

1.0 INTRODUCTION

This document is a Revised Subsequent Environmental Impact Report (RSEIR) that evaluates the potential environmental effects of a request by Carbon California Company LLC to modify Conditional Use Permit 3543 (CUP 3543). This RSEIR replaces the Final SEIR prepared for the Mirada Petroleum Oil and Gas Project (PL13-0158) that was certified by the Ventura County Board of Supervisors on June 21, 2016.

The project site is located in the eastern portion of the Upper Ojai Valley in the unincorporated area of Ventura County, approximately 5.5 miles east of the City of Ojai. The proposed project is a request to modify the existing requirements of CUP 3543 to allow the following:

1. The continued operation of the existing oil and gas production facilities authorized by CUP 3543 for an additional 25 years.
2. The drilling of two new oil and gas wells on the existing graded pad that was authorized by CUP 3543.
3. The re-drilling of one of the existing oil and gas wells authorized by CUP 3543.
4. Allow the use of Koenigstein Road so that project-related tanker trucks can use the roadway to access the project site.
5. Authorize the full-time use of an existing natural gas flare at the project site for excess produced gas.

The proposed project is described in detail in Section 2.0, Project Description. The proposed project evaluated by this RSEIR is similar to the project that was evaluated by the previously prepared SEIR that was certified in 2016. However, since the SEIR was certified one component of the proposed project has been revised. As currently proposed, the request to drill three new oil and gas wells at the project site has been revised and the project now proposes to only drill and operate two new oil and gas wells at the project site instead of the previously proposed three new wells. Other project-related components remain unchanged, including requests to: allow the continued operation of existing oil production equipment at the project site, re-drill one existing oil well, allow project-related tanker trucks to use Koenigstein Road, and to allow the full-time use of an existing gas flare at the project site.

1.1 PROJECT BACKGROUND

Permit History. Table 1.1-1 lists the project-related discretionary permits that have been approved by Ventura County. The existing oil and gas operations located on the project site were first developed in 1976 under the authority of CUP 3543. Through a series of permit modifications between 1976 and 1983, the facility operator was ultimately authorized to install and operate six

oil wells and other associated facilities. To date, only three of the previously approved oil wells have been installed and placed in production. CUP 3543 allows the project operator to export 12 truckloads of produced fluid (oil and wastewater) per week from the project site. In addition, the CUP prohibits the use of Koenigstein Road for truck access to the project site. However, the truck access route specified by CUP 3543 was destroyed by flooding in 1995 and that route has not been reconstructed.

On April 7, 2016, the Planning Commission approved a request to modify CUP 3543 (Case No. PL13-0158) to allow continued operation of existing oil and gas operations authorized by CUP 3543; drill 3 new wells (for a total of 6 wells on the project site); re-drill one existing well; and authorize the use of Koenigstein Road by project-related trucks. The decision by the Planning Commission to approve the project was appealed to the Board of Supervisors. The Board denied the appeal and approved the requested modification of CUP 3543 in June 2016.

**Table 1.1-1
Previously Approved Discretionary Permits**

Permit No.	Approved Use	Decision Maker and Approval Date
CUP No. 3543	Drill five wells	Board of Supervisors April 26, 1976
Modification No. 1	Drill five additional wells	Board of Supervisors November 27, 1977
Modification No. 2	Install three new well sites with 6 wells each	Board of Supervisors July 1, 1977 Withdrawn November 28, 1978
Modification No. 3	Allow extension of condition deadlines	Planning Director August 24, 1978
Modification No. 4	Drill 1 exploratory well and 5 additional wells (total of 6 wells)	Planning Commission November 17, 1983
PL13-0158	Continued operation of existing oil and gas operations authorized by CUP 3543; drill 3 new wells (for a total of 6 wells on the project site); re-drill one existing well; and authorize the use of Koenigstein Road by project-related trucks.	Planning Commission April 7, 2017
PL13-0158	Continued operation of existing oil and gas operations authorized by CUP 3543; drill 3 new wells (for a total of 6 wells on the project site); re-drill one existing well; and authorize the use of Koenigstein Road by project-related trucks.	Board of Supervisors June 21, 2016

Project-Related Environmental Review. The environmental review that has been previously conducted for the oil and gas production operations authorized by CUP 3543, and the purpose of this RSEIR, is briefly described below.

1983 Final EIR. As shown on Table 1.1-1, CUP 3543 Modification No. 4 authorized the drilling and operation of one exploratory well and the drilling and operation of five additional oil wells on the project site. The Planning Commission certified a Final Environmental Impact Report (FEIR) for Modification No. 4 on November 17, 1983. The 1983 FEIR is incorporated into this RSEIR by reference. The 1983 FEIR concluded that CUP 3543 Modification No. 4 would result in significant and mitigable environmental impacts. Table 1.1-2 summarizes the project-specific mitigation measures identified in the 1983 FEIR. Table 1.1-3 summarizes the cumulative mitigation measures identified by the 1983 FEIR.

2016 Subsequent Final EIR. On April 7, 2016, the Planning Commission certified a Subsequent Final Environmental Impact Report (FSEIR) for proposed oil and gas production operations at the proposed project site (Project No. PL13-0158). The project evaluated by the 2016 FSEIR consisted of a request to: continue operation of existing oil and gas facilities located on the project site; drill three new oil and gas wells; re-drill one existing well; and allow the use of Koenigstein Road by project-related tanker trucks. The 2016 FSEIR was prepared because of the request to use Koenigstein Road as the project site access from State Route 150 for large project-related trucks. The Planning Division determined that the request to use Koenigstein Road had the potential to exacerbate a potentially significant environmental impact identified in the 1983 FEIR. Therefore, pursuant to Public Resources Code Section 21166 and CEQA Guidelines section 15162, a SEIR was required to examine the potential environmental effects of the proposed project site access. The 2016 FSEIR is incorporated into this RSEIR by reference.

Table 1.1-4 summarizes the environmental issue areas evaluated by the 2016 FSEIR, the required and recommended mitigation measures identified by the FSEIR, and the level of significance of project-related impacts after the implementation of proposed mitigation measures. The 2016 FSEIR did not identify any significant and unavoidable impacts that would result from the proposed changes to the existing oil and gas facility. One potentially significant impact related to short-term construction noise was identified by the 2016 FSEIR, and a mitigation measure to reduce that impact to a less than significant level was identified.

The Planning Commission's certification of the 2016 FSEIR was appealed to the Board of Supervisors. On June 21, 2016 the Board also certified the FSEIR.

**Table 1.1-2
1983 FEIR Project-Specific Mitigation Measures for CUP No. 3543 - Modification 4**

Impact Number	Issue Area	Mitigation Measure	Recommended or Required	Implemented (Yes / No)
1	Geology	All drilled wells shall be treated and tested with annular sealing to the base of the fresh water reservoir in order to protect fresh water supplies.	Required by DOGGR	Yes
2	Hydrology	Proposed sump should be lined with impervious material to prevent groundwater degradation.	Recommended	No. The Planning Commission did not include this measure in the conditions of approval for Modification 4 of CUP No. 3543.
3	Traffic	The applicant should implement traffic control measures furnished by the Sheriff's Department at the intersection of State Route 150 and Koenigstein Road, such as flagmen.	Recommended	No. The Planning Commission did not include this measure in the conditions of approval for Modification 4 of CUP No. 3543 because conditions of approval preclude the use of Koenigstein Road by large trucks.
4	Biological Resources	Install and maintain a wire fence with meshing around each oil well sump.	Required	Yes.
5	Noise	If noise complaints are received during the drilling phase of the project, noise shall be attenuated to meet the noise threshold standards as noted in the Ventura County General Plan.	Required	Yes. The Noise mitigation measures were incorporated into CUP 3543-4 as conditions of approval nos. 35 to 38, 42 & 43.
6	Archeological Resources	A registered Archeologist shall conduct a surface determination of the area involved in well drilling. If archeological sites are discovered during the construction phase of the project, all work shall cease until a qualified Archeologist can evaluate the site and make a recommendation towards preservation of the site.	Recommended	No. The Planning Commission did not include this measure in the conditions of approval for Modification 4 of CUP No. 3543.
7	Visual Resources	If the well is productive, the site shall be landscaped. If the well is unproductive, the site shall be restored to its original topographical condition.	Recommended	Yes. The measure to address visual resources was incorporated into CUP 3543-4 as condition of approval no. 32.

**Table 1.1-3
1983 FEIR Cumulative Mitigation Measures for CUP No. 3543 - Modification 4**

Impact Number	Issue Area	Mitigation Measure	Recommended or Required	Implemented (Yes / No)
1	Visual Impacts	Following the completion of drilling or production of the well, all equipment and deleterious material including contaminated soil should be removed from the site. A grading modification should occur to recontour the site. The soil should be cultivated. Seeding of the area with appropriate indigenous or compatible grasses and shrubs should occur. Enforcement of the Ojai Valley Area Plan oil exploration goals and policies should be addressed.	Recommended	Yes. The measures to address cumulative visual impacts were incorporated into CUP 3543-4 as conditions of approval nos. 21, 23 & 28.
2	Air Quality	<p>The applicant must establish and maintain general emission control measures pursuant to the Air Quality Management Plan Rules. The measures include:</p> <p>a. Limiting drilling rig operations to one operating unit at a time in the permit area.</p> <p>b. Reduction of fugitive emissions from petroleum handling and transportation by the following methods:</p> <ul style="list-style-type: none"> • Prohibiting the venting of well head gas to the atmosphere. If quantities of gas exist in excess of that needed to power production equipment, the gas shall be flared in a manner acceptable to the Ventura County Air Pollution Control District and County Fire. • Producing well equipment shall be maintained. • All valves, flanges and connections should be routinely maintained. 	Recommended	Yes. The measures to address cumulative air quality impacts were incorporated into CUP 3543-4 as conditions of approval nos. 24 & 50.
3	Biological Resources	Creation of a task force that would identify and recommend to the Planning Commission a means of minimizing the impact of present and future oil operations in the Sisar/Bear Creek areas.	Recommended	No. The Planning Commission did not include this measure in the conditions of approval for Modification 4 of CUP No. 3543.

**Table 1.1-3
1983 FEIR Cumulative Mitigation Measures for CUP No. 3543 - Modification 4**

Impact Number	Issue Area	Mitigation Measure	Recommended or Required	Implemented (Yes / No)
4	Ground-water Supply	<p>Mud tanks and berms shall be constructed to confine all drilling fluids and cuttings within the drill site area.</p> <p>Subsurface waters shall be protected by casings and cement.</p> <p>Casing strings shall be cemented in place and water shutoff tests should be conducted and witnessed by DOGG staff.</p> <p>All liquid drilling discharge wastes shall be accumulated into steel tanks within the permit area and hauled away to an appropriate disposal site.</p> <p>The steel tanks shall be removed within 30 days after the completion or abandonment of the wells. Solid drilling materials could be temporarily deposited in an earthen depression with the final disposition of solid waste materials to be accomplished in compliance with State Regional Water Quality Control Board (RWQCB) regulations.</p> <p>Hazardous materials must be disposed of per RWQCB and County Environmental Health regulations.</p> <p>Abandoned water wells on the drilling site shall be destroyed in accordance with the County Well Ordinance.</p> <p>Any oil spills from pipes or other facilities shall be cleaned and corrected in accordance with the Environmental Protection Agency's Spill Contingency Plan.</p> <p>Fluid loss shall be monitored onsite during drilling with the use of an approved tracer.</p>	Required	Yes. The measures to address cumulative groundwater supply impacts were incorporated into CUP 3543-4 as conditions of approval nos. 22, 23, 54 & 56.

**Table 1.1-3
1983 FEIR Cumulative Mitigation Measures for CUP No. 3543 - Modification 4**

Impact Number	Issue Area	Mitigation Measure	Recommended or Required	Implemented (Yes / No)
5	Traffic	Heavy-duty truck traffic, from cumulative oil operations could be virtually eliminated if operators would utilize oil pipelines to transport crude oil offsite in place of tank trucks.	Recommended	No. This mitigation measure was not included in the conditions of approval for CUP 3543-4.
6	Noise	<p>Noise intrusion into residential property from drilling or production operations: Noise from the drilling operations on the proposed sites should not exceed 55 dbA between the hours of 7:00 am to 10:00 pm and 45 dbA between the hours of 10:00 pm to 7:00 am.</p> <p>Noise generated by motor vehicles on public right of way: the applicant should not operate a motor vehicle or combination of vehicles on the public right of way within the general vicinity of the proposed sites, at any time or under any condition of grade, load, acceleration or deceleration, in such a manner as to exceed the following noise limits: vehicles 6,000 pounds or more or vehicles with a tow: 86 dbA (speed limit less than 35mph) and 90 dbA (speed limit more than 35 mph).</p> <p>Noise limits should be based on a distance of 50 feet from the center of the lane of travel within the specified speed limit.</p> <p>Test procedures and instrumentation should be in accordance with CHP regulations.</p> <p>Truck movements to and from the site shall be limited between the hours of 7:00am and 7:00 pm. Only well maintained vehicles should be permitted to operate during site preparation, drilling, production and abandonment.</p>	Recommended	Yes. The measures to address cumulative noise were incorporated into the conditions of approval for CUP 3543-4 as conditions nos. 31, 35, 38 & 42.

**Table 1.1-3
1983 FEIR Cumulative Mitigation Measures for CUP No. 3543 - Modification 4**

Impact Number	Issue Area	Mitigation Measure	Recommended or Required	Implemented (Yes / No)
		Access roads should be constructed at locations furthest from the residential locations. A noise barrier should be installed around all noise producing equipment and areas of the rig.		

**Table 1.1-4
2016 FSEIR Mitigation Measure Summary**

Issue Area	Mitigation Measures	Level of Impact
Air Quality	None required	Less than Significant (Class III)
Traffic Circulation and Safety	None required	Less Than Significant (Class III)
Biological Resources	None required. Measures to minimize any adverse effects on the California Condor are recommended	Less Than Significant (Class III)
Climate Change	None required	Less than Significant (Class III)
Water Resources	None required	Less than Significant (Class III)
Noise	Erection of a noise barrier during drilling operations	Less than significant (Class II)

Revised Subsequent Environmental Impact Report. On July 21, 2016, a petition was filed with the Superior Court of the State of California, Ventura County to overturn the Board of Supervisor’s certification of the FSEIR. On December 4, 2017, the Court issued a Writ of Mandate (Appendix A) that requires further action and reconsideration pertaining to the certification of the FSEIR by the Board of Supervisors. In summary, the Writ of Mandate requires that a RSEIR be prepared that provides additional environmental review of the proposed project’s potential air quality impacts, and potential traffic safety impacts associated with the project’s proposed use of Koenigstein Road. This RSEIR includes the additional air quality and traffic safety analysis that was required by the Court’s ruling.

In its review of the 2016 FSEIR, the Court ordered that this RSEIR’s evaluation of project-related air quality impacts compare all project-related emissions of oxides of nitrogen (NO_x) and reactive organic compounds (ROC) to the five pounds per day threshold of significance adopted for the Ojai Valley by Ventura County (County of Ventura Initial Study Assessment Guidelines,

April 26, 2011) and by the Ventura County Air Pollution Control District (Ventura County Air Quality Assessment Guidelines, November 2003). The requirement to compare all project-related NO_x and ROC emissions to the adopted significance thresholds exceeds the analysis methodology requirements specified by the APCD's Air Quality Assessment Guidelines. The APCD Guidelines require that the adopted significance thresholds only be applied to unpermitted sources of emissions (i.e., mobile emissions), while emissions from equipment requiring APCD permits, specifically stationary equipment, are not counted towards the adopted thresholds. This RSEIR's analysis of the proposed project's air quality impacts has estimated all project-related NO_x and ROC emission and compared those emissions to the Ojai Valley Area Plan adopted five pound per day threshold as required by the Court for this project.

Also in compliance with Court's order regarding the 2016 SEIR, an air quality impact assessment (AQIA) and a health risk assessment (HRA) were prepared for the project (Sespe Consulting, January, 2, 2019) and those studies are included as RSEIR Appendix B. After the AQIA and HRA were prepared, the Applicant revised the project to eliminate one of the proposed new oil wells (i.e., the project is now a request to drill two new oil and gas wells at the project site instead of three). An updated AQIA (Sespe Consulting, May 29, 2019) that evaluates the air emission of drilling and operating two new oil wells at the project site was prepared for the revised project and that evaluation is also provided in Appendix B. As shown by the May 29, 2019 updated AQIA, the currently proposed project would result in reduced short- and long-term emissions when compared to the emissions of the previously proposed project. Therefore, the previously prepared HRA is still applicable to the currently proposed project, although, the HRA now over-estimates the effects of project-related air emissions.

1.2 PURPOSE AND LEGAL AUTHORITY FOR THIS RSEIR

The requested changes to the existing oil and gas operations currently authorized by CUP 3543 require a modification of the CUP. Such a modification is a discretionary project that is subject to environmental review pursuant to CEQA, and requires approval by Ventura County decision-makers (i.e. Ventura County Board of Supervisors). In accordance with Section 15151 of the CEQA Guidelines, the purpose of this RSEIR is to:

...inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This document is a RSEIR to the FEIR that evaluated the environmental impacts of CUP 3543 Modification 4 that was certified by the County of Ventura in 1983. This RSEIR has been prepared pursuant to Section 15162 of the CEQA Guidelines, which pertain to the preparation of Subsequent EIRs. The conditions described in Section 15162 related to the preparation of Subsequent EIRs are provided below along with a discussion as to why a Subsequent EIR is required for the proposed project.

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects [§ 15162(a)(1)].

The oil and gas facility under review was analyzed in the previous 1983 FEIR for its potential impacts on the environment. Mitigation measures were identified in the 1983 FEIR that address the project's potentially significant impacts. In addition to the proposed continued operation of the existing oil and gas facilities, the proposed project also includes the drilling of two new wells and the re-drilling of one existing well on an existing drill pad.

The 1983 FEIR identified mitigation measures to reduce impacts of the original project to a less than significant level (see Tables 1.1-2 and 1.1-3 above). All of the required mitigation measures identified by the 1983 FEIR were implemented prior to the submittal of the current permit modification application.

The proposed drilling of two new oil wells would occur on an existing graded pad and the proposed project would require minimal grading (i.e., less than 50 cubic yards) The requested permit includes a reduction in the maximum amount of tanker truck traffic (8 truckloads per week instead of 12 truckloads per week) that is currently authorized by CUP 3543. All of the project-related tanker and other vehicle traffic would continue to travel on State Route 150 between the project area and the Santa Paula area.

Proposed changes to the existing oil production operations at the project site that would have the potential to result in environmental impacts that are greater than the impacts evaluated by the 1983 EIR. These are the use of Koenigstein Road to access the project site from State Route 150; and the full-time use of a produced natural gas flare at the project site. The existing CUP requires vehicle traffic associated with the oil and gas operations, except for emergency traffic, to access the project site using a private road that connects to State Route 150 southwest of the project site. The private road, however, was destroyed by flooding in 1995 and crossed over an Arizona crossing under the jurisdiction of the California Department of Fish and Wildlife. Since that time, Koenigstein Road has been used to transport produced fluids by tanker truck from the project site as it is the only available access. The existing CUP only allows the use of a produced natural gas flare in the event of an emergency. Operations at the project site, however, have relied on the full-time use of a gas flare because there are no common carrier or private gas collection pipelines located in the vicinity of the project site. The existing full-time use of a flare at the project site has been permitted by the Ventura County APCD.

Based on the analysis included in the 1983 FEIR, the proposal to use Koenigstein Road by large project-related trucks has the potential to result in a substantial increase the severity of a previously identified potentially significant traffic safety impact. Also based on the analysis included in the 1983 FEIR, the proposed use of a full-time flare at the

project site has the potential to result in a significant air quality impact. Therefore, the preparation of a SEIR is required.

- 2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects [§ 15162(a)(2)].**

A physical change in the circumstances under which the proposed project would be undertaken includes the previous destruction of the primary permitted access road to the project site. The private access road was destroyed by flooding in 1995. Since that time, the operator of the facility has used Koenigstein Road for access as there is no other available route. The proposal to continue to use Koenigstein Road by a large project-related truck has the potential to result in a substantial increase the severity of a potentially significant traffic safety impact that was identified by the project's FEIR that was certified in 1983. Therefore, the preparation of a SEIR is required.

- 3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Planning Commission certified the previous EIR, shows any of the following:**
 - a. The project will have one or more significant effects not discussed in the previous EIR [§ 15162(a)(3)(A)].**

Since the 1983 FEIR was prepared, the permitted truck access road to the project site was destroyed by flooding in 1995. Since that time, the operator of the facility has used Koenigstein Road for large truck access as there is no other available route. The proposed use of Koenigstein Road for large truck access to the project site has the potential to result in a substantial increase the severity of a potentially significant traffic safety impact that was identified by the project's 1983 FEIR. Therefore, the preparation of a SEIR is required.

In summary, the preparation of a SEIR is required due to the destruction of the currently permitted large truck access road and the project-related proposal to allow large trucks to access the project site using Koenigstein Road, and the request to amend the CUP to allow the full-time use of an existing gas flare.

1.3 SCOPE AND CONTENT OF THIS RSEIR

In accordance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the previously prepared SEIR was published on February 19, 2015. A public scoping meeting was held on March 10, 2015. The NOP, public comments received, and responses to the public comments on the NOP are included as Appendix G to the 2016 SEIR. The SEIR is incorporated into this RSEIR by reference.

CEQA Guidelines section 15125(a) states: "*An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice preparation is published, at the time environmental analysis is commenced....*" Therefore, the baseline conditions used for the analysis of environmental impacts in this RSEIR are the environmental conditions that existed at the time the NOP for the SEIR was published (2015).

The following environmental issue areas are evaluated in this RSEIR:

- Air Quality
- Traffic Circulation and Safety
- Biological Resources
- Greenhouse Gas Emissions
- Water Resources
- Noise

This RSEIR evaluates the same environmental issue areas that were evaluated by the 2016 SEIR. The same environmental issue areas have been evaluated in this RSEIR because: 1) the project evaluated by this RSEIR is similar to the project evaluated by the 2016 SEIR; and 2) the environmental issue areas evaluated by 2016 SEIR were those issue areas (i.e., Air Quality, Traffic Circulation and Safety, Biological Resources, Water Resources, and Noise) for which the proposed project (PL13-0158) had the potential to result in new or substantially increased impacts when compared to the impacts identified by the 1983 FEIR.

The level of detail incorporated throughout this SEIR is consistent with the requirements of CEQA and applicable court decisions. The CEQA Guidelines provide the standard of adequacy on which this document is based. Section 15151 of the CEQA Guidelines state:

"An EIR should be prepared with a sufficient degree of analysis to provide the decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure."

1.4 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The CEQA Guidelines define "lead," "responsible" and "trustee" agencies. The County of Ventura is the lead agency for the project because it has the principal responsibility for the approval or denial of the project. The decision to grant or not to grant the requested modified CUP is a discretionary action by the County of Ventura.

Pursuant to Section 15381 of the CEQA Guidelines, the term “responsible agency” refers to public agencies other than the lead agency that have discretionary approval authority over the project. Although the proposed oil and gas facilities require ministerial permits issued by the Ventura County Air Pollution Control District (VCAPCD) and the California Division of Oil and Gas and Geothermal Resources (DOGGR), neither of these agencies are a “responsible agency” because they do not have discretionary approval authority over the proposed project. However, this RSEIR will be provided to these agencies for review and comment.

A “trustee” agency refers to a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. The SEIR will be circulated to various State and Federal agencies for review and comment, including the: California Department of Fish and Wildlife, California Regional Water Quality Control Board, California Division of Oil and Gas and Geothermal Resources, California Department of Transportation, and the Ventura County Air Pollution Control District.

1.5 ENVIRONMENTAL REVIEW PROCESS

The environmental review process required pursuant to CEQA involves a number of steps as listed in sequence below. The review process is procedurally the same for an EIR as for a SEIR or RSEIR.

Draft Environmental Impact Report. The Draft EIR must contain certain mandatory sections as specified in the CEQA Guidelines.

Public Notice and Review. The lead agency must prepare a Notice of Availability and circulate the EIR for public review and comment for a period of up to 45 days.

Notice of Completion. A lead agency files a Notice of Completion with the State Clearinghouse after it completes the preparation of a Draft EIR.

Final EIR. A proposed final EIR must include the Draft EIR, public comments, a list of persons who commented, and responses to the comment that were submitted.

Final EIR Certification. Prior to approving a project, the lead agency must certify that the Final EIR was prepared in compliance with CEQA and that the Final EIR was considered by the decision-makers.

Lead Agency Decision. A lead agency may: (a) disapprove a project because of its significant environmental effects, (2) require changes in a project to reduce or avoid significant environmental effects, or (c) approve a project despite its significant effects if a statement of overriding considerations is adopted.

Notice of Determination. The lead agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared.

1.6 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the CEQA Guidelines provides for incorporation by reference of all or portions of another document which is a matter of public record or generally available to the public. The purpose of this section is to disclose existing CEQA documents, technical studies and other information that is directly applicable to the proposed project.

- Final EIR for the Phoenix West Oil and Gas Company Project, 1983. This document is available at:
<http://bosagenda.countyofventura.org/sirepub/agdocs.aspx?doctype=agenda&itemid=77870>
- Final SEIR for the Mirada Petroleum Oil and Gas Project, 2016. This document is available at:
<http://bosagenda.countyofventura.org/sirepub/agdocs.aspx?doctype=agenda&itemid=77870>
- County of Ventura, Initial Study Assessment Guidelines, April 26, 2011
- Ventura County Air Quality Assessment Guidelines, November 2000
- California Division of Oil and Gas and Geothermal Resources, Wellfinder website
- California Department of Transportation, Traffic Counts website
- Final Subsequent EIR for the Focused General Plan Update, June 2005
- MND Addendum for the Mirada Petroleum Project (LU11-0041), May 2013
- Ventura County General Plan, including the Ojai Valley Area Plan
- Ventura County Non-Coastal Zoning Ordinance
- State Guidelines for the Implementation of CEQA
- South Coast Air Quality Management District, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans Greenhouse Gas Thresholds