DATE: December 29, 2014

TO: City Council

FROM: Daniel Rydberg, Interim Utilities Director

Utilities Department

SUBJECT: Mitigated Negative Declaration for Groundwater Enhancement Recovery and Treatment (GREAT) Program

RECOMMENDATION

That City Council adopt a resolution approving a Mitigated Negative Declaration regarding the ongoing implementation of the Groundwater Recovery Enhancement and Treatment Program (Phase 1).

DISCUSSION

COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT: In 2004, the Council approved the GREAT Program and certified the associated final environmental impact report (the Final Environmental Impact Report for the Groundwater Recovery Enhancement and Treatment (“GREAT”) Program (SCH #2003011045). Since that time, the City has constructed components of GREAT Program, so that the City is capable of producing 7,000 acre-feet per year of advanced treated recycled water (“RW”). These facilities include the Advanced Water Purification Facility (commonly referred to as the AWPF), the groundwater desalter, and a portion of the RW distribution pipeline. Construction of additional distribution pipeline is required so that the City can use the entire RW yield of the current system capacity.

In March 2014, the City circulated a mitigated negative declaration (“MND”). The MND evaluates the potential environmental impacts associated with the construction of a backbone RW pipeline (“Project”). The Project involves the completion of the RW delivery pipeline extension along Hueneme, Wood, Nauman, Laguna and Las Posas Roads (“RW Pipeline”). This Project is evaluated in the MND.

Staff recommends adopting the attached resolution, including the findings, mitigation and certification of the MND.
FINANCIAL IMPACT

Approval of the MND meets the requirements under the California Environmental Quality Act (CEQA) for the evaluation of the potential environmental impacts associated with the construction of the RW Pipeline. However, the approval of the MND does not commit the City to undertake those actions.

Attachments
  #1 - The Mitigated Negative Declaration
  #2 – City Council Resolution
Introduction

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Public Works Department has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

The City of Oxnard (City) is implementing the Groundwater Recovery Enhancement and Treatment (GREAT) Program—a comprehensive water resources effort to increase local water supply reliability and to meet the needs of a fast-growing population. A major component of the GREAT Program is the Recycled Water Backbone System (RWBS). The RWBS includes a pipe distribution system with capacity to convey recycled water from the Advanced Water Purification Facility (AWPF) to potential users in the City and neighboring areas.

The GREAT Program Recycled Water Distribution Phase 1B Pipeline segment is located in the unincorporated area of Ventura County and will be constructed in the right-of-way for Hueneme Road, Wood Road, Laguna Road, Las Posas Road, and Nauman Road. The project is for water delivery to Houweling Nurseries, Pleasant Valley County Water District, and United Water Conservation District, and with a long term goal of serving other agricultural users along those roads. The project will include approximately 4,030 feet of welded steel pipe (WSP) and 51,340 feet of high density polyethylene (HDPE) pipe, for a total of 55,370 of new pipe.

The attached site plan (Attachment B) shows the extent of the project. The pipeline will be installed using conventional open cut, jack and bore, and typical placement methods. Conventional open cut method involves installing pipe in an open trench with a typical width and depth ranging from 4 to 6 feet and 6 to 15 feet, respectively. Soil and debris from the trench excavation will be reused where possible but unsuitable material will be removed from the site. Pipe sections will be placed in the

Attachment No. 1
Page 1 of 58
trench and covered using conventional equipment such as backhoes, side-boom cranes, compactors, and excavators. The jack and bore method is also considered horizontal boring. An auger is inserted into the ground which allows a machine to push the auger and casing into the ground simultaneously while the machine is turning a cutting head through the ground. The auger carries the debris through the auger and back to the machine where the dirt and debris is shoveled out of the pit. Approximately 1,000 feet of pipe will be laid through a conduit pipe structure that will be constructed adjacent and attached to the Revlon Slough Bridge (in two places) that traverses above the Revlon Slough. A road encroachment permit would be required by the County of Ventura Transportation Department.

During design of the project, field activities will include surveying, utilities potholing, geotechnical investigation, and proof testing. In addition to construction of the pipeline as described above, major field activities during construction of the project will also include surveying, traffic control, dewatering, relocating existing utilities as necessary, and restoring existing pavement and alignment as it is currently configured any aboveground features impacted by the construction activities.

The GREAT Program was reviewed under a Program EIR (SCH#2003011045) that was approved in May 2004. The construction of the entire system was analyzed. This Mitigated Negative Declaration (MND) is being prepared for the pipeline extensions for Hueneme Road, Wood Road, Laguna Road, Las Posas Road, and Naumann Road (known as Phase IB) for the purposes of recycled water delivery.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

- Air Quality
- Biological Resources
- Cultural Resources
- Geological Resources
- Noise
- Traffic
<table>
<thead>
<tr>
<th>Environmental Impact</th>
<th>Significance Before Mitigation</th>
<th>Recommended Mitigation Measures</th>
<th>Significance After Mitigation</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality (Short-term)</td>
<td>Temporary Minor Impact</td>
<td><strong>AQ-1</strong> All construction equipment shall be maintained and tuned to meet applicable EPA and CARB emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.</td>
<td>Less Than Significant Impact</td>
<td>Public Works</td>
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<td><strong>AQ-2</strong> The following dust suppression measures shall be incorporated into the project:</td>
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<td>a. Watering all excavated material to prevent wind erosion while it is on-site or being moved;</td>
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<td>b. Periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded;</td>
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<td>c. Controlling the number and activity of vehicles on site at any given time;</td>
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<td>d. Sweeping streets adjacent to the construction site to remove dust caused by the construction activities.</td>
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<td><strong>AQ-3</strong> All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 15 miles per hour averaged over one hour) to prevent excessive amounts of fugitive dust.</td>
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<td><strong>AQ-4</strong> All trucks hauling excavated or graded material off-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.</td>
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<tr>
<td>Environmental Impact</td>
<td>Significance Before Mitigation</td>
<td>Recommended Mitigation Measures</td>
<td>Significance After Mitigation</td>
<td>Responsible Party</td>
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<tr>
<td>Biological Resources</td>
<td>Potentially Significant</td>
<td><strong>BIO-1</strong> Construction of the project shall implement all applicable Best Management Practices (BMPs) to prevent off-site transport of sediment and pollutants that could contaminate soils and potentially reach and/or impact the Revlon Slough.</td>
<td>Less Than Significant</td>
<td>Public Works</td>
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<td><strong>BIO-2</strong> Equipment refueling and maintenance shall not occur within 200 feet of any storm drains along roadways and all storm drains shall be blocked with sandbags and straw wattles for the duration of construction within 500 feet of either side of the drainages. Spill clean-up of gasoline, oil, drilling mud, etc and containment kits shall be kept ready to use at both drainages for the duration of the construction near the drainages.</td>
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<td><strong>BIO-3</strong> Equipment refueling and maintenance shall not occur within 500 feet of the Revlon Slough. Spill clean-up of gasoline, oil, drilling mud, etc and containment kits shall be kept ready to use at both drainages for the duration of the construction.</td>
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<td>Cultural Resources</td>
<td>Potentially Significant</td>
<td><strong>CR-1</strong> In the event that archeological resources are discovered for any excavations, all construction activities shall cease and the City of Oxnard Public Work Department shall be notified immediately to determine appropriate measures to mitigate adverse impacts to the discovered resources. Development of mitigation procedures may require a Phase 2 site subsurface excavation and evaluation program. Should remains prove to be archaeologically significant, further investigations in the form of a Phase 3 data recovery program may be necessary. If human remains are discovered, Section 7050.5 of the California Heath and Safety Code requires that no further disturbance shall occur until the County Coroner has made the necessary determination as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the County Coroner determines that the discovered remains are those of Native American</td>
<td>Less Than Significant Impact</td>
<td>Public Works</td>
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</table>
ancestry, then the Native American Heritage Commission (NAHC) shall be notified by phone within 24 hours. Sections 5097.94 and 5097.98 of the Public Resources Code, describe the procedures to be followed after notification of the NAHC.

<table>
<thead>
<tr>
<th>Environmental Impact</th>
<th>Significance Before Mitigation</th>
<th>Recommended Mitigation Measures</th>
<th>Significance After Mitigation</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geology and Soils</td>
<td>Potentially Significant</td>
<td>GEO-1 The project shall utilize the City of Oxnard Public Works best management practices as required for all projects.</td>
<td>Less Than Significant Impact</td>
<td>Public Works</td>
</tr>
<tr>
<td>Noise</td>
<td>Potentially Significant</td>
<td>N-1 A noise control plan shall be required and approved by the Public Works Department to achieve compliance with the noise limits set forth in the following table:</td>
<td>Less Than Significant Impact</td>
<td>Public Works</td>
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</table>

<table>
<thead>
<tr>
<th>Time</th>
<th>Daytime (7:00am to 7:00pm)</th>
<th>Nighttime (7:00pm to 7:00am)</th>
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<tbody>
<tr>
<td>Noise Levels</td>
<td>75 dBA Leq</td>
<td>65 dBA Leq</td>
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</table>

a. Noise abatement and reduction measures which shall be implemented when work is performed between 7:00 a.m. and 7:00 p.m. include, but are not limited to, the following: Install noise barriers and/or curtains of up to 25 feet in height between construction equipment and sensitive receptors; Provide materials and details of construction sufficiently weather resistant to last as long as work is to be performed; Be responsible for the design, detailing and adequacy of framework, supports, ties, attachment methods and other appurtenances required for the proper installation; Prepare and stamp the design and details of framework and supports using a Professional Engineer licensed in the State of California. The noise barrier shall be designed to withstand 80 mph wind loads plus a 30% gust factor; Light sets shall be enclosed or acoustically packaged; Upgraded silencers shall be placed on all applicable engines; Use signalers rather than "beepers" for all back-up operations; Minimize the use of a crane and pipe handling operations; There shall be no materials deliveries to the Site.
b. At all times when work is underway between 7 p.m. and 7 a.m. within 300 feet of a residential or hotel property line, the Contractor shall conduct his construction activities so that noise levels do not exceed the limits set forth above. Compliance is to be achieved at the property line of the nearest residence or other noise-sensitive receptor.

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<tr>
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<tr>
<td>Traffic</td>
<td>Potentially Significant</td>
<td>T-1 To address lane closure impacts to study area roadways due to construction, the GREAT construction contractor will be required to prepare a construction Traffic Mitigation Plan (TMP) that would be required to be approved by the City of Oxnard or the County of Ventura (depending on jurisdiction) that addresses, at a minimum, the following:</td>
<td>Less than Significant</td>
<td>Public Works</td>
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<td>• Detours for lane closures</td>
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<td>• Timing of lane closures on adjacent routes (to provide for effective detours)</td>
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<td>• Timing of heavy equipment and building material deliveries</td>
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<td></td>
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<td>• Signing, lighting, and traffic control device placement</td>
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<td>• Establishing work hours outside the peak traffic periods, or suggesting alternate travel routes for construction traffic</td>
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<td>T-2 The Contractor will maintain the maximum amount of travel lane capacity possible during non-construction periods and will provide flagger-control at all construction sites to manage traffic control and flows.</td>
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<td>T-3 During construction, the Contractor will limit the work zone to a width that, at a minimum, maintains alternate one-way traffic flow past the construction zone. Alternatively, the Contractor will use detour signing, where available, on alternate access streets in the event that complete temporary street closures are required. Detour plans would be submitted to the City of Oxnard and/or</td>
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<td>T-4</td>
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<td>Ventura County Transportation Dept. (depending on jurisdiction) as part of the permit requirements. All property owners, residents, and agricultural operators affected by construction will be notified prior to the start of construction. Advance public notification will include postings of notices and appropriate signage of construction activity.</td>
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<td>T-5</td>
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<td>All construction activities will be coordinated with local law enforcement and fire protection agencies. Emergency service providers will be notified of the timing, location, and duration of construction activities.</td>
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<td>T-6</td>
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<td>As part of the TMP, the Contractor will identify all access restrictions expected to occur during construction. The Contractor will develop a plan for notifying the affected businesses, homes, and other facilities, and prepare a plan to ensure adequate access at all times. This plan may involve alternate access, detours, or other temporary mitigations.</td>
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<td>T-7</td>
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<td>The Contractor will develop a plan for addressing temporary parking impacts due to construction. The parking plan should minimize the length of any temporary parking restrictions, identify alternative parking areas and appropriate signing, and specify the process for communicating with the affected residents. This strategy should be discussed with the jurisdictions and included as part of the project TMP.</td>
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<td>Environmental Impact</td>
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<td>T-8</td>
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<td>Where construction will result in temporary closures of sidewalks and other pedestrian facilities, the Contractor will provide temporary pedestrian access, through detours or safe areas alongside the construction zone. Any affected pedestrian facilities and the alternative facilities or detours that will be provided will be identified in the TMP. Where construction activity will result in a bike lane closure, appropriate detours and signing will be developed. Where trenching will affect bicycle travel on streets without bicycle facilities, requirements for plates to cover trenches will be in accordance with the permit requirements of the local jurisdiction.</td>
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<td>T-9</td>
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<td>The TMP shall be reviewed by the County of Ventura Transportation Department as required in a letter dated March 7, 2014. (Attachment C)</td>
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<td>T-10</td>
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<td>A Traffic Impact Mitigation Fee (TIMF) will be required to be paid to the County of Ventura Transportation Department prior to any road work. (See letter dated March 7, 2014, Attachment C)</td>
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ATTACHMENT A

INITIAL STUDY

DEPARTMENT OF PUBLIC WORKS

Recycled Water Distribution Phase 1B Pipeline Alignment

GREAT Program Recycled Water Distribution Phase 1B Pipeline in the Unincorporated area of Ventura County (Right-of-Way) for Houweling Nurseries, Pleasant Valley County Water District and United Water Conservation District

January 24, 2014
REVISED March 18, 2014

Introduction

Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines as revised. Section 15063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a Mitigated Negative Declaration;

3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and
   - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project’s environmental effects.

4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Mitigated Negative Declaration that a project will not have a significant effect on the environment;

6. Eliminate unnecessary EIRs; and

7. Determine whether a previously prepared EIR could be incorporated by referenced and/or used with the project.
The City of Oxnard Threshold Guidelines - Initial Study Assessment (February 1995) was used along with other pertinent information for preparing the Initial Study for this project.

The purpose of the Threshold Guidelines is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology, applicable at the time of preparation, used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. Furthermore, the Threshold Guidelines provide instructions for completing the Initial Study and determining the type of environmental document required for individual projects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that feasible mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the impact cannot be reduced or avoided, an Environmental Impact Report (EIR) must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA Guidelines define the term “significant impact on the environment” as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location.

To help clarify and standardize decision-making in the environmental review process, Oxnard has developed thresholds of environmental significance. Thresholds are measures of environmental change that are quantitative for subjects like noise, air quality, and traffic; and qualitative for subjects like aesthetics, land use compatibility, and biology. These thresholds are used in the absence of other empirical data to define the significance of impacts. For some projects, however, special studies and/or the professional judgment of City staff may enter into the decision-making process. Therefore, Oxnard’s thresholds are intended to serve as guidelines, and to augment existing CEQA provisions governing the definition of significance.

The City’s environmental thresholds will be periodically updated as new information becomes available, or as standards regarding acceptable levels of environmental change are reevaluated. For example, the air quality thresholds adopted by Oxnard were established through State and Federal legislation. These standards, and the methodology used to compute them, may change over time. When this occurs, the City will evaluate the data and, if necessary, modify the thresholds to reflect improved awareness.

When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements imposed by those agencies, as well as any additional requirements established by the City of Oxnard.
CITY OF OXNARD

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project Title: GREAT Program Recycled Water Distribution Pipeline Phase 1B

2. Lead Agency Name and Address: City of Oxnard, Public Works Department, 305 West Third Street, Oxnard, CA 93030

3. Contact Persons and Phone Numbers: Daniel Rydberg, Capital Projects Manager, City of Oxnard, Public Works Department, 805-385-8055; Hollee L. King, AICP, Public Works Environmental Planner, 805-901-2261

4. Project Location: Recycled water distribution pipeline approximately 55,370 long and placed approximately 6 to 11 feet underground in the right-of-way of Hueneme Road, Wood Road, Laguna Road, Las Posas Road, and Naumann Road, and over the Revlon Slough Bridge in the unincorporated areas of the County of Ventura, CA.

5. Project Applicant Name and Address: City of Oxnard, Public Works Department, Capital Projects Management Division, 305 West Third Street, Oxnard, CA. 93030.


8. Description of Project:

The City of Oxnard (City) is implementing the Groundwater Recovery Enhancement and Treatment (GREAT) Program – a comprehensive water resources effort to increase local water supply reliability and to meet the needs of a fast-growing population. A major component of the GREAT Program is the Recycled Water Backbone System (RWBS). The RWBS includes a pipe distribution system with capacity to convey recycled water from the Advanced Water Purification Facility (AWPF) to potential users in the City and neighboring areas.

The GREAT Program Recycled Water Distribution Pipeline Phase 1B Project is located in the unincorporated area of Ventura County and will be constructed in the right-of-way for Hueneme Road, Wood Road, Laguna Road, Las Posas Road, and Naumann Road. The project is for recycled water delivery to Houweling Nurseries, Pleasant Valley County Water District, and United Water Conservation District, and with a long term goal of serving other agricultural users along those roads. The project will include approximately 4,030 feet of welded steel pipe (WSP) and 51,340 feet of high density polyethylene (HDPE) pipe for the transmission of recycled water for a total of 55,370 of new pipe.
The proposed pipelines would be installed as described below:

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Pipe Material/Size</th>
<th>Construction Method</th>
<th>Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hueneme Road</td>
<td>Olds</td>
<td>Approx. 335 feet east of Casper Rd</td>
<td>WSP-33&quot;</td>
<td>Open Cut</td>
<td>1,700</td>
</tr>
<tr>
<td>Hueneme Road Crossing</td>
<td>Approx. 335 feet east of Casper Rd</td>
<td>Approx. 410 feet east of Casper Rd</td>
<td>WSP-33&quot;</td>
<td>Jack &amp; Bore</td>
<td>110</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Approx. 410 feet east of Casper Rd</td>
<td>Rice Avenue</td>
<td>WSP-33&quot;</td>
<td>Open Cut</td>
<td>2,090</td>
</tr>
<tr>
<td>Hueneme Road Crossing</td>
<td>Rice Avenue</td>
<td>Rice Avenue</td>
<td>WSP-33&quot;</td>
<td>Open Cut</td>
<td>130</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Rice Avenue</td>
<td>Approx. 765 feet west of Naumann Road</td>
<td>HDPE-36&quot;</td>
<td>Open Cut</td>
<td>3,300</td>
</tr>
<tr>
<td>Hueneme Road Crossing</td>
<td>Approx. 765 feet west of Naumann Road</td>
<td>Approx. 685 feet west of Naumann Road</td>
<td>HDPE-36&quot;</td>
<td>Jack &amp; Bore</td>
<td>120</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Approx. 685 feet west of Naumann Road</td>
<td>Approx. 1,170 feet east of Naumann Road</td>
<td>HDPE-32&quot;</td>
<td>Open Cut</td>
<td>1,860</td>
</tr>
<tr>
<td>Hueneme Road Crossing</td>
<td>Approx. 1,170 feet east of Naumann Road</td>
<td>Approx. 1,255 feet east of Naumann Road</td>
<td>HDPE-32&quot;</td>
<td>Jack &amp; Bore</td>
<td>120</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Approx. 1,255 feet east of Naumann Road</td>
<td>Pacific Coast Highway</td>
<td>HDPE-32&quot;</td>
<td>Open Cut</td>
<td>1,800</td>
</tr>
<tr>
<td>Street</td>
<td>From</td>
<td>To</td>
<td>Pipe Material/Size</td>
<td>Construction Method</td>
<td>Length (ft)</td>
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<tr>
<td>Hueneme Road/PCH Crossing</td>
<td>Pacific Coast Highway</td>
<td>Approx. 245 feet west of Raytheon Road</td>
<td>HDPE-32&quot;</td>
<td>Jack &amp; Bore</td>
<td>500</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Approx. 245 feet west of Raytheon Road</td>
<td>Approx. 320 feet west of Raytheon Road</td>
<td>HDPE-32&quot;</td>
<td>Open Cut</td>
<td>570</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Approx. 320 feet west of Raytheon Road</td>
<td>Wood Road</td>
<td>HDPE-32&quot;</td>
<td>Open Cut</td>
<td>3,740</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>Wood Rd</td>
<td>West Revlon Slough</td>
<td>HDPE-22&quot;</td>
<td>Open Cut</td>
<td>2700</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>West Revlon Slough</td>
<td>East Revlon Slough</td>
<td>HDPE-22&quot;</td>
<td>Over-Bridge</td>
<td>700</td>
</tr>
<tr>
<td>Hueneme Road</td>
<td>East Revlon Slough</td>
<td>2300ft East of Las Posas Rd</td>
<td>HDPE-22&quot;</td>
<td>Open Cut</td>
<td>6,350</td>
</tr>
<tr>
<td>Parallel to Las Posas Rd with PV Line</td>
<td>2300ft East of Las Posas Rd &amp; Hueneme Rd</td>
<td>Laguna Rd</td>
<td>HDPE-22&quot;</td>
<td>Open Cut</td>
<td>5,500</td>
</tr>
<tr>
<td>Wood Road</td>
<td>Hueneme Road</td>
<td>Etting Road</td>
<td>HDPE-24&quot;</td>
<td>Open Cut</td>
<td>5,160</td>
</tr>
<tr>
<td>Wood Road Crossing</td>
<td>Etting Road</td>
<td>Etting Road</td>
<td>HDPE-24&quot;</td>
<td>Jack &amp; Bore</td>
<td>70</td>
</tr>
<tr>
<td>Wood Road</td>
<td>Etting Road</td>
<td>Revlon Slough</td>
<td>HDPE-24&quot;</td>
<td>Open-Cut</td>
<td>3,380</td>
</tr>
<tr>
<td>Revlon Slough Crossing</td>
<td>Revlon Slough Bridge</td>
<td>Revlon Slough Bridge</td>
<td>HDPE-24&quot;</td>
<td>Over-Bridge</td>
<td>160</td>
</tr>
<tr>
<td>Wood Road</td>
<td>Revlon Slough</td>
<td>Laguna Road</td>
<td>HDPE-24&quot;</td>
<td>Open Cut</td>
<td>1,910</td>
</tr>
<tr>
<td>Wood Road Crossing</td>
<td>Wood Road</td>
<td>Laguna Road</td>
<td>HDPE-24&quot;</td>
<td>Jack &amp; Bore</td>
<td>110</td>
</tr>
</tbody>
</table>
### Pipe Construction

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Pipe Material/Size</th>
<th>Construction Method</th>
<th>Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laguna Road</td>
<td>Wood Road</td>
<td>Approx. 1000 feet west of Las Posas Road</td>
<td>HDPE-24”</td>
<td>Open Cut</td>
<td>6,560</td>
</tr>
<tr>
<td>Laguna Road Crossing</td>
<td>Approx. 1000 feet west of Las Posas Road</td>
<td>Pleasant Valley Pumping Station</td>
<td>HDPE-24”</td>
<td>Jack &amp; Bore</td>
<td>60</td>
</tr>
<tr>
<td>Laguna Road</td>
<td>Pleasant Valley Pumping Station</td>
<td>270ft East of Las Posas Rd</td>
<td>HDPE-24”</td>
<td>Open Cut</td>
<td>1,400</td>
</tr>
<tr>
<td>Laguna Road</td>
<td>Wood Road</td>
<td>East of Revlon Slough</td>
<td>HDPE-32”</td>
<td>Open-Cut</td>
<td>1,000</td>
</tr>
<tr>
<td>Laguna Road</td>
<td>West of Revlon Slough</td>
<td>2,500 feet East of Pleasant Valley Rd</td>
<td>HDPE-32”</td>
<td>Open Cut</td>
<td>4,270</td>
</tr>
</tbody>
</table>

During design of the project, field activities will include surveying, utilities potholing, geotechnical investigation, and proof testing. In addition to construction of the pipeline as described above, major field activities during construction of the project will also include surveying, traffic control, dewatering, relocating existing utilities as necessary, and restoring existing pavement and alignment as it is currently configured any aboveground features impacted by the construction activities.

The GREAT Program was reviewed under a Program EIR (SCH#2003011045) that was approved in May 2004. The construction of the entire system was analyzed. This Mitigated Negative Declaration (MND) is being prepared for the pipeline extensions for Hueneme Road, Wood Road, Laguna Road, Las Posas Road, and Naumann Road for the purposes of recycled water delivery.

9. **Surrounding Land Uses and Setting:** Surrounding land uses for the pipeline are urban and agricultural along Hueneme Road and agricultural properties along the portions of Wood Road and Laguna Road. The Wood Road Bridge travels north-south over the Revlon Slough which is a channelized flood control channel in the lower portion of Calleguas Creek.
10. **Other agencies whose approval is required** (e.g., permits, financing approval, or participating agreement):

   1) County of Ventura Transportation Department (Road Encroachment Permits)
   2) Ventura County Watershed Protection District (WP-2 Permits, if required)
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or as indicated by the checklist on the following pages.

☐ Aesthetics ☐ Agricultural Resources ☐ Air Quality
☐ Biological Resources ☐ Cultural Resources ☐ Geology/Soils
☐ Hazards & Hazardous Materials ☐ Hydrology/Water Quality ☐ Land Use/Planning
☐ Mineral Resources ☐ Noise ☐ Population/Housing
☐ Public Services ☐ Recreation ☐ Transportation/Traffic
☐ Utilities/Service Systems ☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ 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, nothing further is required.

Signature
Hollee L. King, AICP
Print Name

Date
Environmental Planner, Carollo Engineering
Title

Attachment No. 1
Page 17 of 58
EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” cited in support of conclusions reached in other sections may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used—Identify and state where they are available for review.
   b. Impacts Adequately Addressed—Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures—For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify: a) The significance criteria or threshold, if any, used to evaluate each question; and b) The mitigation measure identified, if any, to reduce the impact to less than significance.
A. AESTHETICS

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Have a substantial adverse effect on a scenic vista? (2030 General Plan)</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (2030 General Plan)</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>3. Substantially degrade the existing visual character or quality of the site and its surroundings? (2030 General Plan)</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>4. Create a source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2030 General Plan)</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

Discussion:

(1, 2, 3, 4)
The GREAT Program Recycled Water Distribution Pipeline Phase 1B Project has been developed to be consistent with the GREAT Program EIR and the intent of the City’s adopted 2030 General Plan and the Ventura County General Plan. As the pipeline would be located below the ground, any scenic views would not be impacted. The pipeline project would involve construction activities that would be spread throughout the project vicinity for a total of approximately twelve months. However, construction activities would be temporary and construction areas would be returned to existing or better conditions once construction is complete, so significant impacts to visual resources would not be anticipated. The project is not located near any scenic vistas and the project does not propose any lighting. Therefore, no impacts have been identified.

Mitigation:

None required.

Monitoring:

None required.

Result after Mitigation:

Not applicable.

B. AGRICULTURAL RESOURCES*

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
B. AGRICULTURAL RESOURCES*

Would the project:

1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (2030 General Plan)

2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (2030 General Plan)

3. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use? (2030 General Plan)

Discussion:

(1-3)

The project would also be consistent with the GREAT Program EIR and the intent of the City’s 2030 General Plan and the Ventura County General Plan. The GREAT Program anticipates providing high-quality recycled water for agricultural irrigation, injection into the groundwater aquifers, and possibly in agricultural processing resulting in positive impacts to the local agricultural industry. The pipeline would be constructed in the road right-of-way along agricultural parcels. No agricultural uses will be impacted during construction or after the pipeline is in place. Therefore, no negative impacts related to agriculture are anticipated.

Mitigation:

None required.

Monitoring:

None required.

Result after Mitigation:

Not applicable.

C. AIR QUALITY*

Would the project:

1. Conflict with or obstruct implementation of the applicable air quality plan? (Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)

<table>
<thead>
<tr>
<th>Potential Impacts</th>
<th>Less Than Significant Impact</th>
<th>Less than Significant With Mitigation</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
C. AIR QUALITY*

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? <em>(Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)</em></td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
<tr>
<td>3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? <em>(Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)</em></td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
<tr>
<td>4. Expose sensitive receptors to substantial pollutant concentrations? <em>(Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)</em></td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
</tr>
<tr>
<td>5. Create objectionable odors affecting a substantial number of people? <em>(Ventura County Air Quality Assessment Guidelines; CalEEMod Computer Program)</em></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

**Discussion:**

(1-3) Short-term impacts to air quality are the result of grading and other construction activities associated with the project, such as earth-moving and heavy equipment vehicle operations. The Air Pollution Control District considers short-term activities related to construction to be temporary and less than significant impacts. Standard APCD mitigations will be required in order to minimize on-site construction emissions and maximize dust suppression. In addition, the Best Management Practices (BMP’s) contained in the Storm Water Pollution Prevention Plan (SWPPP) is a standard requirement applicable to all development projects, and will include devices that will help to control dust production (such as sandbagging the perimeter of the project site to prevent dirt from draining from the site and being pulverized by passing vehicles; tire cleaning devices on-site at all driveways to prevent dirt from being tracked into the streets). By requiring compliance with standard APCD permitting requirements, short-term air quality impacts would be considered less than significant. According to APCD regulations, any on-site combustion equipment that is rated at 50 horsepower or greater, such as electrical generators or portable air compressors, must have an APCD Permit to Operate or be registered with the California Air Resources Board (CARB) Portable Equipment Registration Program. Mitigation measures will reduce emissions to the extent that is practically feasible during construction. **Therefore, with mitigation, the short-term impacts to air quality are less than significant.**

Long-Term impacts are not anticipated for the project as the project is a pipeline for recycled water and will not have any emissions that could degrade air quality. **Therefore, no long-term impacts are anticipated.**

(4, 5) There are no known sensitive receptors within the immediate vicinity of the project site and the project and is not expected to generate any objectionable odors. **Therefore, no impacts are anticipated.**
Mitigation: The following mitigation measures shall apply:

AQ-1 All construction equipment shall be maintained and tuned to meet applicable EPA and CARB emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.

AQ-2 The following dust suppression measures shall be incorporated into the project:
   a. Watering all excavated material to prevent wind erosion while it is on-site or being moved;
   b. Periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded;
   c. Controlling the number and activity of vehicles on site at any given time;
   d. Sweeping streets adjacent to the construction site to remove dust caused by the construction activities.

AQ-3 All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 15 miles per hour averaged over one hour) to prevent excessive amounts of fugitive dust.

AQ-4 All trucks hauling excavated or graded material off-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Monitoring: Public Works staff shall check all plans prior to ensure that the above measures are incorporated into the project. The Public Works staff shall monitor all applicable measures in the field until construction is completed.

Result after mitigation: With incorporation and monitoring of the above mitigation measures, air quality impacts would be considered less than significant.

D. BIOLOGICAL RESOURCES

Would the project: Potentially Significant Impact Less Than Significant With Mitigation Less than Significant Impact No Impact

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2030 General Plan)

□ □ ☒ □
Department of Public Works  
GREAT Water Distribution Phase 1B  
January 24, 2014-Revised March 18, 2014  
Page 23

D. BIOLOGICAL RESOURCES

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (2030 General Plan)</td>
<td>☐</td>
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<td>☒</td>
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Discussion:

(1-6)
The entire pipeline route is contained within existing road right-of-ways, thus impacts to biological resources overall will be minimal. Although a portion of the project will be in close proximity of the Revlon Slough (a channelized waterway located in the southern portion of Calleguas Creek), for two segments, there is no existing vegetation or riparian habitat near the construction area. Additionally, the pipeline segments will be placed above the Slough in a conduit-type pipeline adjacent to the street bridge. There could be a potential for construction-related surface run-off impacts to the Revlon Slough or into storm drains. Impacts related to potential surface run-off impacts to any potential biological resources could be minimized with mitigation. Therefore, with mitigation, impacts would be less than significant.

Mitigation:
BIO-1 Construction of the project shall implement all applicable Best Management Practices (BMPs) to prevent off-site transport of sediment and pollutants that could contaminate soils and potentially reach and/or impact the Revlon Slough.

BIO-2 Equipment refueling and maintenance shall not occur within 200 feet of any storm drains along roadways and all storm drains shall be blocked with sandbags and straw wattles for the duration of construction within 500 feet of either side of the drainages. Spill clean-up of gasoline, oil, drilling mud, etc and containment kits shall be kept ready to use at both drainages for the duration of the construction near the drainages.

BIO-3 Equipment refueling and maintenance shall not occur within 500 feet of the Revlon Slough. Spill clean-up of gasoline, oil, drilling mud, etc and containment kits shall be kept ready to use at both drainages for the duration of the construction.

Monitoring:

Public Works shall implement BMP’s required for all other mitigation measures. The Public Works Department staff shall monitor periodically and respond to complaints.

Result after Mitigation:

Implementing the mitigation and the BMP’s will lessen the potential of significant adverse impacts to biological resources to a less than significant level.

E. CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
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<tr>
<td>4.</td>
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</tbody>
</table>

Discussion:

A records search was conducted by Compass Rose Archeological Consultants on May 9, 2013. Their research included records at the South Central Coastal Information Center (SCCIC) at Cal State Fullerton and other sources available to them. The records research encompassed a search within a .25-mile radius along the entire pipeline route. They concluded that there have been 12 cultural resource investigations on file at the SCCIC for the study area.
The records research indicate that there are no previously recorded prehistoric cultural resources within the research area. The research also indicated that there are four recorded historical sites within a .25-mile radius of the pipeline project. These sites are structures that are not located in the road right-of-way. Therefore, as the project only impacts the road right-of-way, the historical sites would not be affected by the construction of the water pipeline.

Therefore, the conclusions of the records research indicate that the proposed pipeline project will not have any adverse effects to known cultural resources, either prehistoric or historical, and no additional studies are recommended at this time. However, a standard condition of the Public Works Department is to condition the project so that in the event that cultural resources are encountered during earth disturbing activities, all work must halt at that location until the resource can be properly evaluated by a qualified archaeologist. Further, if human remains are unearthed during excavation, State Health and Safety Code Section 7050.5 states that “…no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and distribution pursuant to Public Resource Code Section 5097.98.” Therefore, with mitigation, there would be a less than significant impact to cultural resources.

Mitigation:

CR-1 In the event that archeological resources are discovered for any excavations, all construction activities shall cease and the City of Oxnard Public Work Department shall be notified immediately to determine appropriate measures to mitigate adverse impacts to the discovered resources. Development of mitigation procedures may require a Phase 2 site subsurface excavation and evaluation program. If remains prove to be archaeologically significant, further investigations in the form of a Phase 3 data recovery program may be necessary. If human remains are discovered, Section 7050.5 of the California Heath and Safety Code requires that no further disturbance shall occur until the County Coroner has made the necessary determination as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission (NAHC) shall be notified by phone within 24 hours. Sections 5097.94 and 5097.98 of the Public Resources Code, describe the procedures to be followed after notification of the NAHC.

Monitoring:

The Public Works Department staff will be assigned to monitor excavations of the project. The Public Works Department will require that construction work cease immediately upon finding any cultural resources. Any additional investigations, studies, or reports shall be required as necessary.

Result After Mitigation:

With the proposed mitigation, any potential impacts to archeological and historical resources would be lessened to a less than significant level.
F. GREENHOUSE GASES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
<td>☐</td>
</tr>
<tr>
<td>2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
<td>☐</td>
</tr>
</tbody>
</table>

Discussion:

Neither the Ventura County Air Pollution Control District (VCAPCD) or the City have established project-level significance thresholds for GHGs emissions for vehicle emissions or HVAC operations for the construction of pipelines. In the absence of an adopted GHG emission-specific threshold, the GHG-emission impact determination is assumed to be less than significant. The project would be consistent with the strategies from the 2006 Climate Action Team Report that outlines all feasible and applicable strategies to reduce GHG in California. Therefore, impacts related to GHG emissions are considered to be less than significant.

Mitigation: None.

Monitoring:

Not Applicable

Result After Mitigation:

Not Applicable

G. GEOLOGY AND SOILS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Pub. 42. (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>✗</td>
<td>☐</td>
</tr>
</tbody>
</table>
G. GEOLOGY AND SOILS

Would the project:

b. Strong seismic ground shaking? (2030 General Plan)  
   □ □ □ □

c. Seismic-related ground failure, including liquefaction? (2030 General Plan)  
   □ □ □ □

d. Landslides? (2030 General Plan)  
   □ □ □ □

3. Result in substantial soil erosion, or the loss of topsoil? (2030 General Plan)  
   □ □ □ □

4. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (2030 General Plan)  
   □ □ □ □

5. Be located on expansive soil, creating substantial risks to life or property? (2030 General Plan)  
   □ □ □ □

Discussion:

(1-4)

According to the GREAT Program EIR, the construction of the pipelines would not encounter hazards from fault rupture, landslides, or seiche. The sub-grade recycled water pipelines would be fairly resistant to damage from ground shaking. The recycled water pipelines would be located in areas within a Liquefaction Hazard Zone. Liquefaction-induced ground failures could rupture the pipelines. Segments of the recycled water pipelines would encounter soils with a moderate shrink swell potential. The expansion and contraction of these soils may cause pipeline leaks and failures along the proposed pipelines, especially at pipe joints. The impacts of liquefaction and expansive soils would be considered less than significant with mitigation that reduces the impact to acceptable levels by implementing appropriate design techniques, best management practices, and code compliance. Proposed recycled water pipelines would be located in a hazard zone of probable subsidence of 0.05-ft/yr. Given the regional nature of land subsidence in the project area and lateral continuity of the underlying fine-grained sediments, differential settlement is unlikely to occur. Continued subsidence may nominally affect the hydraulic grade of the pipelines. The pipeline would be located sub-grade and any impacts due to tsunami hazards would have no impact. The project will be constructed in conformance with the California Building Code requirements and the City’s grading ordinance and the City’s best management practices that the City enforces for all Public Works projects. Therefore impacts are considered to be less than significant.

G. HAZARDS AND HAZARDOUS MATERIALS

Would the project:  

Potentially Significant Impact Less Than Significant With Mitigation Less than Significant Impact No Impact

Attachment No. 1  
Page 27 of 58
G. HAZARDS AND HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>2. Create a significant hazard to the public or the environment through reasonably foreseeable up-set and accident conditions involving the release of hazardous materials into the environment? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2030 General Plan)</td>
<td>☐</td>
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</tr>
<tr>
<td>6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2030 General Plan)</td>
<td>☐</td>
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</tr>
<tr>
<td>7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2030 General Plan)</td>
<td>☐</td>
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</tr>
<tr>
<td>8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2030 General Plan)</td>
<td>☐</td>
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</table>

Discussion:

(1-3)
The proposed project will include the excavation of soil, asphalt, and debris for the construction of the pipeline. After the pipeline is completed, routine re-surfacing, including the pouring of new asphalt, would occur in the...
disturbed areas. Construction vehicles will be fueled by a service truck and the transfer of fuel would be directly from the service truck to the construction vehicles to avoid any releases of fuel. The construction of the project will be required to incorporate specific project design features and construction measures, including best management practices, in compliance with federal, state, and city standards. The project would also be consistent with the GREAT program EIR and the 2030 General Plan and the Ventura County General Plan. Therefore, the project would be considered a less than significant impact for hazardous substance materials.

(4) The project site is not on a hazardous materials site list compiled pursuant to Government Code Section No. 65962.5. The project would also be consistent with the GREAT program EIR and the 2020 General Plan. Therefore, there are no impacts anticipated.

(5) The project is southeast of the Ventura County Airport in Oxnard. However, the project will not pose a safety hazard to people residing or working near the airport. The project would also be consistent with the GREAT program EIR and the 2020 General Plan. Therefore, impacts are considered to be less than significant.

(6-8) The proposed development is within an urban and semi-rural area already designed with roadways to accommodate access for emergency and other service vehicles. The construction of the project will not prohibit emergency vehicle access along these roadways. The project would also be consistent with the GREAT program EIR and the intent of the City's adopted 2020 General Plan. Therefore, there are no impacts anticipated.

Mitigation:

None required.

Monitoring:

None required.

Result after Mitigation:

Not applicable.

H. HYDROLOGY AND WATER QUALITY

Would the project:

1. Violate any water quality standards or waste discharge requirements? (2030 General Plan)

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
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<tbody>
<tr>
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</table>
### H. HYDROLOGY AND WATER QUALITY

Would the project:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? <em>(2030 General Plan)</em></td>
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<tr>
<td>3.</td>
<td>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? <em>(2030 General Plan)</em></td>
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</tr>
<tr>
<td>4.</td>
<td>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 substantial erosion or siltation on- or off-site? <em>(2030 General Plan)</em></td>
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<tr>
<td>5.</td>
<td>Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? <em>(2030 General Plan)</em></td>
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<tr>
<td>6.</td>
<td>Otherwise substantially degrade water quality? <em>(2030 General Plan)</em></td>
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<tr>
<td>7.</td>
<td>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? <em>(2030 General Plan)</em></td>
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<tr>
<td>8.</td>
<td>Place within a 100-year flood hazard area structures which would impede or redirect flood flows? <em>(2030 General Plan)</em></td>
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<tr>
<td>9.</td>
<td>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? <em>(2030 General Plan)</em></td>
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<tr>
<td>10.</td>
<td>Inundation by seiche, tsunami, or mudflow? <em>(2030 General Plan)</em></td>
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</tbody>
</table>

**Discussion:**
The project would be in conformance with the adopted GREAT Program EIR and the City’s 2030 General Plan and the Ventura County General Plan. The project crosses the Revlon Slough, the Las Posas Road drain, and the Mugu Road drain. The project would not violate any water quality standards nor cause any depletion of groundwater supplies. The project is for the construction of pipelines in an existing roadway. The areas for construction will be excavated and then returned to its original grade and would not affect any drainage patterns. The project will not have any water flows that would increase the capacity of surrounding storm drains. In a letter dated March 13, 2014 by the Ventura County Watershed Protection District (See Attachment C) they state that the proposal of best management practices, including horizontal boring, should reduce potential environmental impacts to jurisdictional red-line channels and facilities to less than significant.

There is a possibility that there would be impacts associated with water run-off during the rainy season or washing activities associated with the construction of the pipeline. The amount of water run-off created by the project would not be considered significant. The project would also be consistent with the GREAT program EIR and the intent of the City’s 2030 General Plan and the Ventura County General Plan. The project will incorporate best management practices in compliance with federal, state, local standards. Therefore, impacts are considered to be less than significant.

The project will not create any flood or tsunami impacts. Therefore, there are no impacts anticipated.

Mitigation:

None Required.

Monitoring:

None Required.

Result After Mitigation:

Not applicable

1. LAND USE AND PLANNING

Would the project:

1. Physically divide an established community? (2030 General Plan)

2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (2030 General Plan)
I. LAND USE AND PLANNING

Would the project:

3. Conflict with any applicable habitat conservation plan or natural community conservation plan? (2030 General Plan)

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>

Discussion:

(1-3)
There are no potential impacts pertaining to the Land Use and Planning topics identified above. The project would not divide any existing community and is consistent with the City’s 2030 General Plan and the Ventura County General Plan. The project does not cross or impact any habitat conservation area. The Coastal Commission does not have jurisdiction over the project. Furthermore, there were no land use impacts identified in the GREAT Program EIR. Therefore, the project will have no adverse impacts to land use and planning.

Mitigation:
None Required.

Monitoring:
None Required.

Result After Mitigation:
Not Applicable.

J. MINERAL RESOURCES

Would the project:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (2030 General Plan)

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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</thead>
<tbody>
<tr>
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</tbody>
</table>

2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (2030 General Plan)

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
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<tbody>
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</tr>
</tbody>
</table>

Discussion:

(1, 2)
According to the GREAT program EIR, construction of the pipelines would not result in a loss of or interference with the extraction of mineral resources. The proposed pipelines would be located in areas considered to be MRZ-1, which contain no significant aggregate deposits. As these pipelines would be located within existing roadways, they would not interfere with oilfield operations. The project would also be consistent with the
GREAT program EIR and the City’s 2030 General Plan and the Ventura County General Plan. Therefore, there are no impacts associated with mineral resources.

Mitigation:

None Required.

Monitoring:

None Required.

Result After Mitigation:

Not Applicable.

K. NOISE

Would the project result in:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (2030 General Plan)</td>
<td>☑</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>2.</td>
<td>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>3.</td>
<td>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (2030 General Plan)</td>
<td>☐</td>
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</tr>
<tr>
<td>4.</td>
<td>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project? (2030 General Plan)</td>
<td>☐</td>
<td>☑</td>
<td>☐</td>
</tr>
<tr>
<td>5.</td>
<td>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>6.</td>
<td>For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (2030 General Plan)</td>
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<td>☑</td>
</tr>
</tbody>
</table>

Discussion:
According to the GREAT Program EIR, permanent noise impacts due to the placement of pipelines would not result in any long-term noise impacts. Short-term construction impacts to noise sensitive uses could occur for the construction of the pipeline and would need to be mitigated in order to reduce the impacts.

Construction noise is highly variable because construction equipment operates intermittently, and the types of equipment in use at a construction site change with the types of construction activities. Construction sound levels at noise-sensitive areas would be dependent on the type of equipment used, the duration of use for each piece of equipment, the number of construction vehicles/machines used simultaneously, and the distance between the sound source and the receiver.

The EPA Office of Noise Abatement and Control has extensively studied noise from individual pieces of construction equipment, as well as from construction sites of power plants and other types of facilities (EPA, 1971). Specific information on types, quantities, and operating schedules of construction equipment will be developed during final project design. For instance, the estimated sound levels from a water well drilling rig at a distance of 50 feet is 75 dBA. The estimated sound levels from a backhoe is 89 dBA at 50 feet. Construction noise levels decrease rapidly as distance from the construction site increases. The rate of attenuation of noise levels from construction activities is approximately 6 dBA per doubling of distance. Therefore, to meet the 75-dBA limit for mobile equipment, such equipment would have to be at a distance of 250 feet from the nearest noise-sensitive receivers. To achieve the required noise level of 60 dBA for stationary construction equipment, such equipment would have to be at a distance of approximately 1,000 feet from the sensitive areas. Elements of the GREAT Program would be located near sensitive receivers. In some cases, the distance between construction activity and sensitive receivers would be less than the minimum distances discussed above, resulting in a potentially significant noise impact during construction.

The maximum noise levels for intermittent short term operation is as follows:

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Daytime 7:00am to 7:00pm</th>
<th>Nighttime 7:00pm to 7:00am</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise Level</td>
<td>75 dBA Leq</td>
<td>65 dBA Leq</td>
</tr>
</tbody>
</table>

A noise mitigation and control plan should be required and approved prior to start of construction that requires noise control and monitoring to meet the noise standards for the City of Oxnard. Potential plans measures could require that drill rigs, air compressors and blowers, pumps, backhoes, and other associated equipment to be outfitted to meet local noise requirements. Possible options for controlling noise from such equipment include steel-framed, fiberglass-filled panels, acoustical skirts for drill rigs, and high-performance mufflers for engines.

Therefore, with implementation of the proposed mitigation measures, the noise impacts are expected to be less than significant.

**Mitigation:**

The proposed project will incorporate the following mitigation measures to minimize the potential significant impacts of construction noise:

N-1 A noise control plan shall be required and approved by the Public Works Department to achieve compliance with the noise limits set forth in the following table:

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Daytime 7:00am to 7:00pm</th>
<th>Nighttime 7:00pm to 7:00am</th>
</tr>
</thead>
</table>
a. Noise abatement and reduction measures, which shall be implemented at all times when work is being performed, include, but are not limited to the following: Schedule truck loading, unloading, and hauling operations so as to minimize noise impact near noise sensitive locations and surrounding communities; Locate stationary equipment so as to minimize noise impact on the community; Turn off equipment pieces when not in use; Limit the use of enunciators or public address systems, except for emergency notifications; Maintain equipment such that parts of vehicles and loads are secure against rattling and banging; Limit the time that steel decking or plates for street decking or covering excavated areas are in use; Grade surfaced irregularities in the work area to prevent the generation of impact noise by passing vehicles; Schedule work to avoid simultaneous activities that both generate high noise levels.

b. Noise abatement and reduction measures, which shall be implemented when work is performed between 7:00 a.m. and 7:00 p.m. include, but are not limited to, the following: Install noise barriers and/or curtains of up to 25 feet in height between construction equipment and sensitive receptors.; Provide materials and details of construction sufficiently weather resistant to last as long as work is to be performed; Be responsible for the design, detailing and adequacy of framework, supports, ties, attachment methods and other appurtenances required for the proper installation; Prepare and stamp the design and details of framework and supports using a Professional Engineer licensed in the State of California. The noise barrier shall be designed to withstand 80 mph wind loads plus a 30% gust factor; Light sets shall be enclosed or acoustically packaged; Upgraded silencers shall be placed on all applicable engines; Use signalers rather than “beepers” for all back-up operations; Minimize the use of a crane and pipe handling operations; There shall be no materials deliveries to the Site.

c. At all times when work is underway between 7 p.m. and 7 a.m. within 300 feet of a residential or hotel property line, the Contractor shall conduct his construction activities so that noise levels do not exceed the limits set forth above. Compliance is to be achieved at the property line of the nearest residence or other noise-sensitive receptor.

Monitoring:

The Public Works Department, City Police Department, and County Sheriff’s office shall respond to noise complaints.

Result After Mitigation:

By requiring noise control mitigation measures, noise sensitive uses would not be significantly impacted by the construction of the pipeline. Confining construction in residential areas to daytime hours, will safeguard residents against sleep disruption due to construction noise.

| Noise Level | 75 dBA Leq | 65 dBA Leq |
L. POPULATION AND HOUSING

Would the project:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through an extension of roads or other infrastructure)? (2030 General Plan)

   Potentially Significant Impact   Less Than Significant Impact Mitigation   Less than Significant Impact   No Impact

   □   □   □   □

2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (2030 General Plan)

   □   □   □   □

3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (2030 General Plan)

   □   □   □   □

Discussion:

(1) According to the GREAT Program EIR, the GREAT Program is anticipated to employ approximately 10 to 85 construction workers during any given day of the approximately 12-month construction period overall. The number of construction workers for just the RWBS pipeline is estimated to between 10 to 30 workers. Although there might be a slight increase in the population of the City and/or County during the construction phase of the project, it is anticipated that sufficient skilled labor could be provided locally or regionally, resulting in workers commuting to the project area on a daily or weekly basis. Due to the short term and temporary nature of construction and use of local and regional skilled labor, the proposed project would not induce substantial growth, cause a concentration of population, or displace people. The project would also be consistent with the GREAT program EIR and the intent of the City’s 2020 General Plan and the Ventura County General Plan. Therefore, there would be no adverse impacts.

(2, 3) With respect to housing, as the source of temporary skilled labor for the project being local or regional, substantial amounts of short-term housing would not be required for construction workers. Any short-term housing needs would be met by existing capacity of local hotel or motel rooms. Although the housing markets in both the City and the County are limited, the short-term housing needs associated with the project would not result in a significant impact to existing housing resources. Construction of the RWBS pipeline is proposed within or immediately adjacent to existing road rights-of-way. The project would also be consistent with the GREAT program EIR and the City’s 2020 General Plan and the Ventura County General Plan. Therefore, no disruption or division of an established community is anticipated and there would be no adverse impacts.

Mitigation:

None Required.

Monitoring:

Not Applicable.
Result After Mitigation:

Not Applicable.

M. PUBLIC SERVICES*

<table>
<thead>
<tr>
<th>Would the project result in substantial adverse physical impacts to the following:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Fire protection? (2030 General Plan)</td>
<td>[ ]</td>
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<td>[x]</td>
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<tr>
<td>2. Police protection? (2030 General Plan)</td>
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<tr>
<td>3. Schools? (2030 General Plan)</td>
<td>[ ]</td>
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<td>[x]</td>
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<tr>
<td>4. Parks? (2030 General Plan)</td>
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<tr>
<td>5. Other public facilities? (2030 General Plan)</td>
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</tbody>
</table>

Discussion:

(1) According to the GREAT Program EIR, construction activities associated with the RWBS pipelines would have less than a significant impact on fire hazards. Although rare, fires do occur at construction sites. However, construction and installation methods would be subject to City and County codes and inspection by County and City personnel prior to project completion. In addition, construction sites would be subject to City requirements relative to water availability and accessibility for firefighting equipment. Therefore, adherence to County and City codes and requirements during construction would reduce the potential for fire hazards to a less-than-significant level. Construction of the RWBS pipelines would temporarily increase traffic on roadways used in the vicinity of the project may have the potential to temporarily delay fire and emergency response. However, with the requirement of a Traffic Control Plan (required under Transportation), the project would require compliance with the Traffic Control Plan and would improve roadway conditions and traffic flow during construction, allowing fire and emergency response to operate without substantial delay. The project would also be consistent with the GREAT program EIR and the intent of the City’s adopted 2030 General Plan and the Ventura County General Plan. Therefore, impact on fire services is considered to be less than significant.

(2) According to the GREAT Program EIR, the construction activities associated with the RWBS pipelines could have minimal impacts to police protection due to theft or vandalism. Additionally, police response times may have a delay due to partial roadway closures during construction. The project would also be consistent with the GREAT program EIR and the intent of the City’s adopted 2030 General Plan and the Ventura County General Plan. With the implementation of a Traffic Control Plan (required under Transportation) and the short-term nature of the project, impacts to police services is considered to be less than significant.

(3, 4, 5) The project is not adding any new residential units to the area and therefore there will be no adverse impacts to schools, parks, or public facilities. The project has the potential to provide recycled water connections to a variety of public and private uses for landscape irrigation which would generally benefit these uses.
### N. RECREATION

| Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (2030 General Plan) |
|---|---|---|---|---|
| Yes | | | | No |

| Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (2030 General Plan) |
|---|---|---|---|---|
| Yes | | | | No |

**Discussion:**

As the project would introduce fewer than 10 new employees to the project area, the use of existing parks and recreational facilities would not substantially increase, nor would the project require construction or expansion of recreational facilities. The project would also be consistent with the GREAT program EIR and the intent of the City’s 2030 General Plan and the Ventura County General Plan. The project has the potential to provide recycled water connections to a variety of public and private uses for landscape irrigation, which would generally benefit these uses. Therefore there would be no adverse impacts associated with recreational land use or parks or recreational facilities would occur.

### O. TRANSPORTATION/TRAFFIC

| Would the project: |
|---|---|---|---|
| Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (2030 General Plan) |
| Yes | | | No |

| Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways? (2030 General Plan) |
|---|---|---|---|
| Yes | | | No |

| Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (2030 General Plan) |
|---|---|---|---|
| Yes | | | No |

| Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (2030 General Plan) |
|---|---|---|---|
| Yes | | | No |
O. TRANSPORTATION/TRAFFIC

Would the project:

5. Result in inadequate emergency access? (2030 General Plan)
   Potentially Significant Impact
   Less Than Significant Impact
   Mitigation
   Less than Significant Impact
   No Impact

6. Result in inadequate parking capacity? (2030 General Plan; Local Zoning Codes)
   Potentially Significant Impact
   Less Than Significant Impact
   Mitigation
   Less than Significant Impact
   No Impact

7. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (2030 General Plan)
   Potentially Significant Impact
   Less Than Significant Impact
   Mitigation
   Less than Significant Impact
   No Impact

Discussion:

(1-7)
According to the GREAT Program EIR, the construction of the pipelines would generate additional construction trips due to construction workers and truck trips to the construction site. However, the GREAT Program EIR states that peak-hour construction vehicle trip generation would generate less than 100 peak-hour trips and per the City Threshold Guidelines would not have significant impact to transportation and traffic for construction trips.

The roadways listed in the project description will require temporary lane closures for the construction of the pipelines and would have the potential to affect roadways, traffic circulation, public transit, and pedestrian/bicycle facilities.

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hueneme Road</td>
<td>Olds Road</td>
<td>Wood Road</td>
</tr>
<tr>
<td>Wood Road</td>
<td>Hueneme Road</td>
<td>Laguna Road</td>
</tr>
<tr>
<td>Laguna Road</td>
<td>Wood Road</td>
<td>Las Posas Road</td>
</tr>
</tbody>
</table>

Construction staging for equipment and materials would take place within existing city-owned roads and temporary construction easements and encroachments would be required to be obtained from the County of Ventura for right-of-ways within their jurisdiction. It is anticipated that temporary construction easements or encroachments would not exceed 75 feet in width along proposed pipeline alignments. Although not known in detail at this time, it is anticipated that lane closures along affected roadways would be required. Lane closures would have the potential to reduce roadway capacity and significantly impact traffic operations. A road encroachment permit from the County of Ventura would also be required for the construction of the pipeline along the Revlon Slough Bridge (in two places) that crosses the Revlon Slough.

In addition, public transit and pedestrian/bicycle facilities may be affected by roadway lane closures. A Traffic Management Control Plan (TMP) would be required to be prepared to mitigate potentially significant impacts to a less-than-significant level. In addition, all roadways disturbed during pipeline installation would be returned to preconstruction conditions, including existing parking and road configurations, once construction is complete. Encroachment Permit from Ventura County Railroad is needed for all the railroad crossings.
Cumulative traffic impacts to the County's Regional Road Network are expected to be potentially significant. To reduce the impacts to less than significant, a Traffic Impact Mitigation Fee (TIMF) should be paid to the County of Ventura prior to any road construction (see letter dated March 7, 2014 by the County of Ventura Transportation Department, Attachment C).

Therefore, with mitigation, impacts for transportation would be considered less than significant.

Mitigation:

T-1 To address lane closure impacts to study area roadways due to construction of the pipelines, the GREAT construction contractor will be required to prepare a construction TMP that would be required to be approved by the City of Oxnard or the County of Ventura (depending on jurisdiction) that addresses, at a minimum, the following:

- Detours for lane closures
- Timing of lane closures on adjacent routes (to provide for effective detours)
- Timing of heavy equipment and building material deliveries
- Signing, lighting, and traffic control device placement
- Establishing work hours outside the peak traffic periods, or suggesting alternate travel routes for construction traffic

T-2 The Contractor will maintain the maximum amount of travel lane capacity possible during non-construction periods and will provide flagger-control at all construction sites to manage traffic control and flows.

T-3 During construction, the Contractor will limit the work zone to a width that, at a minimum, maintains alternate one-way traffic flow past the construction zone. Alternatively, the Contractor will use detour signing, where available, on alternate access streets in the event that complete temporary street closures are required. Detour plans would be submitted to the City of Oxnard and Ventura County as part of the permit requirements.

T-4 All property owners, residents, and agricultural operators that are affected by construction will be notified prior to the start of construction. Advance public notification will include postings of notices and appropriate signage of construction activity.

T-5 All construction activities will be coordinated with local law enforcement and fire protection agencies. Emergency service providers will be notified of the timing, location, and duration of construction activities.

T-6 As part of the TMP, the Contractor will identify all access restrictions expected to occur during construction. The Contractor will develop a plan for notifying the affected businesses, homes, and other facilities, and prepare a plan to ensure adequate access at all times. This plan may involve alternate access, detours, or other temporary mitigations.

T-7 The Contractor will develop a plan for addressing temporary parking impacts due to construction. The parking plan should minimize the length of any temporary parking restrictions, identify alternative parking areas and appropriate signing, and specify the process for communicating with
the affected residents. This strategy should be discussed with the jurisdictions and included as part of the project TMP.

T-8 Where construction will result in temporary closures of sidewalks and other pedestrian facilities, the Contractor will provide temporary pedestrian access, through detours or safe areas alongside the construction zone. Any affected pedestrian facilities and the alternative facilities or detours that will be provided will be identified in the TMP. Where construction activity will result in a bike lane closure, appropriate detours and signing will be developed. Where trenching will affect bicycle travel on streets without bicycle facilities, requirements for plates to cover trenches will be in accordance with the permit requirements of the local jurisdiction.

T-9 The TMP shall be reviewed by the County of Ventura Transportation Department as required in a letter dated March 7, 2014.

T-10 A Traffic Impact Mitigation Fee (TIMF) will be required to be paid to the County of Ventura Transportation Department prior to any road work. (See letter dated March 7, 2014)

Monitoring:

The Traffic Control Plan (TMP) shall be approved by the City of Oxnard and the County of Ventura (depending on jurisdiction) at the time of the road encroachment permit approval. Staff and crew from both agencies shall monitor compliance with the TMP and the road encroachment permits.

Result After Mitigation:

With the implementation of the TMP, traffic impacts for the pipeline project will be a less than significant impact.

P. UTILITIES AND SERVICE SYSTEMS

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
P. UTILITIES AND SERVICE SYSTEMS

<table>
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<tr>
<th>Would the project:</th>
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<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>6. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
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<td>☒</td>
</tr>
<tr>
<td>7. Comply with federal, state, and local statutes and regulations related to solid waste? (2030 General Plan)</td>
<td>☐</td>
<td>☐</td>
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</tbody>
</table>

Discussion:

(1-5)
According to the GREAT Program EIR, construction of GREAT Program Recycled Water Distribution Pipeline Phase 1B Project would not interfere with current sewer service or wastewater treatment at the Oxnard WWTP. Pipeline construction would occur offline until complete. Integration of GREAT Program facilities into the existing sewer and wastewater treatment system would be conducted to avoid disruptions in service. Therefore, there would be no adverse impacts to the wastewater systems.

Additionally, as described in the GREAT Program EIR, no disruption to water, electric, gas, or telephone services are anticipated as a result of this project and therefore there would be no impacts associated with those public services.

(6-7)
According to the GREAT program EIR, disposal needs during construction would primarily include concrete and asphalt debris, soil, and other recyclable waste materials generated during excavation activities. The majority of the construction debris produced by the project could be handled by the Del Norte Regional Recycling and Transfer Station and other construction and demolition recycling facilities. Use of Ventura County solid waste landfills and potential impacts to landfill capacities would be minimized. Construction personnel would individually produce waste from food consumption and other onsite activities. These materials would be appropriate for collection in dumpsters and would be disposed as appropriate at Del Norte or the Ventura County solid waste landfills. With consideration of the temporary and short-term disposal needs of the project and primary use of construction and demolition recycling facilities, capacities at existing permitted municipal solid waste facilities are not anticipated to be adversely affected, and impacts would be less than significant.
Mitigation:

None Required.

Monitoring:

Not Applicable.

Result After Mitigation:

Not Applicable.

Q. MANDATORY FINDINGS OF SIGNIFICANCE

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant With Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
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<tbody>
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</table>

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 rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

2. Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

No new significant adverse effects are expected to result from the proposed project. Mitigation measures are either incorporated into the project or made a part of the Mitigated Negative Declaration.
ADDITIONAL REFERENCES

1. California, State of, Air Resources Board, CalEEMod Program.
2. California, State of, Governor's Office, Office of Planning and Research, Office of Permit Assistance, Hazardous Waste and Substances Sites - List Pursuant to AB 3750, current edition
7. City of Oxnard, Development Services Department, Planning Division, Coastal Zoning Regulations and Zone Maps, current edition.
8. City of Oxnard, Development Services Department, Planning Division, Coastal Land Use Plan, current edition.
9. City of Oxnard, Community Development Department, Planning Division, Zone Maps, current edition.
12. Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, current edition.
18. California State University - Fullerton South Central Coastal Information Center, California Historical Resources Information System, Department of Anthropology, Fullerton, California.

Environmental Impact Reports

22. City of Oxnard, FPEIR for the 2030 General Plan, February 2010
23. City of Oxnard, FEIR for the GREAT Program, February 2004
24. City of Oxnard, FEIR 94-1 for the Oxnard Factory Outlet, Phase III.
25. City of Oxnard, FEIR 95-2 for the Shopping Center at Lockwood and Rose Avenue.
27. City of Oxnard, FEIR 96-1 for the Northshore Project at Harbor Boulevard and Fifth Street.
29. City of Oxnard, FEIR 97-1 for the Ormond Beach Specific Plan.
30. City of Oxnard, FEIR 98-1 (Supplemental) for the Northeast Specific Plan.
31. City of Oxnard, FEIR 98-2 (Supplemental) for the Westport at Mandalay Bay Project (Tract 5196).
Specific Plans

ATTACHMENT B
SITE PLAN
March 14, 2014

City of Oxnard
Public Works Department
Daniel Rydberg, Capital Projects Manager
305 West Third Street
Oxnard, CA 93030

Subject: GREAT Program Recycled Water Distribution Phase 1B Pipeline

Dear Mr. Rydberg:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,

[Signature]

Tricia Maier, Manager
Planning Programs Section

Attachments

County RMA Reference Number 14-003
DATE: March 7, 2014

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Transportation Department

SUBJECT: REVIEW OF DOCUMENT 14-003 Notice of Intent (NOI) to Adopt Mitigated Negative Declaration (MND)
GREAT Program Recycled Water Distribution Phase 1B Pipeline
Construction of approximately 10½ miles of recycled water distribution mainline.
Lead Agency: City of Oxnard Public Works Department (city)

Pursuant to your request, the Public Works Agency – Transportation Department has completed its review of the NOI/MND for the GREAT Program Recycled Water Distribution Phase 1B Pipeline Project.

The Phase 1B Pipeline segment will provide recycled water from the Advanced Water Purification Facility (AWPF) southwest of Hueneme Road and Edison Drive in the City of Oxnard to Houweling Nurseries, the Pleasant Valley County Water District, the United Water Conservation District, and future agricultural users along the distribution routes. The project will provide recycled water northeast of the AWPF in the unincorporated area. The project involves the construction of 4,030 LF of welded steel pipe and 51,340 LF of HDPE pipe (approximately 55,370 LF or 10.49 miles of pipe) in the following County-maintained roadways and waterways: Hueneme Road, Wood Road, Laguna Road, Las Posas Road, Nauman Road, and Revlon Slough. The pipeline will be installed using open cut and jack and bore methods. The pipeline will be placed in a 1,000-foot sleeve under the slough.

The Program EIR was reviewed and approved in May 2004. The Transportation Department previously provided comments for RMA No. 11-013, 10-017, and 03-002 dated June 20, 2011, June 23, 2010, April 1, 2004, and January 29, 2003.

We have the following comments:

1. We generally concur with the Transportation/Traffic Mitigation Measures T-1 to T-8 beginning on P. 6 of the MND dated February 21, 2014, for those areas under the purview of the Transportation Department.

2. An Encroachment Permit from the County of Ventura Transportation Department will be required for any work in the right-of-way of any County-maintained road.

   - The Transportation Department would like to review and approve the Traffic Management Plan for the project.
The Transportation Department would like to review and comment on the Traffic Control Plan (TCP) and the Plans, Specification, and Estimate (PS&E) prior to advertising the project.

3. The City should be made aware that, according to Transportation Department policy, the City will be required to completely overlay any County-maintained road that has been overlaid in the past five years. The City should contact the Permits Division at (805) 654-2055 for more information.

4. The Design and Construction (D&C) Division has some planned projects that should be coordinated with the planned pipeline project. It is recommended that the City contact Mr. Chris Hooke at (805) 654-2048 for more information.

5. The City should be made aware of the following:
   - With regard to Hueneme Road, D&C has a planned resurfacing, shoulder widening, and bike lanes project for Hueneme Road east of Naval Air Road.
   - With regard to Laguna Road, the roadway is listed as Priority #4 in the Pavement Plan. A 600-foot segment north of Hueneme Road was realigned and paved in 2008.
   - With regard to Las Posas Road, D&C has a planned resurfacing, shoulder widening, and bike lanes project for Las Posas Road north of Laguna Road.
   - With regard to Nauman Road, the roadway is listed as Priority #4 in the Pavement Plan.

6. The City should require the contractor hired to perform the work to protect all pavement, curb, gutter, and sidewalk, berms, drainage facilities, and any other structures in the right-of-way of any County-maintained roadway from damage that may be caused by trucks and construction-related trips. Any damage to structures in the right-of-way of any County-maintained road should be repaired and/or replaced.

7. The project would cause cumulative adverse traffic impacts to the County of Ventura Regional Road Network (RRN) that would be considered potentially significant. To address the cumulative adverse impacts of traffic on the RRN, the appropriate Traffic Impact Mitigation Fee (TIMF) should be paid to the County. The fee due to the County cannot be determined from the information provided in the NOI/MND. Please provide sufficient detail regarding trip generation (type of vehicles/equipment, number of trucks, number of construction workers, and the duration of project) so that the TIMF may be computed.

Our review is limited to the impacts this project may have on the County’s Regional Road Network.

ec: Chris Hooke, Deputy Director, Design & Construction Division
     Anitha Balan, Engineering Manager, Permits Division

T:\Transport\Planning\Land Development\Non_County\14-003.doc
DATE: March 13, 2014

TO: Laura Hocking, RMA/Planning Technician

FROM: Tom Wolfington, P.E., Permit Manager

SUBJECT: RMA 14-003 – NOI to Adopt Mitigated Negative Declaration

Recycled Water Distribution Phase 1B Pipeline Alignment: GREAT Program Recycled Water Distribution Phase 1B Pipeline in the Unincorporated Area of Ventura County Right-of-Way for Houweling Nurseries, Pleasant Valley County Water District, and United Water Conservation District

Revlon Channel, Revlon Slough, Las Posas Road Drain, and Mugu Drain; Unincorporated Areas of Ventura County Zones 2 & 3, Calleguas Creek Watershed

Pursuant to your request, this office has reviewed the subject Notice of Intent to Adopt a Mitigated Negative Declaration Public Draft dated February 21, 2014.

PROJECT LOCATION

According to the graphics shown on Attachment "B" Site Plan, the GREAT Program Recycled Water Distribution Phase 1B Pipeline segment is located in the unincorporated area of Ventura County and will utilize the right-of-way for Hueneme Road, Wood Road, Laguna Road, Las Posas Road, and Nauman Road. The alignment crosses Revlon Channel, Las Posas Road Drain, and Mugu Drain all of which are Ventura County Watershed Protection District (District) jurisdictional red line channels. It also crosses Revlon Slough which is a District owned facility.

PROJECT DESCRIPTION

The City of Camarillo is implementing the Groundwater Recovery Enhancement and Treatment (GREAT) Program which is a comprehensive water resources effort to increase local water supply reliability and to meet the needs of a growing population. A major component of the GREAT Program is the Recycled Water Backbone System (RWBS) which includes a pipe distribution system with capacity to convey recycled water from the Advanced Water Purification Facility (AWPF) to potential users in the City and neighboring areas. The GREAT Program Recycled Water Distribution Phase 1B Pipeline segment is intended for water delivery to Houweling Nurseries, Pleasant Valley County Water District, and United Water Conservation District, and eventually to other agricultural users located along these roadways.
The total length of the alignment is approximately 55,370 feet, which includes 4,030 feet of welded steel pipe (WSP) and 51,340 feet of high density polyethylene (HDPE) pipe. The pipeline will be installed using conventional open cut, jack and bore (horizontal boring), and typical placement methods. Conventional open cut method involves installing pipe in an open trench with a typical width and depth ranging from 4 to 6 feet and 6 to 15 feet, respectively. Soil and debris from the trench excavation will be reused where possible but unsuitable material will be removed from the site. Pipe sections will be placed in the trench and covered using conventional equipment such as backhoes, side-broom cranes, compactors, and excavators.

During design of the project, field activities will include surveying, utilities potholing, geotechnical investigation, and proof testing. In addition to construction of the pipeline as described above, major field activities during construction of the project will also include surveying, traffic control, dewatering, relocating existing utilities as necessary, and restoring existing pavement and alignment as it is currently configured.

WATERSHED PROTECTION DISTRICT (DISTRICT) PROJECT COMMENTS:

1. The proposed project crosses a number of District jurisdictional red line channels and the Revlon Slough District facility. From an examination of Attachment "B" Site Plan (Page 45), the affected channels include Revlon Channel, Las Posas Road Drain, and Mugu Drain. Consequently, the Ventura County Watershed Protection District should be listed as an agency whose approval is required for Watercourse Permits along with the other agencies listed under Item 10 (Other agencies whose approval is required) of the City of Oxnard Initial Study Environmental Checklist Form (on Page 15).

2. The City of Oxnard is advised that any development activity including site grading that is proposed at any time in, on, over, under, or across Revlon Channel, Las Posas Road Drain, Mugu Drain, and Revlon Slough, will require Watercourse Permits from the District in accordance with Ventura County Watershed Protection District Ordinance WP-2. The District standard is that a project can not impair, divert, impede or alter the characteristics of the flow of water running in any jurisdictional red line channel.

3. In reviewing the proposed pipeline alignments and plans for channel crossings, the District typically requires tunneling, with sufficient vertical clearance below existing or proposed Flood Control channels and facilities, as opposed to the conventional open cut method. The tunneling bore pits are required to be set back sufficiently to avoid negative impacts on the District facilities.
4. Item H: Hydrology and Water Quality (Page 29) of the Mitigated Negative Declaration, as prepared by the Carollo Engineering and dated February 21, 2014 makes findings of “No Impact” for the following potential project impacts:

3. 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.

4. 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 substantial erosion or siltation on- or off-site.

The District believes that the best management practices being proposed, including horizontal boring, should reduce potential environmental impacts to jurisdictional red line channels and facilities to “Less than Significant”. The District requests that the environmental findings for #3 and #4 of Item H: Hydrology and Water Quality (Page 29) be amended to “Less than Significant”.

END OF TEXT
MEMORANDUM

Date: March 11, 2014

To: Daniel Rydberg
City of Oxnard Public Works Department

From: Derrick Wilson, Staff Services Manager
Integrated Waste Management Division

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the GREAT Program Recycled Water Distribution Phase 1B Pipeline for Houweling Nurseries, etc. RMA Reference No: 14-003

Lead Agcy: City of Oxnard Public Works Department
Contact: Daniel.Rydberg@ci.oxnard.ca.us

The Integrated Waste Management Division (IWMD) has reviewed the materials circulated by the Ventura County Resource Management Agency for this project and appreciates this opportunity to comment.

The IWMD requests the City of Oxnard’s Public Works Department, Capitol Improvements Division, to comply, to the extent feasible, with the general requirements of Ventura County Ordinances #4445 (solid waste handling, disposal, waste reduction, and waste diversion) and #4421 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, and salvage) to assist the County in its efforts to meet the requirements of Assembly Bill 939 (AB 939). AB 939 mandates all cities and counties in California to divert a minimum of 50% of their jurisdiction’s solid waste from landfill disposal. Ordinances 4445 and 4421 may be reviewed in their entirety at www.wasteless.org/ord4445 and www.wasteless.org/ord4421.

Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

**Recoverable Construction Materials**

Contract specifications for this project shall include a requirement that recoverable construction materials (e.g., metal, concrete, asphalt, rebar, wood) generated by the project, but not reused on-site, will be recycled at a permitted recycling facility. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: www.wasteless.org/construction&demolitionrecyclingresources.
**Soil - Recycling & Reuse**

Contract specifications for this project shall include a requirement that soil that is not reused on-site during the construction phase of the project will be transported to a permitted facility for recycling or reuse. Illegal disposal and landfilling of soil is prohibited. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: www.wasteless.org/construction&demolitionrecyclingresources.

**Green Materials - Recycling & Reuse**

The Contract Specifications for this project shall include a requirement that wood waste and vegetation removed during the construction phase of this project will be diverted from the landfill. This can be accomplished by on-site chipping and land-application at various project sites, or by transporting the materials to a permitted greenwaste facility in Ventura County. A complete list of permitted greenwaste facilities is located at: www.wasteless.org/greenwasterecyclingfacilities.

**Report Quantifying Materials Diverted from Landfill Disposal by On-Site Reuse or Off-site Recycling**

The contract specifications for this project shall include a requirement that all contractors working on the project submit a Summary Table to the IWMD at the conclusion of their work. The Summary Table must include the contractor’s name, address, phone number, the project’s name, the types of recyclable materials generated during the project (e.g., metal, concrete, asphalt, rebar, wood, soil, greenwaste) and the approximate weight of recyclable materials:

- Reused on-site, and/or
- Transported to permitted facilities for recycling and/or reuse.
- Please include the name, address, and phone number of the facilities where recyclable materials were transported for recycling or reuse in the Summary Table.

Receipts and/or documentation are required for each entry in the Summary Table to verify recycling and/or reuse occurred, and that recyclable metal, plastic, greenwaste, wood, soil, and/or sediment generated by this project was not landfilled.

Should you have any questions regarding this memo, please contact Pandee Leachman at 805/658-4315.
TO: Laura Hocking/Lori Gregory, Planning
FROM: Alicia Stratton
DATE: March 10, 2014
SUBJECT: Request for Review of Mitigated Negative Declaration for the GREAT Program Recycled Water Distribution Phase IB Pipeline, City of Oxnard (Reference No. 14-003)

Air Pollution Control District staff has reviewed the subject mitigated negative declaration (MND), which is a proposal to implement the Groundwater Recovery Enhancement and Treatment Program. This program is a comprehensive water resources effort to increase local water supply reliability and to meet the needs of a fast-growing population. A major component of the GREAT Program is the Recycled Water Backbone System, which includes a pipe distribution system with capacity to convey recycled water from the Advanced Water Purification Facility to potential users in the City and neighboring areas. The project would deliver water to Houweling Nurseries, Pleasant Valley County Water District, and United Water Conservation District with a long term goal of serving other agricultural users along Hueneme Road, Wood Road, Laguna Road, Las Posas Road and Nauman Roads. The project will include 4,030 ft. of welded steel pipe and 51,340 ft. of high density polyethylene pipe, for a total of 55,370 ft. of new pipe. The Phase IB Pipeline segment is located in the unincorporated area of Ventura County and will be constructed in the right-of-way for Hueneme Road, Wood Road, Laguna Road, Las Posas Road and Nauman Road in Oxnard.

Section C of the mitigated negative declaration addresses air quality. We concur with the findings of this discussion. Long-term, operational air quality impacts will not occur, however short-term, construction related air quality impacts will likely result from the earth moving and grading activities. Implementation of the Mitigation Measures described in Section AQ-1 through AQ-4 will reduce the short term air quality impacts and Best Management Practices contained in the project’s Storm Water Pollution Prevention Plan will also control dust production from the project. No further air quality mitigation is necessary.

If you have any questions, please call me at (805) 645-1426.
RESOLUTION NO. ___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND ADOPTING A MITIGATED NEGATIVE DECLARATION REGARDING THE ONGOING IMPLEMENTATION OF PHASE 1 OF THE GROUNDWATER RECOVERY ENHANCEMENT AND TREATMENT PROGRAM

WHEREAS, the City currently receives water from a variety of sources, including, but not limited to, groundwater wells, local groundwater purchased by the City, and imported surface water; and

WHEREAS, approximately half of the City’s current water demand is met by groundwater, while the other half is met by imported surface water; and

WHEREAS, limitations on both the City’s local groundwater and imported water sources, plus the increased cost of imported water, prompted the City to conduct an advanced planning study of alternative water supply sources; and

WHEREAS, the City has determined that additional alternative water supply sources should be developed to continue meeting the City’s goal of providing the community with a reliable and affordable source of high quality water; and

WHEREAS, as an element of meeting this objective, the City developed the Groundwater Recovery Enhancement and Treatment (“GREAT”) Program. The GREAT Program combines wastewater recycling and reuse, groundwater injection, storage and recovery, and groundwater desalination to provide regional water supply solutions to water users in the City; and

WHEREAS, the City certified the GREAT Program, Programmatic Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act (CEQA) in May 2004 (SCH #2003011045); and

WHEREAS, the City approved the construction of Phase 1 of the GREAT Program in September of 2004, pursuant to Council Resolution 12,707; and

WHEREAS, the City has constructed all the core components of the Phase 1 GREAT Program, so that the City is capable of producing 7,000 acre-feet per year (“AFY”) of advanced treated recycled water (“RW”). These core facilities include the Advanced Water Purification Facility (“AWPF”), the groundwater desalter, and the in-City recycled water distribution pipeline; and
WHEREAS, the distribution pipeline and certain additional facilities must be constructed so that the City can make reasonable and beneficial use of the entire RW yield of the GREAT Program Phase 1 system; and

WHEREAS, in March 2014, the City circulated a mitigated negative declaration ("MND") that evaluates the potential environmental impacts associated with the construction of a backbone RW pipeline for delivery of RW to agricultural users in western Ventura County ("Project"). The Project involves the completion of the RW delivery pipeline extension along Hueneme, Wood, Nauman, Laguna and Las Posas Roads ("RW Pipeline"). The Project was considered in the PEIR and the MND updates the evaluation previously completed in the PEIR certified in 2004. The Project is also referred to as GREAT Program Phase 1 Pipeline Project.

WHEREAS, the MND evaluates the potential environmental impacts, and required mitigation, associated with the construction and use of the RW Pipeline; and

WHEREAS, the PEIR and the MND constitute a complete, accurate, adequate, and good faith effort at disclosure under CEQA, and reflect the independent judgment and analysis of the City; and

WHEREAS, the City has negotiated and intends to enter into an agreement to sell RW for commercial agricultural uses to entities located in western Ventura County, along the route of the RW Pipeline. The agreement is titled the "Full Advanced Treatment Recycled Water Management and Use Agreement" ("Agreement"); and

WHEREAS, the Agreement provides a framework for the City to use the RW Pipeline for delivery of RW to agricultural users subject to the Agreement and as analyzed in the PEIR and the MND; and

WHEREAS, the Fox Canyon Groundwater Management Agency adopted Resolution 2013-02, approving of the City's distribution of RW as contemplated in the Agreement, a management and monitoring program for the implementation of the Agreement, and a mechanism through which the City may obtain additional access to groundwater in exchange for distribution of RW to agricultural users; and

WHEREAS, the Agreement provides the City a mechanism to make reasonable and beneficial use of the entire yield of the current capacity of the GREAT Program, providing both financial benefits and enhanced water supply reliability to the City, and its residents and businesses.

NOW, THEREFORE, the City Council of the City of Oxnard finds and resolves as follows:
I. PROJECT DESCRIPTION.

The GREAT Program, Phase 1, as authorized, is fully described in the PEIR and Council Resolution 12,707. The constructed facilities include the AWPF, a groundwater desalter at city blending station #1, and the in-city RW distribution pipeline that is aligned along Ventura Road. The current RW production capacity is approximately 7,000 acre-feet per year.

The proposed RW Pipeline will include approximately 55,000 linear feet of pipeline extending from the city-limits eastward along Hueneme Road, Wood Road, Laguna Road, Nauman Road and Las Posas Road. The RW Pipeline may be connected into the Pleasant Valley County Water District distribution system, the United Water Conservation District’s Pumping Trough Pipeline distribution system, and to the irrigation systems of a number of individual commercial farming entities located along the RW Pipeline alignment.

II. FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080 AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTION 15090 AND 15091, AND ADOPTION OF MND AND MITIGATION MONITORING AND REPORTING PLAN.

A. Consideration Of The Programmatic Environmental Impact Report:
The PEIR, SCH# 2003011045, dated May 2004, was presented to both the City Planning Commission and the City Council, and was reviewed and considered by all the voting members. After review, consideration of testimony, both written and oral, the PEIR was certified and adopted, and Phase 1 of the GREAT Program was approved and has been implemented over time as described herein. The PEIR reflects the independent judgment of the City and is adequate for the GREAT Program Project as analyzed in the PEIR.

B. Consideration Of The MND: The MND, dated March 2014, was presented to the City Council, and was reviewed and considered by all the voting members. After review, consideration of testimony, both written and oral, the MND is hereby certified and adopted, and the RW Pipeline Project described therein is approved for implementation subject to the City Council’s further approvals as may be required. The MND reflects the independent judgment of the City and is adequate for the Project described therein.

C. Full Disclosure. The City Council finds that the MND constitutes a complete, accurate, adequate and good faith effort at full disclosure under CEQA. The City Council further finds that the MND has been completed in compliance with CEQA.

D. Location of Record of Proceedings. The MND and other materials that constitute the record of proceedings upon which this decision is based are in the custody of the Planning and Environmental Services Manager, City Planning and Environmental Services, 214 South C Street, Oxnard, California 93030. This information is provided in
compliance with Public Resources Code Section 21081.6(a)(2) and 14 Cal.Code Regs. Section 15091(e).

E. **The PEIR and the MND.** The PEIR was prepared as a Programmatic EIR pursuant to CEQA Guidelines Section 15168. The City relies upon the PEIR as the environmental document for the physical components identified in Phase 1 of the GREAT Program Project. The MND covers and includes certain components of the Phase 1 GREAT Program and the MND is provided as an updated evaluation of the potential environmental impacts of the Project described in the MND.

F. **Indirect Environmental Impacts.** CEQA requires analysis not only of potential direct or primary impacts, but also of potential indirect or secondary effects that may be caused by a proposed project and, although later in time or further removed in distance, may be reasonably foreseeable. In light of these principles, the PEIR and the MND considered the potential indirect effects arising from the GREAT Program Phase 1 Project and Pipeline Project and from the cumulative development that may occur concurrently with or subsequent to those Projects.

G. **Findings That Certain Impacts Are Insignificant Or Mitigated To Insignificance By Conditions Of Approval:** The MND identifies several areas of insignificant impact consistent with Public Resource Code Section 21100 and State CEQA Guidelines Section 15128. The MND also identifies areas where the Project is considered to cause or contribute to potentially significant, but mitigable, environmental impacts consistent with State CEQA Guidelines Section 15091(a)(1). The MND recommends measures that mitigate these significant impacts to less than significant levels, and the Project as approved by the City Council incorporates these mitigation measures as changes to the Project. The City Council's approval of the Project is conditioned upon the inclusion of these measures. These impacts and the relevant mitigation measure(s) are discussed below, along with the appropriate findings under State CEQA Guidelines Section 15091.

1. **Cultural Resources:** Based on the proposed location of Project elements, avoidance of potentially significant cultural resources is not expected to result in any significant revisions to the Project. This is particularly accurate given that the Project will be located along and immediately adjacent to public right-of-ways. However, as with any project where soil is moved, there is always a possibility of discovering cultural resources. Monitoring will be required as indicated in the MND due to the possibility of encountering subsurface cultural materials. To avoid or reduce any potential impacts to a level of insignificance, the MND includes mitigation, including but not limited to the following:

Pre-construction records surveys along the Project route indicate that there are no previously recorded prehistoric cultural resources within or along the researched area. As a standard condition of Project implementation, if cultural resources are encountered, all work shall halt until the resource can be evaluated by a qualified archaeologist. Upon discovery of human remains, there shall be no further excavation or disturbance of the
site or any reasonably nearby area suspected to overlie adjacent human remains until conditions specified in the MND are met. The City Council finds that these mitigation measures mitigate the Cultural Resources impacts identified in the MND to a less than significant level.

2. **Biological Resources:** The entire Project RW Pipeline route is contained within or immediately adjacent to public right-of-ways. However, the MND has identified the potential for construction-related surface run-off impacts to Revlon Slough or into storm drains. Impacts related to potential surface run-off to any biological resources can be minimized and mitigated through implementation of all applicable construction Best Management Practices to prevent off-site transport of sediment, and other related equipment fueling practices as described in the MND. The City Council finds that these mitigation measures mitigate the Biological Resources impacts identified in the MND to a less than significant level.

3. **Air Quality:** The MND indicates that the proposed Project would result in temporary, short term impacts to air quality as a result of grading and other construction activities associated with earth-moving and heavy equipment operations. Operation emissions associated with the Project would not exceed federal, state or local standards and would be less than significant. The MND proposes certain mitigation measures, including, but not limited to, fugitive dust control measures, equipment emission control measures, Best Management Practices and compliance with APCD permitting requirements. The City Council finds that these mitigation measures mitigate the Air Quality impacts identified in the MND to a less than significant level.

4. **Traffic and Transportation:** The MND indicates that Project construction would add traffic to state routes and local roadways. Although construction-related traffic increases and delivery of potentially hazardous materials along prearranged routes in compliance with all applicable laws and regulations would not result in significant impacts, temporary lane closures during construction may have a significant impact on roadway capacity, public transit, and pedestrian/bicycle facilities.

The MND proposes certain mitigation measures, including, but not limited to: preparation of a construction traffic management plan (TMP) addressing, road closure detours and timing, timing of heavy equipment and building material deliveries, signing, lighting, and traffic control device placement, establishing work hours outside the peak traffic periods, or suggesting alternate travel routes for construction traffic. The City Council finds that these mitigation measures mitigate the Traffic and Transportation impacts identified in the MND to a less than significant level.

5. **Noise:** The MND identifies temporary noise impacts that could affect the area immediately surrounding active construction areas. The MND proposes certain mitigation measures, including, but not limited to: outfitting drill rigs, air compressors, blowers, pumps, and other associated equipment to meet local noise requirements; using temporary noise barriers consisting of acoustical curtains around the perimeter of the work areas located near sensitive receivers; confining nighttime con-
struction activities to areas located at least 0.25-mile or greater from residential areas; and confining construction in residential areas to daytime hours. The City Council finds that these mitigation measures mitigate the Noise impacts identified in the MND to a less than significant level.

6. Public Services and Utilities: The MND only identifies short-term minimal potential impacts to public services and utilities during the construction phase of the Project as a result of traffic related impacts on police protection and public service response times. With the implementation of the TMP, the City Council finds that these mitigation measures mitigate the Public Services and Utilities impacts identified in the MND to a less than significant level.

H. Findings Regarding Cumulative Effects. The MND identified potential short-term cumulative effects from the construction of the Project. In particular the MND identified the potential to impact cultural and paleontological resources, biological resources, traffic and transportation, air quality, noise, and public services and utilities. Without exception, the MND identifies measures to mitigate these potential impacts to a less-than-significant level.

I. Mitigation Monitoring and Reporting Plan. Public Resources Code Section 21081.6 requires the City to adopt a reporting or monitoring program for the changes to the Project that it has adopted or made a condition of approval to mitigate or avoid significant effects on the environment. The approved Project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this Project. The monitoring program is designed to ensure compliance during Project implementation. Various departments of the City of Oxnard monitor the policies and implementation measures of the Project. Reporting will be done through annual review by the City Council, through reporting from the Utilities Department Director.

J. Notice of Determination. Pursuant to Public Resources Code Section 21152, the City Council directs staff to file a Notice of Determination with the County Clerk, County of Ventura and the State Clearinghouse.

III. LOCAL COASTAL PLAN FINDINGS.

The Project has been prepared and will be implemented in full conformity with Division 20 of the Public Resources Code. The Project conforms to Chapter 3 of the Coastal Act and prevents uses harmful to the State’s coastal resources. The Project is in conformity with the City’s certified local coastal plan.

IV. GENERAL PLAN FINDINGS.

Implementation of the Project will be in conformity with the City’s General Plan and applicable Zoning Ordinance provisions.
V. ADOPTION OF MND.

The City Council hereby adopts the MND, inclusive of all mitigation and monitoring as provided in the MND and herein.

PASSED AND ADOPTED THIS _____ day of ________________, 2015, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Tim Flynn, Mayor

ATTEST:

______________________________
Daniel Martinez, City Clerk

APPROVED AS TO FORM:

______________________________
Stephen M. Fischer, Interim City Attorney