



**NOTICE OF PREPARATION  
J Street Drain Project  
Ventura County Watershed Protection District**

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**What's Being Done?**

The Ventura County Watershed Protection District (VCWPD), acting as Lead Agency, has determined that the J Street Drain project may have a significant effect on the environment and that an Environmental Impact Report (EIR) should be prepared.

Briefly, the proposed project is anticipated to reduce local flooding along the J Street Drain during severe rainstorms. This reduction in flooding will occur by increasing the existing capacity of the Drain to convey stormwater during a 100-year storm event to the ocean. The existing, and proposed, end of the Drain is at Ormond Lagoon, an environmentally sensitive coastal wetland.

The project is anticipated to start construction mid 2009 and take approximately 12 months to complete. The project will start at the lagoon end of the Drain and work "up-stream" until complete.

**Where is the Project Located?**

The project is located in the median between the north and south bound traffic lanes of J Street. The project is primarily located in the City of Oxnard; however, south of Hueneme Road, the Drain forms the boundary between the cities of Oxnard and Port Hueneme. The project boundaries are anticipated to be Redwood Street to the north and Ormond Lagoon/Pacific Ocean to the south.

**Why A Public Notice?**

The VCWPD would like to request assistance with identifying the scope and content of the environmental information that should be addressed in the EIR.

**How Do I Provide Project Input?**

Please send any pertinent comments to:

Ventura County Watershed Protection District  
Attn: Theresa Stevens, Ph.D.  
800 South Victoria  
Ventura, CA 93009-1610

Comments must be submitted by 5:00 PM, May 9, 2008. Comments may also be submitted via email on the project website: [www.jstreetdrain.com](http://www.jstreetdrain.com).

**Contacts**

For more information, you may also contact Kirk Norman P.E., Project Manager at 805-654-2017, or Theresa Stevens, Sr. Environmental Specialist at 805-477-7139.

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***Thank you for your interest in this Watershed Protection District project!***

# **J STREET DRAIN**

## **INITIAL STUDY**

Prepared for:

**Ventura County Watershed Protection District**  
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**April 2008**

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## A. Project Description

### Project Background

The proposed project involves increasing the capacity of the existing J Street Drain to the 100-year flood level. Currently, the Drain's capacity is estimated at 500 to 600 cubic feet per second (cfs), which is approximately a 5-year flood level. According to studies conducted by the Ventura County Watershed Protection District (VCWPD), the area surrounding the Drain is anticipated to flood during a severe rain event. In addition, the outlet of the channel is sometimes constrained by a sand berm (7.5 to 8 feet high) surrounding the Ormond Beach Lagoon. The sand berm hinders the direct flow path of the J Street Drain channel, which results in a reservoir of water in the lagoon.

The sand berm at the Ormond Beach Lagoon was manually breached prior to 1992 by VCWPD to create a discharge path directly to the ocean and prevent water and silt buildup in the channel. However, this practice was stopped in 1992 due to environmental concerns and restrictions. It is estimated that runoff from a 2-year storm flowing into the J Street Drain would generate enough water to fill up the lagoon and cause a natural breaching of the sand berm. Therefore, the sand berm at the Ormond Beach Lagoon breaches under existing conditions. The proposed project would allow J Street Drain to accommodate runoff from a 100-year storm event and would not include changes at the outlet of the Ormond Beach Lagoon which is currently located approximately  $\frac{3}{4}$  mile downstream from the J Street Drain.

### Project Setting

The project site is located along J Street, which is on the border of the City of Oxnard and City of Port Hueneme in Ventura County (Figure 1), as well as within the Ormond Beach Lagoon. The surrounding land uses consist mainly of residential development on both sides of J Street, some commercial uses near Hueneme Road, and the Oxnard Wastewater Treatment Plant (OWTP) near the lagoon.

The existing J Street Drain is a trapezoidal concrete-lined channel located along the centerline of J Street, and begins upstream at the Redwood Street crossing and ends downstream at the west boundary of the Ormond Beach Lagoon (Figure 2). The facility also includes culverts under the street crossings at the following locations:

- Redwood Street
- Teakwood Street
- Yucca Street
- Bard Road
- Pleasant Valley Road
- Clara Street
- Hueneme Road
- Railroad crossing – Ventura County Railroad (VCRR)

The existing concrete lining ends approximately 50 feet south of the Hueneme Drain Pump Station and the remaining earthen portion continues downstream before turning east at the sand berm.

## **Project Description**

The proposed project would involve increasing the capacity of the existing channel to reduce flooding in residential and commercial areas of Oxnard and Port Hueneme, and improve stormwater flow through the J Street Drain. The existing concrete-lined channel has a depth of about 4 feet with a bottom width varying from 20 to 30 feet with 1:1 side slopes. There are various options that are being considered for the increased capacity channel and outlet. The project alternatives are identified as channel options and outlet options and these options can be combined as desired for the preferred alternative. Currently these are still being evaluated and there is no specific preferred alternative. Operation and maintenance of the proposed channel would be conducted in accordance with the Ventura County Watershed Protection District's routine operation and maintenance protocols.

### **Channel Alternatives**

There are currently five channel alternatives being evaluated for the project:

Alternative A: Buried box culverts that would allow for planting on top. This alternative would require that the box culverts be strengthened to hold the additional weight of the vegetation on top. Vegetation on top of the channel would allow for creation of a public use trail or bike path for the length of Drain.

Alternative B: Open rectangular channel. This alternative would involve deepening the channel to increase the capacity. The channel walls would be vertical and top of the channel open.

Alternative C: Open rectangular channel with step. This alternative would have a main channel with vertical walls that would be sufficient to carry most stormwater flows, however as flow increased it would reach the step and spread out further. This would still allow for the desired capacity, but would also allow for creating a narrow recreation area on the step.

Alternative D: Two separated buried box culverts. Like Alternative A, this alternative would require strengthening the box culverts to allow for vegetation on top. By separating the culverts a vegetated swale would be created between the culverts. This vegetated swale could then be used to treat the stormwater runoff before it enters the culverts.

Alternative E: Earthen Channel. This alternative would be a earthen trapezoidal channel with no concrete sides or bottom. This would require a much wider channel than currently exists, and would impact the existing streets and require removal of homes on one side of the street. Some herbaceous vegetation may establish in the channel bottom between annual maintenance activities.

### **Outlet Alternatives**

There are three outlet alternatives that are being considered. The three alternatives include:

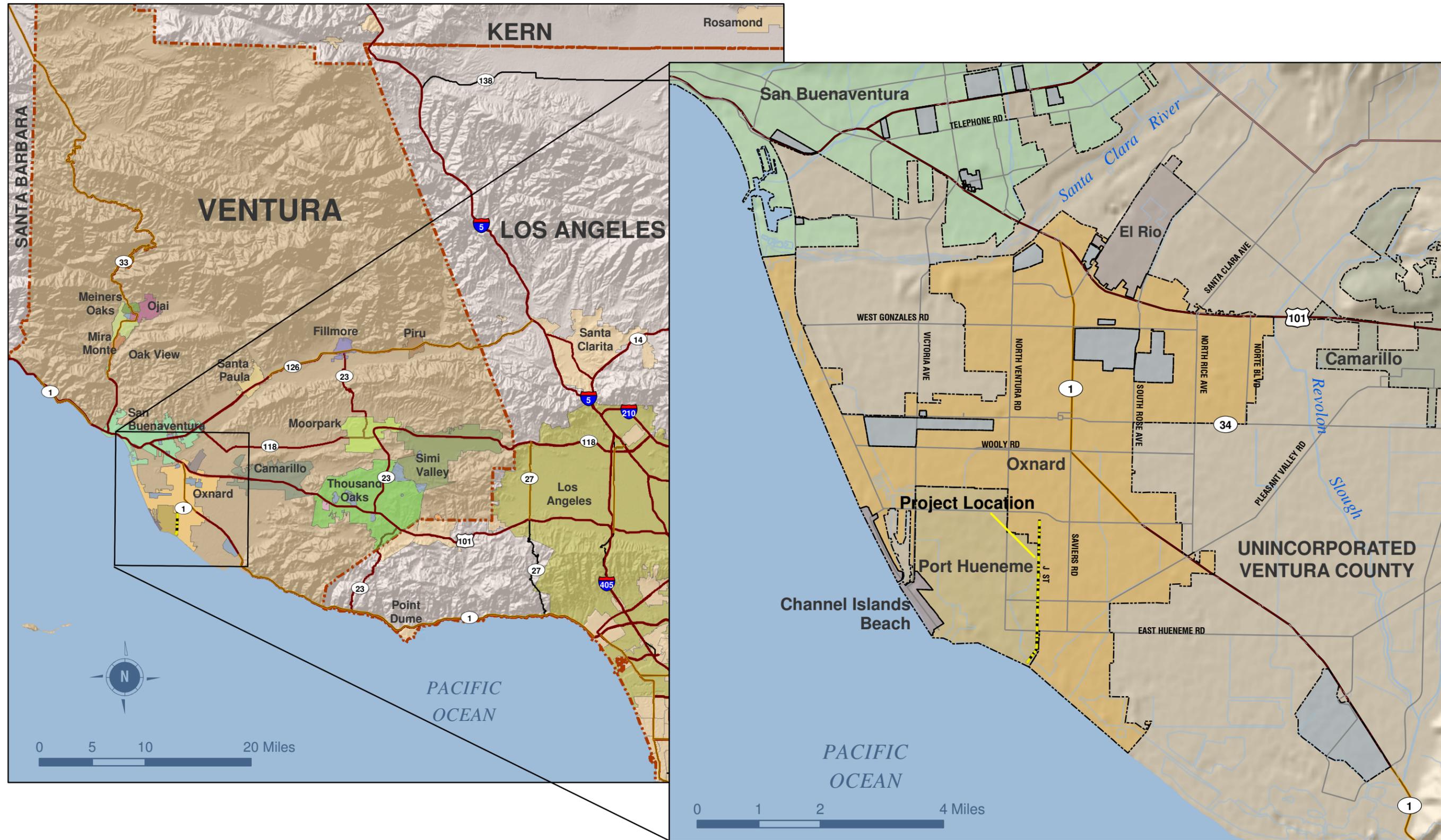
Outlet Alternative A: Natural System. This alternative would mean that the lagoon would not be altered in any way for this project. Essentially this means the lagoon would function as it does now with the periodic breaching on it's own.

Outlet Alternative B: Dike System. This alternative would require changes to the beach and lagoon from the end of the J Street Drain to the ocean. This alternative would create a dike to direct the Drain water out through the lagoon and beach to the ocean. This would mean that the Drain water would not flow downcoast into the main portion of the lagoon. Additionally, the end of the Drain at the ocean would need to be managed to ensure that it stayed open as necessary.

Outlet Alternative C: Natural System with the Restoration Project. This project would involve leaving the end of the Drain as it is, but having a managed Lagoon outlet. The Lagoon restoration project is proposing to create a rock groin at the current 2008 location to assist with managing the Lagoon opening to the ocean. The J Street Drain water would not cause this Lagoon restoration alternative to change in any way.

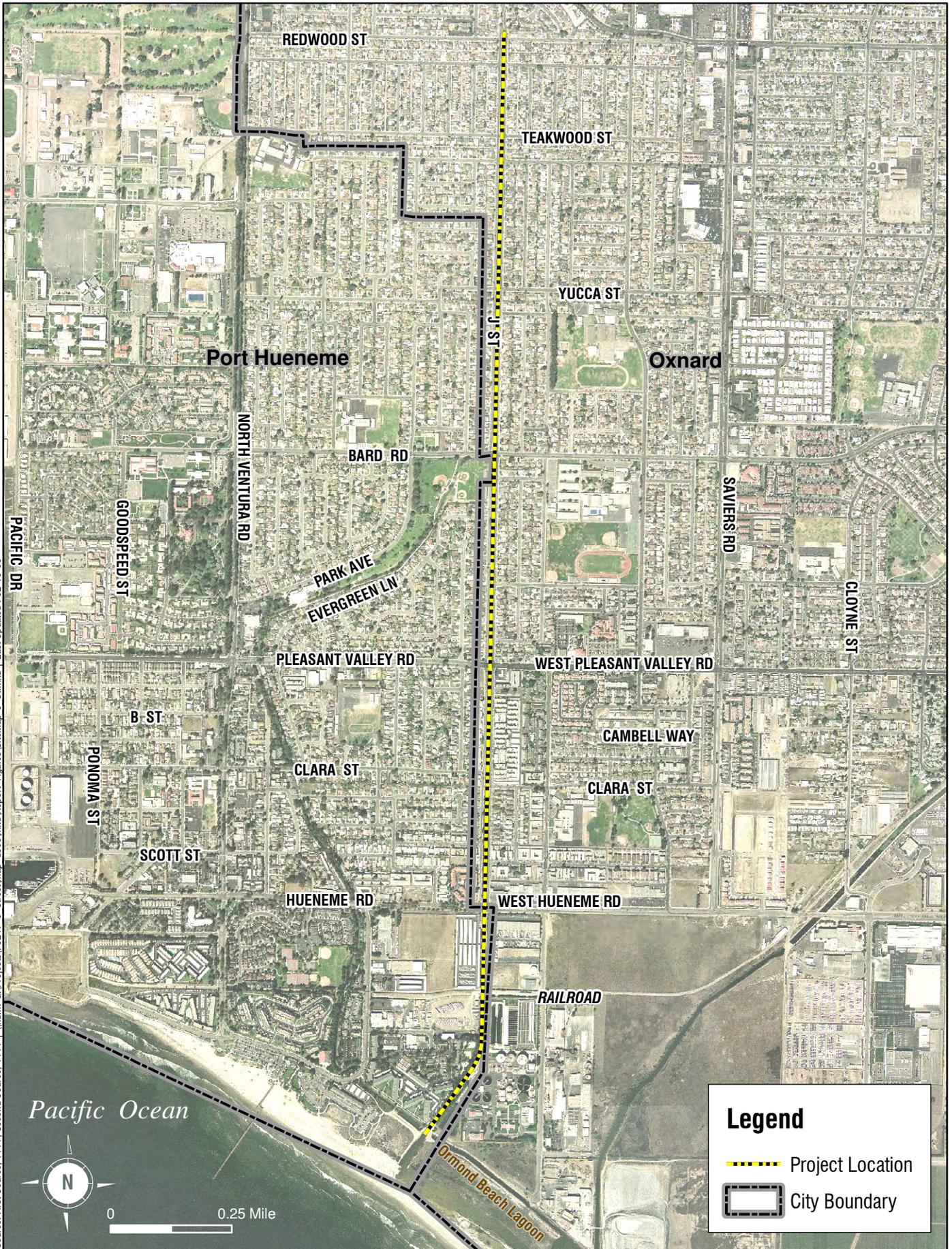
These alternatives are currently undergoing engineering evaluation and a preferred alternative will be identified for the environmental document.

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**Project Regional & Vicinity Map**  
FIGURE 1

Source: First Source: YYYY, Second Source: YYYY | \hdm\6:Projects\75217 J Street\map\_docs\mxd\Report Figures\SiteMap\_J\_St.mxd | Last Updated: 02-19-08



**Project Site**  
FIGURE 2

## B. Initial Study Checklist

	Issue (Responsible Department)	Project Impact Degree Of Effect*				Cumulative Impact Degree Of Effect*			
		N	LS	PS – M	PS	N	LS	PS – M	PS
<b>General:</b>	<b>1. General Plan Environmental Goals and Policies (PIng.)</b>			X				X	
<b>Land Use:</b>	<b>2. Land Use (PIng.):</b>								
	a. Community Character	X				X			
	b. Housing	X				X			
	c. Growth Inducement	X				X			
<b>Resources:</b>	<b>3. Air Quality (APCD):</b>								
	a. Regional		X				X		
	b. Local			X			X		
	<b>4. Water Resources (PWA):</b>								
	a. Groundwater Quantity			X			X		
	b. Groundwater Quality		X				X		
	c. Surface Water Quantity		X				X		
	d. Surface Water Quality		X				X		
	<b>5. Mineral Resources (PIng.):</b>								
	a. Aggregate	X					X		
	b. Petroleum	X					X		
	<b>6. Biological Resources:</b>								
	a. Endangered, Threatened, or Rare Species			X				X	
	b. Wetland Habitat			X				X	
	c. Coastal Habitat			X				X	
	d. Migration Corridors			X				X	
	e. Locally Important Species/Communities			X				X	
	<b>7. Agricultural Resources (Ag. Dept.):</b>								
	a. Soils	X				X			
	b. Water	X				X			
	c. Air Quality/Micro-Climate	X				X			
	d. Pests/Diseases	X				X			
	e. Land Use Incompatibility	X				X			
	<b>8. Visual Resources:</b>								
	a. Scenic Highway (PIng.)	X				X			
	b. Scenic Area/Feature			X		X			
	<b>9. Paleontological Resources</b>			X				X	
	<b>10. Cultural Resources:</b>								
	a. Archaeological			X				X	
	b. Historical (PIng.)		X				X		
	c. Ethnic, Social or Religious		X				X		
	<b>11. Energy Resources</b>	X				X			
	<b>12. Coastal Beaches &amp; Sand Dunes</b>			X				X	

	Issue (Responsible Department)	Project Impact Degree Of Effect*				Cumulative Impact Degree Of Effect*			
		N	LS	PS – M	PS	N	LS	PS – M	PS
<b>Hazards:</b>	<b>13. Seismic Hazards (PWA):</b>								
	a. Fault Rupture		X				X		
	b. Ground Shaking		X				X		
	c. Tsunami		X				X		
	d. Seiche		X				X		
	e. Liquefaction		X				X		
	<b>14. Geologic Hazards (PWA):</b>								
	a. Subsidence		X				X		
	b. Expansive Soils		X				X		
	c. Landslides/Mudslides		X				X		
	<b>15. Hydraulic Hazards (PWA/FCD):</b>								
	a. Erosion/Siltation		X				X		
	b. Flooding		X				X		
	<b>16. Aviation Hazards (Airports)</b>	X				X			
	<b>17. Fire Hazards (Fire)</b>		X				X		
	<b>18. Hazardous Materials/Waste:</b>								
	a. Above-Ground Hazardous Materials (Fire)		X				X		
	b. Hazardous Materials (EH)		X				X		
	c. Hazardous Waste (EH)			X				X	
	<b>19. Noise and Vibration</b>			X				X	
	<b>20. Glare</b>	X				X			
<b>21. Public Health (EH)</b>		X				X			
<b>Public Facilities/ Services:</b>	<b>22. Transportation/Circulation:</b>								
	a. Public Roads and Highways:								
	(1) Level of Service (PWA)			X			X		
	(2) Safety/Design (PWA)		X				X		
	(3) Tactical Analysis (Fire)		X				X		
	b. Private Roads and Driveways (Fire):								
	(1) Safety/Design		X				X		
	(2) Tactical Analysis		X				X		
	c. Pedestrian								
	(1) Public Facilities (PWA)		X				X		
	(2) Private Facilities		X				X		
	d. Parking (Plng.)		X				X		
	e. Bus Transit		X				X		
	f. Railroads		X				X		
	g. Airports (Airports)		X				X		
	h. Harbors (Harbors)		X				X		
	i. Pipelines		X				X		
	<b>23. Water Supply:</b>								
	a. Quality (EH)		X				X		
	b. Quantity (PWA)		X				X		
	c. Fire Flow (Fire)		X				X		

	Issue (Responsible Department)	Project Impact Degree Of Effect*				Cumulative Impact Degree Of Effect*			
		N	LS	PS – M	PS	N	LS	PS – M	PS
<b>Public Facilities/ Services (Cont.):</b>	<b>24. Waste Treatment/Disposal:</b>								
	a. Individual Sewage Disposal System (EH)		X				X		
	b. Sewage Collection/Treatment Facilities		X				X		
	c. Solid Waste Management (PWA)		X				X		
	d. Solid Waste Facilities (EHD)		X				X		
	<b>25. Utilities:</b>								
	a. Electric	X				X			
	b. Gas	X				X			
	c. Communication	X				X			
	<b>26. Flood Control/Drainage:</b>		X				X		
	a. FCD Facility (FCD)		X				X		
	b. Other Facilities (PWA)								
	<b>27. Law Enforcement/Emergency Svs. (Sheriff):</b>								
	a. Personnel/Equipment		X				X		
	b. Facilities		X				X		
	<b>28. Fire Protection (Fire):</b>								
	a. Distance/Response Time		X				X		
	b. Personnel/Equipment/Facilities		X				X		
	<b>29. Education:</b>								
	a. Schools	X				X			
b. Libraries (Lib. Agency)	X				X				
<b>30. Recreation (GSA):</b>									
a. Local Parks/Facilities		X				X			
b. Regional Parks/Facilities	X					X			
c. Regional Trails/Corridors	X					X			

**Degree Of Effect:**

N = No Impact.

LS = Less Than Significant.

PS-M = Potentially Significant Impact Unless Mitigation Incorporated.

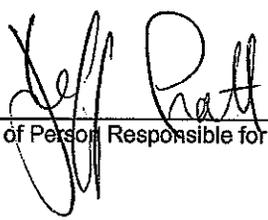
PS = Potentially Significant Impact.

**Agencies:**

APCD – Air Pollution Control District		Airports – Department of Airports
PWA – Public Works Agency		Fire – Fire Protection District
Plng. – Planning Division		Sheriff- Sheriff's Department
GSA – General Services Agency		EH – Environmental Health Division
Ag. Dept. – Agricultural Department		Lib. Agency – Library Services Agency
FCD – Flood Control District		
Harbors – Harbor Department		

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

E. Determination of Environmental Document		
<b>On the basis of this initial evaluation:</b>		
<input type="checkbox"/> I find the proposed project <b>could not</b> have a significant effect on the environment, and a <b>Negative Declaration</b> should be prepared.		
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measure(s) described in Section C of the Initial Study will be applied to the project. A <b>Mitigated Negative Declaration</b> should be prepared.		
<input checked="" type="checkbox"/> I find the proposed project, individually and/or cumulatively, <b>MAY</b> have a significant effect on the environment and an <b>Environmental Impact Report</b> is required.*		
<input type="checkbox"/> I find that the proposed project <b>MAY</b> have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An <b>Environmental Impact Report</b> is required, but it must analyze only the effects that remain to be addressed.		
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, <b>nothing further is required.</b>		



Signature of Person Responsible for Administering the Project

3/31/08  
Date

\*EIR Issues of Focus: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## **C. Environmental Analysis**

### **General Plan Environmental Goals & Policies**

#### **General Plan Goals and Policies**

The proposed project involves increasing the capacity of the existing J Street Drain to the 100 year flood level to reduce potential flooding in the surrounding area during a severe rain event. The proposed project would contribute to minimizing the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from the flood hazards. Therefore, the proposed project is expected to be consistent with the Ventura County General Plan, Goals, Policies, and Programs including 2.10 Flood Hazards, and 4.6 Flood Control and Drainage Facilities and the Coastal Area Plan. Additionally, the project is expected to be consistent with City of Oxnard and City of Hueneme General Plan environmental policies; specifically, goals regarding minimizing the impact of flooding to private and public development.

#### **Local Coastal Plan Goals and Policies**

The Local Coastal Plans for City of Oxnard and Port Huemene are contained within each city's General Plan. Potential impacts exist due to increase the rate at which the floodwater will enter the Lagoon as a result of the proposed project, though the project would not include any physical alterations to the Ormond Beach Lagoon. Therefore, the project may be potentially inconsistent with City of Oxnard's Coastal Land Use Plan regarding Wetlands in 3.2.2 Habitat Areas and policies regarding Environmentally Sensitive Habitat Areas. The project may be potentially inconsistent with City of Port Hueneme's Local Coastal Plan regarding Area A Hueneme Beach Park and associated policies regarding Environmentally Sensitive Habitat Areas. This issue area will be discussed in the Environmental Impact Report (EIR).

### **Land Use**

The proposed project would improve the conveyance capacity of the J Street Drain to the Pacific Ocean and would reduce upstream flooding during 100-year storm events. As mentioned above, the project site is surrounded by residential and some commercial land uses (Figure 3). The proposed project would involve the improvement of an existing flood control channel and does not involve any land use changes. The project is therefore expected to have no impact on existing land use or supply of housing in the vicinity. While the project involves increasing the capacity of an existing drain, it is not expected to induce growth and development in the vicinity because the area is built-out. However, it would remove existing developed areas from the 100-year floodplain.

### **Air Quality**

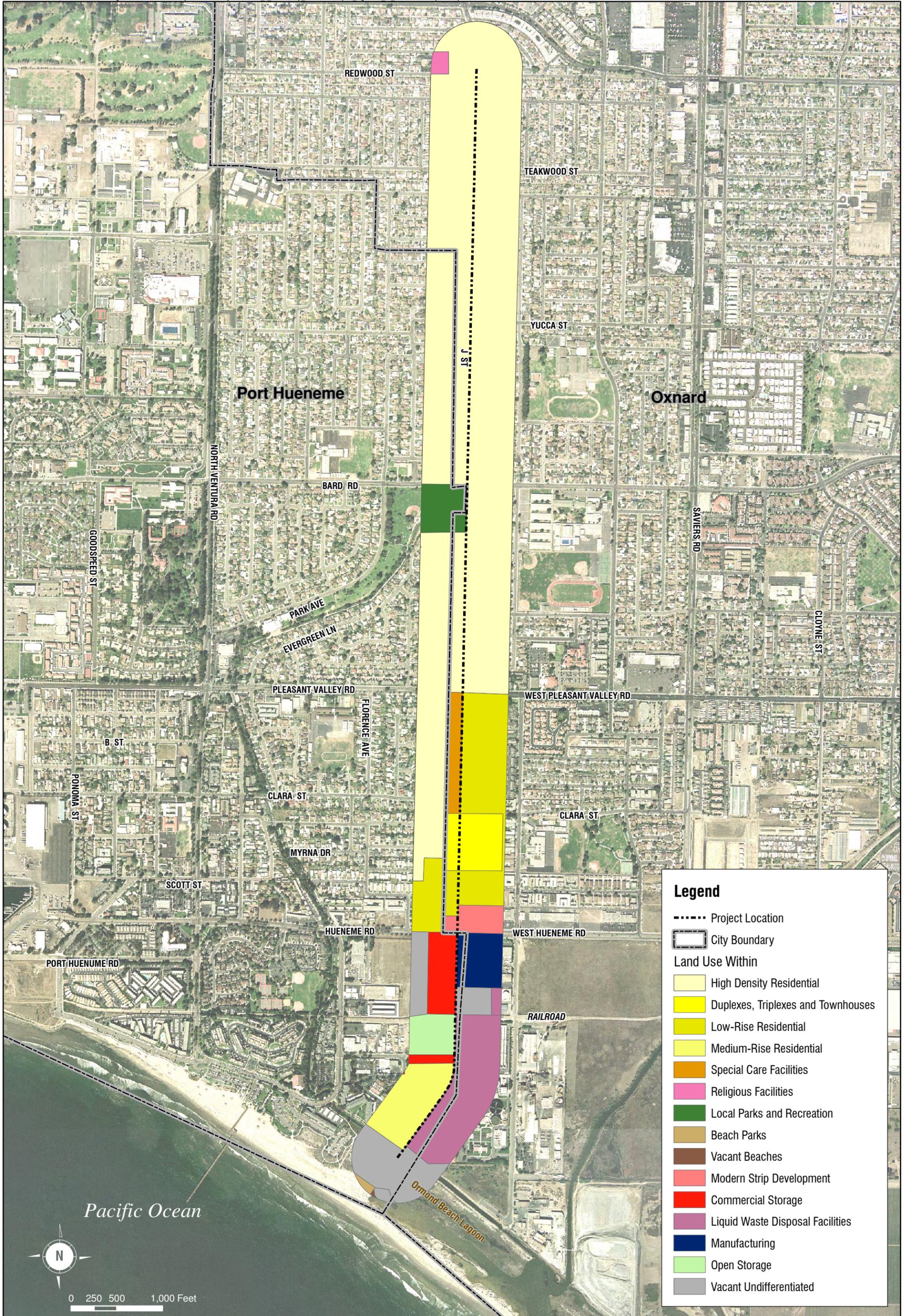
The proposed project is located within the South Central Coast Air Basin and under the jurisdiction of Ventura County Air Pollution Control Board (VCAPCD). Currently, the area exceeds both the state and federal air quality standards for ozone and the state standard for particulate matter (PM<sub>10</sub>). The construction of the proposed project would result in temporary air quality impacts during construction, which may exceed applicable thresholds of significance. This issue will be further discussed in the EIR. Project operation will not result in any air pollutant emissions with the exception of occasional maintenance activities. The activities will be intermittent, and consist of single or small numbers of vehicles and limited use of mechanical equipment. However, the proposed project will not increase the amount of maintenance being

conducted for the existing channel, and will therefore not have a significant impact due to operations.

## **Water Resources**

### **Groundwater**

The proposed project may involve groundwater pumping and dewatering in order to excavate and construct the improved channel. Because this pumping would be temporary in nature and limited to the period of project construction, the project would not deplete groundwater supplies. However, the project may result in impacts from groundwater being discharged to surface water during construction, which will be discussed in the EIR. Groundwater quality is not expected to be impacted by the project.



**Land Use**  
**FIGURE 3**

## **Surface Water**

The proposed project would increase the capacity of the existing J Street Drain to accommodate 100-year flood events. Surface runoff would continue to flow from the concrete channel to Ormond Beach Lagoon as it does currently. However, there is a potential that pumped groundwater from construction operations may be discharged to the surface water creating a potential impact to surface water.

The impact of the project on water resources will be further discussed in the EIR.

## **Mineral Resources**

Because the project will deepen an existing channel within its current right-of-way, and the existing lagoon is not appropriate for mining of resources, the project is expected to have no impact on mineral resources in the vicinity. The project area is designated as Mineral Resource Zone (MRZ) 3a. This designation is based on available geologic data which indicates this area has a higher potential as a source of aggregate material suitable for Portland cement concrete than other deposits classified MRZ-3 by the City of Oxnard (City of Oxnard, General Plan 2020, Conservation Element). There are no aggregate mining or petroleum production facilities located in the project vicinity. Therefore, the proposed project would not impact the mineral resources and associated operations. This issue will not be discussed in the EIR.

## **Biological Resources**

The proposed project involves deepening the existing channel invert of J Street Drain to improve flood conveyance capacity with the outlet of the channel at Ormond Beach Lagoon. Ormond Beach Lagoon is a large complex of wetlands, freshwater, estuarine, and marine habitats. While the project does not include physical alterations to the Lagoon, the project could increase the rate at which floodwater enters the Lagoon. A wide range of biological resources exist at the lagoon and potentially significant impacts may occur as the result of changes in flow. This issue area will be discussed in the EIR.

## **Agricultural Resources**

The project is expected to have less than significant impacts on agricultural resources (e.g., soil, water, air quality from pesticide and herbicide use) because agricultural land would not be taken out of production. In addition, the project involving channel improvement is not expected to be incompatible with agricultural uses or resources. This issue will not be discussed further in the EIR.

## **Visual Resources**

The proposed project would replace the existing fence and oleander bushes along the Drain. The removal of the oleander bushes may change the visual character of the project site. Depending on the final design of the proposed project and associated visual changes, impacts are potentially significant. This issue area will be discussed in the EIR.

## **Paleontological Resources**

The proposed project may have potentially significant impacts on paleontological resources because these resources are typically not discovered until construction activities and excavation

are underway. To address paleontological resources that may be discovered during construction, applicable mitigation measures will be included in the EIR to address any potential impacts to paleontological resources.

## **Cultural Resources**

The City of Oxnard General Plan Conservation Element identifies archaeological sites in the City. The proposed project is not located within or near the sites with the exception of the Ormond Beach area. The proposed project may have potentially significant impacts on archaeological and ethnic/social/religious resources because these resources are typically not discovered until construction activities and excavation are underway. To address archaeological resources that may be discovered during construction, applicable mitigation measures will be included in the EIR to address any potential impacts to cultural resources.

## **Energy Resources**

The proposed project is expected to consume energy resources during the construction period; however it is not expected to have long-term impact on energy resources (e.g., natural gas, electricity). Short-term consumption of these resources would occur during construction and impacts would be minimal.

## **Coastal Beaches and Sand Dunes**

Because of potential changes in storm water flows, the proposed project may have a potentially significant but indirect impact on coastal beaches and sand dunes because the project would increase the capacity of the existing channel and allow runoff at a faster flow rate into Ormond Beach. This issue area will be discussed in the EIR.

## **Seismic Hazards**

The proposed project is expected to have no impact on seismic hazards (fault rupture, ground shaking, tsunami, seiche, liquefaction), nor would the project result in structures or other facilities that would be subject to damage and destruction from seismic activity. The project would be designed according to the appropriate seismic hazard zone.

## **Geologic Hazards**

The proposed project is expected to have potential impacts associated with geologic hazards (subsidence, expansive soils, landslides/mudslides). A geotechnical report will be prepared identifying any geologic hazard and appropriate mitigation measures. This issue area will be discussed in the EIR.

## **Hydraulic Hazards**

The purpose of the proposed project is to increase the channel capacity to reduce potential flooding problems. The project also includes replacement of existing culverts at street crossings with larger structures. Therefore, the project is expected to have potential impacts on hydraulic hazards (erosion/siltation, flooding). This issue area will be discussed in the EIR.

## **Aviation Hazards**

The nearest airport is Oxnard Airport located at 2889 W. Fifth Street Oxnard, CA 93030, approximately 3 miles northwest of the project site. Because of this distance, the proposed project is expected to have no impact on aviation and will not be discussed in the EIR.

## **Hazardous Materials/Waste**

Due to the presence of industrial and agricultural activities that have been ongoing in the project area for many years, hazardous materials/waste may be encountered during construction activities. In addition, there is a Superfund site near the project vicinity located at 6200 Perkins, previously Halaco Engineering Company. The site was placed on the National Priorities List in March 7, 2007. This issue area will be discussed in the EIR.

## **Noise and Vibration**

The proposed project would involve short-term impacts on noise and vibration as a result of heavy equipment use for construction adjacent to residential areas during work hours. The construction activities would be temporary and localized and any potentially significant construction impacts will be mitigated. The proposed project is expected to have no long-term impact during operations because maintenance activities at the drain would not change as a result of the project. This issue area will be discussed in the EIR.

## **Light and Glare**

The proposed project will not introduce any new sources of light or glare, and will therefore have no impact on night lighting or glare. This issue will not be discussed in the EIR.

## **Public Health**

The project would reduce potential flooding in the area surrounding the J Street Drain; therefore, the proposed project is expected to have less than significant impact on public health and will not be discussed in the EIR.

## **Transportation/Circulation**

Impacts would occur during construction and would result in temporary and localized increases in truck and equipment traffic on local roads and highways, as well as the potential for temporary road closures during construction. The project may also have potentially significant impacts on railroad and pipeline crossings during construction. This issue area and applicable mitigation measures will be discussed in the EIR.

Ongoing operation of the channel will not result in any increase in traffic. The number of maintenance vehicles will not increase from current levels needed for the existing channel.

The proposed project involves deepening an existing drain and would not likely interfere with the transportation safety/design, private facilities, parking, bus transit, airports, harbors, or other transportation/circulation issues. No impact would occur and therefore this will not be discussed in the EIR.

## **Water Supply**

The proposed project is not expected to change the demand on water supply and therefore would not impact on water supply (quality, quantity, fire flow). This issue area will not be discussed in the EIR.

## **Waste Treatment/Disposal**

The proposed project would not result in a demand for waste treatment/disposal and is expected to have no impact on individual sewage disposal systems. This issue area will not be discussed in the EIR. However, it may have less than significant impacts on sewage collection/treatment facilities or solid waste facilities that occur adjacent to the project reach during construction. Construction impacts will be discussed in the EIR.

## **Utilities**

The proposed project involves the improvement of an existing concrete-lined channel and would not change any land uses requiring utility service. As a result, the project would have less than significant impacts on utilities including gas, electric, and communication. This issue area will not be discussed in the EIR.

## **Flood Control/Drainage**

Because the project would involve improvement of existing flood control and drainage facilities adjacent to residential, commercial development, and roads, the proposed project is expected to have beneficial impacts on this issue area. This issue area will be discussed in the EIR. Existing public works facilities during construction would be impacted; however, impacts would be temporary and localized as the facilities are modified. Construction, and operation and maintenance impacts will be discussed in the EIR.

## **Law Enforcement/Emergency Systems**

The proposed project involves the improvement of an existing concrete channel and would not change any land uses requiring police services. As a result, the proposed project is expected to have no impact on law enforcement/emergency systems including personnel/equipment or facilities. Emergency access would be provided during and after construction. Since no impact is anticipated, this issue area will not be discussed in the EIR.

## **Fire Protection**

The proposed project involves the improvement of an existing concrete-lined channel and would not change any land uses requiring fire protection services. As a result, the proposed project is expected to have no impact on fire protection including distance/ response time, personnel/equipment or facilities. Emergency access would be provided during and after construction.

## **Education and Libraries**

The proposed project involves the improvement of an existing concrete-lined channel and would not result in any new development that could increase local population or enrollment in local

schools. As a result, the proposed project is expected to have no impact on education including schools and libraries.

## **Recreation**

Bubbling Spring Community Park, Hueneme Beach Park and the public beach is located within the project vicinity and may be impacted by the construction of the proposed project. This issue will be discussed in the EIR.