with other cumulative projects, there would be an incremental increase in material being disposed in County landfills. However, Ventura County was confirmed to have at least 15 years of disposal capacity available for waste generated by in-County projects. The certified EIR concluded that the approved project would not result in cumulative impacts to waste treatment disposal. Although the proposed modified project may potentially contribute excess soil to the local landfills, the proposed recycling or reuse of most materials to be removed from the site would minimize the volume of solid waste that would be transported to the landfill.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to visual resources than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.11 PUBLIC HEALTH

3.11.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to public health in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

The certified EIR concluded that the construction of the approved project would result in temporary ponding at the transition area between the end of the concrete channel and Ormond Beach Lagoon. When the lagoon has breached, there is a potential for temporary standing water to accumulate upstream of the earthen ramp before the new equilibrium elevation establishes at the end of the reconstructed J Street Drain. The lagoon typically breaches during the late fall and winter, when storm runoff increases the water surface elevation enough to overtop the beach sand berm. Mosquito production decreases substantially in the cooler late fall and winter months. Therefore, temporary accumulation of standing

water behind the earthen ramp is not expected to substantially increase mosquito production. The Ventura County Vector Control Program's ongoing mosquito abatement activities are expected to effectively control mosquito populations without impacting other desirable species after the construction of J Street Drain concrete channel and earthen ramp. In addition, the widened channel would continue to be subject to wind and wave disturbance, as is the existing channel. The certified EIR concluded that impacts would be less than significant.

The proposed modified project would feature buried box culverts (Reaches 2-4). However, the proposed modified project design includes manholes that would be located every 500 feet in order to allow sufficient maintenance crew access with the specific purpose of addressing general maintenance and vector control issues. The provision of frequent manhole spacing would allow the County to implement their Vector Control Program to control mosquito populations for the project in a similar manner as the approved project. Therefore, the proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.11.2 Cumulative Impacts

The certified EIR concluded that the approved project would not result in cumulative impacts to public health. Construction of the proposed project would not result in a project-level significant impact to public health. In addition, other proposed projects near J Street Drain would not increase the amount of standing water in the project vicinity. The Ventura County Vector Control Program would continue to conduct mosquito surveillance and abatement activities within the project area during operation. Therefore, a less than significant cumulative impact would result. Similar to the approved project, the proposed modified project would also continue to implement the County's Vector Control Program to control mosquito populations.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to public health than those disclosed in the certified EIR. No new or revised mitigation measures are required.

3.12 GREENHOUSE GAS EMISSIONS

3.12.1 Project-Level Impact Analysis

As in the certified EIR analysis, this chapter evaluates the potential for the proposed modified project to result in new or substantially more severe significant impacts to greenhouse gas (GHG) emissions in relation to the thresholds stated in the County of Ventura Initial Study Assessment Guidelines and Appendix G of the CEQA Guidelines.

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

As discussed in the previously certified EIR, GHG emissions were evaluated for both construction and operation of the approved project. The main source of emissions associated with the project would be construction activities. Amortized construction emissions would contribute 804 metric tons annually to the lifetime of the project (30 years). The emissions are below the SCAQMD's annual threshold for industrial projects of 10,000 metric tons of CO_2e, and, when amortized, would be below the CAPCOA

recommended threshold of 900 metric tons of CO_2e emissions. Operational emissions would be unchanged from existing conditions. GHG impacts would be less than significant.

The proposed modified project would feature buried box culverts that would allow for landscaping on top. This minor change would generate slightly higher construction emissions; however, the emissions are not anticipated to exceed SCAQMD's annual threshold for industrial projects of 10,000 metric tons of CO_2e and, when amortized, would be below the CAPCOA recommended threshold of 900 metric tons of CO_2e emissions. Operational emissions would be slightly greater than existing conditions once the multi-use trail and/or linear park is installed (landscape maintenance). The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

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

As discussed in the previously certified EIR, GHG emissions generated by the approved project would be below the SCAQMD's interim threshold of 10,000 metric tons of CO_2e annually for industrial projects, and, when amortized, would be below the CAPCOA recommended threshold of 900 metric tons of CO_2e emissions. Impacts would be less than significant.

With the exception of the minor changes to the approved project's design, the proposed modified project is similar to the approved project. The proposed modified project would feature buried box culverts that would allow for landscaping on top. This minor change would generate slightly higher emissions; however, the emissions are not anticipated to exceed SCAQMD's annual threshold for industrial projects of 10,000 metric tons of CO_2e and, when amortized, would be below the CAPCOA recommended threshold of 900 metric tons of CO_2e emissions. The proposed modified project would not result in new or substantially more severe significant impacts than those disclosed in the certified EIR and does not result in a change to the certified EIR's determination of less than significant impact. No new or revised mitigation measures are required.

3.12.2 Cumulative Impacts

The certified EIR concluded that the approved project would not result in cumulative impacts to GHG emissions. The certified EIR concluded that GHG emissions generated by the approved project would be below the SCAQMD's interim threshold of 10,000 metric tons of CO_2e annually for industrial projects, and, when amortized, would be below the CAPCOA recommended threshold of 900 metric tons of CO_2e emissions. When added to the cumulative projects, the incremental increase in GHG emissions would not be significantly considerable. The proposed modified project would generate a similar amount of GHG emissions as the approved project. Therefore, similar to the approved project, the incremental increase in GHG emissions would not be significantly considerable.

Therefore, the proposed modified project does not create new or substantially more severe cumulative impacts to GHG emissions than those disclosed in the certified EIR. No new or revised mitigation measures are required.

4.0 LIST OF PREPARERS

4.1 Lead Agency

Ventura County Watershed Protection District
800 South Victoria Avenue
Ventura, CA 93009

Peter Sheydayi, Deputy Director, Design and Construction Division
Kirk R. Norman, P.E., Watershed Manager, Design and Construction Division
Pam Lindsey, Watershed Ecologist, Water and Environmental Resources Division
Angela Bonfiglio Allen, Environmental Planner, Water and Environmental Resources Division

4.2 Technical Assistance

HDR Engineering, Inc.
3230 El Camino Real, Suite 200
Irvine, CA 99062

Timothy Gnibus, Principal-in-Charge
Sharyn Del Rosario, Environmental Planner
Yuying Li, Graphics/Geographical Information Systems
Terri Parsons, Document Production Specialist

This page intentionally blank.

5.0 REFERENCES

California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387, Appendix G. State CEQA Guidelines.

County of Ventura, 2011. Ventura County Initial Study Assessment Guidelines. Available at http://www.ventura.org/rma/planning/pdf/ceqa/current_ISAG.pdf

Ventura County Watershed Protection District, 2012. J Street Drain Project Final Environmental Impact Report. SCH #2008041057. January 2012.

This page intentionally blank.