

EXECUTIVE SUMMARY

Proposed Project. This document is a Revised Subsequent Environmental Impact Report (RSEIR) that evaluates the potential environmental impacts of a request to modify Conditional Use Permit No. 3543 (Case No. PL13-0158) to allow the continued operation of the existing Carbon California Company oil and gas production facilities located in the eastern portion of the Upper Ojai Valley for an additional 25 years. The proposed project evaluated by this RSEIR also includes the following components:

1. The drilling of three new oil and gas wells on the existing graded pad that was authorized by CUP 3543.
2. The re-drilling of one of the existing oil and gas wells authorized by CUP 3543.
3. Allow the use of Koenigstein Road so that project-related trucks can use the roadway to access the project site.
4. Allow the continued use of a flare at the site for excess produced gas.

The proposed project does not include the conduct of well stimulation treatments, as defined in Public Resources Code section 3157.

Project Background. The potential environmental impacts of the existing oil and gas facility located at the proposed project site were evaluated in a Final Environmental Impact Report (FEIR) that was adopted and certified by the Ventura County Planning Commission on November 17, 1983. The certified 1983 FEIR is incorporated into this RSEIR by reference. The 1983 FEIR states:

The movement of large vehicles at the intersection of State Route 150 and Koenigstein Road could create unsafe conditions.

At the time the FEIR was certified and CUP 3543 granted, the Ventura County Planning Commission also made findings that characterized the use of Koenigstein Road by large trucks associated with oil and gas drilling and production activities as unsafe and a potentially significant traffic impact. To reduce the potentially significant impact to a less than significant level, the Planning Commission imposed a condition of approval (Condition No. 52) that generally prohibits large project-related trucks from using Koenigstein Road, which connects to Highway 150 approximately 2,800 feet south of the project site. In 1995, the private access road that was designated as the access route to be used by project-related large trucks was destroyed by flooding. Since the access road bridge was destroyed, project-related trucks have used Koenigstein Road to access the project site from Highway 150 because there is no other road that provides access to the project site.

Since the currently proposed project includes a request to allow large trucks to use Koenigstein Road to access the project site from Highway 150, the requested project revision would exacerbate a potentially significant environmental impact that was identified in the 1983 FEIR. The Planning Division determined that pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162, that a Subsequent EIR (SEIR) was required to examine the potential environmental effects of the proposed project revisions.

The Planning Commission certified the Final SEIR prepared for the proposed project in 2016. The Planning Commission's certification of the 2016 FSEIR was appealed to the Board of Supervisors, and on June 21, 2016 the Board also certified the FSEIR. The certified FSEIR is incorporated into this RSEIR by reference. 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 2016 FSEIR. On December 4, 2017, the Court ordered that further analysis of the proposed project's environmental impacts be conducted. The additional environmental review is to include an evaluation 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 has been prepared in accordance with the Court's ruling.

Table ES-1 summarizes the environmental impacts for each of the environmental issue areas evaluated in this RSEIR; indicates if mitigation measures for significant impacts are required; and identifies the level of impact significance after the implementation of proposed mitigation. No significant and unavoidable impacts have been identified that would result from the implementation of the proposed project.

**Table ES-1
Impact Summary**

Environmental Issue Area	Impact	Mitigation Measures	Impact Significance
Air Quality	No significant project-specific or cumulative impacts identified	None required Ozone precursor (NOx) reduction measures recommended	Less than Significant (Class III)
Traffic Circulation and Safety	No significant project-specific or cumulative traffic volume impacts identified Potential long-term project-specific and cumulative traffic safety impacts resulting from the continued use of the State Route 150/Koenigstein Road intersection by project-related tanker trucks	Traffic Volume Impacts None required Traffic Safety Impacts Limit tanker truck turning movements through the SR 150/Koenigstein intersection to daytime hours and require the installation of truck crossing warning signs along SR 150 A recommended condition of approval addresses the use of oversized vehicles on County roads.	Less Than Significant with Mitigation (Class II)
Biological Resources	Potential short-term impacts to nesting birds; and potential short- and long-term impacts to California condor. No significant cumulative impacts identified	Nesting bird avoidance and California condor mitigation measures required	Less Than Significant with Mitigation (Class II)
Climate Change	No significant project-specific or cumulative impacts identified	None required	Less than Significant (Class III)
Water Resources	No significant project-specific or cumulative impacts identified	None required	Less than Significant (Class III)
Noise	Potential short-term construction noise impacts. No significant long-term or cumulative impacts identified	Short-term drilling noise reduction measures required	Less than significant with Mitigation (Class II)

