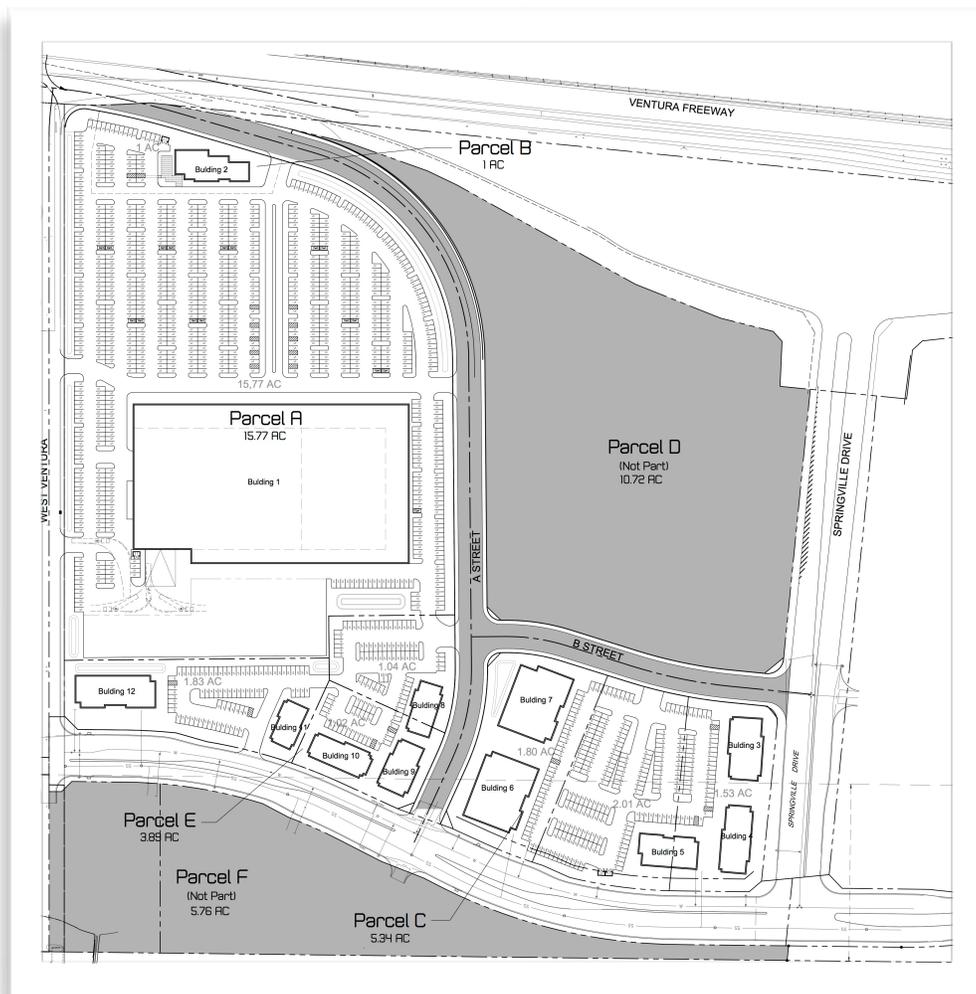


REVISED DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT SPRINGVILLE COMMERCIAL

GPA 2014-2/CZ-322/T-5812 Mod

& Airport North Specific Plan Amendment

City of Camarillo EIR 2014-08 & SCH #2010081043



February 2016

Prepared by:



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ENVIRONMENTAL CONSULTANTS

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SPRINGVILLE COMMERCIAL

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City of Camarillo EIR 2010-2 & SCH #2010081043

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February 2016



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INTRODUCTION

This introduction is intended to provide the reader with general information regarding the subject of this Revised Draft Subsequent Environmental Impact Report (EIR), the purpose for a Revised Subsequent EIR, standards for EIR adequacy, an introduction to the scope and content of this Revised Draft Subsequent EIR, and the opportunities that will be provided for public participation in the project and EIR review process.

SUBJECT OF THIS REVISED DRAFT SUBSEQUENT EIR

Project Site History

The proposed project site is a portion of the 337-acre Airport North Specific Plan (Specific Plan) area that is located south of U.S. Highway 101 (Ventura Freeway) and north of Camarillo Airport in two segments with one between Las Posas Road on the east and West Ventura Boulevard (formerly Bajo Agua Avenue) on the west, and the other between Wood Road and the western boundary of the City of Camarillo. Development of the Specific Plan area was planned under the Airport North Specific Plan, evaluated under the EIR for the Airport North Specific Plan, and approved by the Camarillo City Council in 1986.

The Specific Plan planned for the development of up to 4,488,775 square feet of mixed use, hotel, office, corporate, commercial support, and research and development (R&D) uses. The site that is the subject of this Subsequent EIR was envisioned to be Phase I of the Specific Plan buildout. To date, all of the development that has occurred within the Specific Plan site has occurred to the east in the area identified as Phase II. This area is developed with the Camarillo Town Center and Camarillo Town Center II commercial centers. The Camarillo Town Center is developed with approximately 370,000 square feet of commercial uses. The Camarillo Town Center II development is anchored by a home improvement store. The area between the proposed project site and the Camarillo Town Center II development was approved for development of up to 499,000 square feet of commercial uses in 2007. This currently undeveloped project is referred to as Paseo Camino Real. All of these existing and approved developments are designated for Commercial under the City of Camarillo General Plan and zoned CPD (Commercial Planned Development).

The proposed project site had been used for agricultural row crop production until 2008 when Ventura Boulevard was realigned to the south and extended from the Camarillo Town Center II site to West Ventura Boulevard. The realigned West Ventura Boulevard now bisects the lower portion of the project site. Two roadway cut-outs are currently provided for future roadway access into the site from West Ventura Boulevard.

The current land use designation for the project site is Industrial (Research and Development) and the underlying zoning designation is LM (Limited Manufacturing).

In June 2011, the City of Camarillo approved Tentative Tract Map No. T-5812, which involved the requested application to subdivide the 46.88-acre project site into 25 or fewer lots for the development of up to 700,000 square feet of light industrial and/or office uses. The lots range in size from 1.00 acre to 4.07 acres. No actual buildings were proposed at that time and the final building sizes and space would be determined throughout the planning process, but the total building size would not exceed 700,000 square feet.

The potential environmental impacts associated with the Tentative Tract Map No. T-5812 project were addressed in an EIR, which was also certified by the City of Camarillo City Council in June 2011. The Certified EIR provided detailed evaluations of impacts associated with land use and planning, aesthetics/visual resources, agricultural resources, hydrology and water quality, traffic and circulation, air quality, greenhouse gas emissions, noise, and water supply. Other potential impacts were discussed in less detail in the Impacts Found to be Less Than Significant section of the Certified EIR. The Certified EIR also evaluated the potential impacts associated with a no project alternative and a reduced density and circulation alternative.

Proposed Project

The project applicant - Selleck Properties - is now requesting approval of a General Plan Amendment from the City of Camarillo that would change 26 acres of the site from Industrial (Research & Development) to Commercial. The remainder of the site would continue to be designated as Industrial. Under a maximum development scenario, up to 268,500 square feet of commercial space could be developed within the re-designated 26 acres. Approximately 198,767 square feet of industrial and/or office space could be developed within remaining Industrial portion of the site. In addition to the General Plan Amendment, approval of the proposed project would also require a corresponding amendment to the Airport North Specific Plan, a change of zone for the 26 acres of the site from L-M (Limited Manufacturing) to CPD, and a modification to Tentative Tract Map No. T-5812 to subdivide the site into six parcels.

PURPOSE OF AN EIR

The California Environmental Quality Act (CEQA) was enacted in 1970 with the objective to inform the public and decision-makers of the potential environmental impacts of a proposed project. CEQA requires agencies to consider the significant effects of a project and to reduce the significant environmental effects of a project by implementing feasible mitigation measures or alternatives to the project as proposed. The public agencies shall consider the information in the EIR along with other information which may be presented to the agency when deciding whether to approve or deny a project. An EIR is also intended to be the primary reference document in the formulation and implementation of a mitigation monitoring and reporting program for an approved project.

CEQA applies to all discretionary actions proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed project requires discretionary

approval for the City of Camarillo and is, therefore, subject to CEQA. For the purpose of CEQA compliance, the City of Camarillo is the “lead agency” for the proposed project. The lead agency is responsible for preparing the EIR in accordance with CEQA and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). As mandated by the CEQA Guidelines, this Subsequent EIR has been subject to the City’s internal review process and reflects the City’s independent judgement and objectivity with regard to the scope, content, and adequacy of analysis.

Although the City of Camarillo is the lead agency for the proposed project and the City has sole authority to approve or deny the project, development and operation of the proposed land uses may also be subject to permit approval by other federal, state, or regional agencies. Such responsible and trustee agencies may include, but not be limited to, the following:

- Federal Aviation Administration (FAA)
- Ventura County Department of Airports

TYPE OF EIR

Pursuant to Sections 15162 through 15164 of the CEQA Guidelines, a subsequent EIR is required when substantial changes are proposed for a project, substantial changes to the previous EIR are necessary, and previously-identified impacts will be greater and/or new significant impacts would occur. A supplement to a previous EIR may be prepared if any of the changes to a project would require the preparation of a subsequent EIR and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed condition. An addendum to a certified EIR may be prepared if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent EIR or supplement to an EIR have occurred.

In the case of the proposed project, the requested actions involve an amount of development that is within the project impact analysis presented in the certified EIR. The project would, however, be expected to generate more peak hour and daily traffic volumes than the previously-approved industrial project. This would also result in greater air pollutant emissions and roadway noise levels than the previously-approved industrial project. Based on the requested changes, it was determined that the environmental effects of the requested actions should be addressed in a subsequent EIR.

EIR ADEQUACY

The principle use of an EIR is to enable the lead agency and other responsible agencies to examine the overall effects of projects that could have one or more significant effects on the environment. The CEQA Guidelines require no particular level of detail for such a document; instead, Section 15151 of the CEQA Guidelines states that an EIR, regardless of the type:

...should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of

environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the 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 good faith effort at full disclosure.

The critical factor is that an environmental analysis discloses all environmental consequences associated with the project implementation, while avoiding unnecessary, redundant environmental analysis.

EIR SCOPE AND CONTENT

Before beginning the preparation of an EIR, the lead agency must decide which specific issues should be evaluated in the document. CEQA and the CEQA Guidelines identify various steps that lead agencies must take to define the scope and contents of an EIR, and also give lead agencies discretion to use additional “scoping” methods.

Certified EIR

To determine the environmental issues that were to be addressed in the EIR for the industrial project, City of Camarillo Department of Community Development conducted a preliminary evaluation of the potential environmental impacts that could occur with implementation of the industrial project. Based on this review, the City concluded that the industrial project could have potentially significant impacts associated with the following environmental issues:

- Land Use and Planning
- Aesthetics/Visual Resources
- Agricultural Resources
- Hydrology and Water Quality
- Traffic and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Water Supply

Input as to the scope of the EIR was then obtained from interested public agencies and private parties through a Notice of Preparation (NOP) of a Draft EIR review process and public scoping meeting. The NOP was circulated for a 30-day review period beginning on August 13, 2010 and ending on September 12, 2010. A public scoping meeting was also conducted by the City of Camarillo Department of Community Development on September 8, 2010 at Camarillo City Hall. City staff and the EIR consultant presented a description of the proposed project and the proposed scope of the Draft EIR, and solicited input from the attendees of the meeting.

The input provided through the NOP review period and the public scoping meeting did not change the City’s proposed scope of the Draft EIR. A summary of the concerns identified in the letters submitted to the Department of Community Development in response to the original NOP is provided in Table 1. Issues of concern identified during the September 8, 2010 public scoping meeting include airport-related

hazards, traffic impacts, and the cumulative impacts of the project and other developments on public services.

TABLE 1: AGENCIES COMMENTING ON THE NOP FOR TT-5812

Commenting Agency	Issues of Concern
California Department of Transportation	The EIR should evaluate the impacts of the project on the State transportation system.
California Native American Heritage Commission	The EIR should evaluate the impacts of the project on archaeological resources.
Ventura County Office of the Agricultural Commissioner	The loss of agricultural soils and land use compatibility with adjacent agriculture should be evaluated in the EIR.
Ventura County Air Pollution Control District	The air quality section of the EIR should be prepared in accordance with the 2003 Ventura County Air Quality Assessment Guidelines.
Ventura County Department of Airports	The EIR should evaluate the hazards associated with aircraft overflights from fixed wing aircraft and helicopters.
Ventura County Transportation Department	The project may create project-specific and cumulative impacts on the County's Regional Road Network.
Ventura County Watershed Protection District	The EIR should describe the regional need for stormwater detention facilities related to this project and cumulative development in the local vicinity. Mitigation measures should prohibit increases in runoff in all storm frequencies.
City of Oxnard	The EIR should evaluate the expected employment and resulting commute patterns of employees who may live in Oxnard. The City should consider two east-west connector roads between Oxnard and Camarillo. Cumulative traffic impacts should be evaluated through integration with the Oxnard 2030 General Plan Traffic Model. The EIR should analyze the likely wages of the project employees and the ability of Camarillo to accommodate these employees.

The Draft EIR concluded that all potential environmental impacts associated with the industrial project would be less than significant with the implementation of recommended mitigation measures. The industrial project would not result in any unavoidable significant impacts.

The Draft EIR for the industrial project was circulated on April 5, 2011. The public review period, during which public agencies, organizations, and the public in general were afforded the opportunity to review the Draft EIR and submit written comments regarding the Draft EIR and the industrial project in accordance with Section 15087 of the CEQA Guidelines, ended on May 19, 2011. By the end of the public review period, the City of Camarillo had received three letters providing comments on the Draft EIR. Four additional letters were received by the City after the public review period had ended. The agencies that provided written comments regarding the Draft EIR are identified in Table 2 along with the agency issues of concern.

TABLE 2: AGENCIES COMMENTING ON THE DRAFT EIR FOR TT-5812

Commenting Agency	Issues of Concern
State of California Govern’s Office of Planning and Research, State Clearinghouse and Planning Unit	Stated that the City of Camarillo complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA.
California Department of Toxic Substances Control	Was concerned that the use of agricultural chemicals such as pesticides, herbicides, and fertilizers during the period the site was in agricultural production may have potentially impacted the soil and groundwater at the site.
California Public Utilities Commission	Was concerned with the increased traffic associated with the project at the at-grade highway-rail crossings of Sturgis Road and Del Norte Boulevard.
California Department of Transportation	Was concerned with potential impacts to state highway facilities.
Fox Canyon Groundwater Management Agency	Provided corrections to the information that was used in the Water Supply Assessment for the project and to the text of the Water Supply Assessment.
City of Oxnard	Was concerned about the potential commute patterns of employees who may live in Oxnard. The City of Oxnard should recommended a new roadway connection between Oxnard and Camarillo.

Following the Draft EIR public review period and receipt of all written comments, the City of Camarillo prepared a Final EIR. The Final EIR provided additions and revisions to the Draft EIR as applicable, written responses to the written comments received by the City during the Draft EIR review period, and a Mitigation Monitoring Program. Members of the public also had additional opportunities to participate in the review of the proposed project through attendance at the two public hearings before the City of Camarillo Planning Commission and City Council. The comments received in response to the Draft EIR did not, however, change the conclusion that all potential environmental impacts associated with the industrial project would be less than significant with the implementation of recommended mitigation measures. The industrial project would not result in any unavoidable significant impacts. The Final EIR for the industrial project was certified by the City of Camarillo City Council on June 22, 2011. This document is referred to as the Certified EIR for TT-5812 (the industrial project). A copy of the Certified EIR is provided as Appendix A to this Revised Draft Subsequent EIR.

Subsequent EIR

As discussed above, the requested actions associated with the proposed project involve an amount of development that is within the project impact analysis presented in the Certified EIR. The potential impacts of the project that are associated with the overall conversion of the site from its previous agricultural state to a developed state would be largely the same under the previously-approved industrial project or the proposed retail/restaurant/industrial uses. The project would, however, change the types of uses developed on a majority of the site. It would also be expected to generate more peak

hour and daily traffic volumes than the previously-approved industrial project. This would also result in greater air pollutant emissions and roadway noise levels than the previously-approved industrial project. Based on this understanding, the City concluded that the proposed project could have potentially significant impacts associated with the following environmental issues:

- Land Use and Planning
- Traffic and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise

These issues were addressed in detail in a Draft Subsequent EIR that was circulated for public review from November 17, 2014 through December 31, 2014.

Prior to any public hearings and deciding whether to approve or deny the proposed project, the City decided that additional analysis was warranted to evaluate the impacts of the proposed project in light of the ongoing drought conditions affecting California and the City of Camarillo. Since the preparation of the Draft Subsequent EIR, the imported water supplies to the City have been cut from that used in fiscal year 2013/2014. In addition, the Fox Canyon Groundwater Management Agency (FCGMA) adopted Emergency Ordinance E, which temporarily reduces the extraction allocations for all municipal and industrial operators within southern Ventura County by 20 percent and temporarily suspends all groundwater allocation transfers from agricultural operations. Emergency Ordinance E will remain in effect until it is superseded or rescinded by action of the FCGMA Board of Directors. As such, it is unknown when groundwater allocation transfers from agricultural operations may resume.

This change in water availability is new since the publication of the Draft Subsequent EIR for the proposed project. As a result, it is substantial new information for the proposed project that has not been presented for public review. This Revised Draft EIR has been prepared to include an additional Water Supply section to assess the ability of the City of Camarillo Water Division to provide water to the proposed project.

ORGANIZATION OF THE SUBSEQUENT EIR

This Revised Draft Subsequent EIR has been formatted for ease of use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each section of the Draft Subsequent EIR is provided. The following sections are contained within the Revised Draft Subsequent EIR:

Introduction — This section introduces the subject of this Revised Draft Subsequent EIR, the purpose for an EIR, standards for EIR adequacy, an introduction to the scope and content of this Revised Draft Subsequent EIR, and the opportunities that will be provided for public participation in the project and Subsequent EIR review process.

Summary — This section provides a summary of the analyses and conclusions presented in the body of this Revised Draft Subsequent EIR, including the potential environmental impacts of the proposed

project, the recommended mitigation measures, the level of significance after mitigation, and the unavoidable impacts of the project (if any). Also contained within this section is a summary of alternatives to the proposed and their ability to reduce the significant impacts of the project.

Environmental Setting — This section describes the physical environment that currently exists at, and in the vicinity of, the project site. This section also summarizes the approach for addressing cumulative impacts in this Revised Draft Subsequent EIR.

Project Description — This section defines the project location, describes the physical characteristics of the project site, describes the project that was previously approved for the project site, outlines the applicant’s objectives for the project, describes the project as proposed by the project applicant, and identifies the approvals required by the City of Camarillo and other agencies for project implementation.

Environmental Impact Analysis — The Environmental Impact Analysis is the primary focus of the Revised Draft Subsequent EIR. Separate discussions are provided to address the potential environmental impacts of the proposed project. Each section provides a discussion of existing conditions (environmental setting), identification of the thresholds of significance for that topic, a summary of the impacts that were determined to be associated with the previously-approved industrial project, an assessment of the impacts of the newly proposed project in relation to the thresholds of significance and a comparison with the impacts associated with the previously-approved industrial project, recommended mitigation measures, cumulative impacts, and a residual impact statement as to the effectiveness of the recommended mitigation measures.

Alternatives to the Proposed Project — This section identifies alternatives to the proposed project that have been considered by the City to reduce and/or minimize potential project impacts, including a “no project” alternative.

Long-Term Implications — This section provides a summary of the proposed project’s potential to lead to population growth and the indirect implications of that growth on the city provides a list of proposed project impacts that are significant and unavoidable by issue area; identifies the irreversible changes to the natural environment resulting from the proposed project, and discusses the beneficial impacts of the proposed project.

EIR Authors / Organizations and Persons Consulted — This section identifies the individuals responsible for the preparation of this Revised Draft Subsequent EIR and the public and private agencies and individuals that were contacted for information during the preparation of this Revised Draft Subsequent EIR.

References — This section identifies all references used and cited in the preparation of this Revised Draft Subsequent EIR.

PUBLIC PARTICIPATION

Public participation is an essential part of the CEQA process. To provide full public disclosure of the potential environmental impacts that may occur as a result of the proposed project, CEQA requires that the Revised Draft Subsequent EIR be circulated for a 45-day public review period. During this review period, public agencies and interested organizations and individuals are encouraged to provide written comments addressing their concerns regarding the adequacy and completeness of the Draft Subsequent EIR. When providing written comments on the subject matter of the Draft EIR, the readers are referred to Section 15204(a) of the CEQA Guidelines, which states:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

All comments or questions regarding the Revised Draft Subsequent EIR should be addressed to:

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A copy of the Revised Draft Subsequent EIR shall also be made available for public review by the general public at the City of Camarillo Department of Community Development at the address listed above.

Following the Revised Draft Subsequent EIR public review period and receipt of all written comments, the City of Camarillo will prepare a Final Subsequent EIR. The Final Subsequent EIR will provide additions and revisions to the Revised Draft Subsequent EIR as applicable, written responses to the written comments received by the City during the Revised Draft Subsequent EIR review period, and a Mitigation Monitoring and Reporting Program. Members of the public will have additional opportunities

to participate in the review of the proposed project through attendance at the public hearings before the City of Camarillo Planning Commission and City Council.

ISSUES TO BE RESOLVED

Issues to be resolved by the City of Camarillo include the determination that the Final Subsequent EIR adequately evaluates the potential environmental impacts of the proposed project, the determination that the recommended mitigation measures reduce the significant impacts of the project to a less-than-significant level or to the maximum extent feasible, and the determination as to whether to approve or deny the project as proposed or one of the alternatives evaluated in the Final Subsequent EIR.

EXECUTIVE SUMMARY

This summary is intended to highlight the major areas of importance in the environmental analysis of the proposed project. This summary includes a discussion of the location of the project site, project objectives, and the project description. A summary of the potential impacts that could occur as a result of the proposed project, recommended mitigation measures, and the level of significance after mitigation is included in this section. A summary of project alternatives is also provided.

PROJECT LOCATION AND SITE HISTORY

The proposed project site is located within the City of Camarillo in Ventura County. It is bordered on the north by U.S. Highway 101, on the south by the Camarillo Hills Drain and Camarillo Airport, on the east by the new Springville Drive that is currently under construction, and on the west by West Ventura Boulevard (formerly Bajo Agua Avenue). The 46.88-acre project site is a portion of the 337-acre Airport North Specific Plan (Specific Plan) area. Development of the Specific Plan area was planned under the Airport North Specific Plan, which was approved by the Camarillo City Council in 1986. The Specific Plan planned for the development of up to 4,488,775 square feet of mixed use, hotel, office, corporate, commercial support, and research and development uses. To date, all of the development that has occurred within the Specific Plan site has occurred to the east in the area identified as Phase II. This area is developed with the Camarillo Town Center and Camarillo Town Center II commercial centers. The Camarillo Town Center is developed with approximately 370,000 square feet of commercial uses. The Camarillo Town Center II development is anchored by a home improvement store. The area between the proposed project site and the Camarillo Town Center II development was approved for development of up to 499,000 square feet of commercial uses in 2007.

The project site is relatively flat land that slopes gently to the south at a rate of approximately 0.007 foot in height to one foot of distance. Until the spring of 2008, the site was used for the agricultural production of row crops. In 2013 the property owner attempted to grow hay without the use of water and pesticides. However, the crop did not thrive due to a lack of rain and was turned under. The site is no longer under any agricultural cultivation. The site is also bisected by the recently-completed relocation of West Ventura Boulevard.

In June 2011, the City of Camarillo approved Tentative Tract Map No. T-5812, which involved the requested application to subdivide the 46.88-acre project site into 25 or fewer lots for the development of up to 700,000 square feet of light industrial and/or office uses. The lots range in size from 1.00 acre to 4.07 acres. No actual buildings were proposed at that time and the final building sizes and space would be determined throughout the planning process, but the total building size would not exceed 700,000 square feet.

The potential environmental impacts associated with the Tentative Tract Map No. T-5812 project were addressed in an EIR, which was also certified by the City of Camarillo City Council in June 2011. The Certified EIR provided detailed evaluations of impacts associated with land use and planning, aesthetics/visual resources, agricultural resources, hydrology and water quality, traffic and circulation, air quality, greenhouse gas emissions, noise, and water supply. Other potential impacts were discussed in less detail in the Impacts Found to be Less Than Significant section of the Certified EIR. The Certified EIR also evaluated the potential impacts associated with a no project alternative and a reduced density and circulation alternative.

PROJECT OBJECTIVES

The objectives for the project, as set forth by the project applicant, are to extend the commercial corridor of the Airport North Specific Plan area between the new Springville Drive and West Ventura Boulevard and provide opportunities for the development of new commercial uses in western Camarillo, which would enhance Camarillo's economic tax base.

PROPOSED PROJECT

The project applicant is now requesting approval of a General Plan Amendment from the City of Camarillo that would change 26 acres of the site from Industrial (Research & Development) to Commercial. The remainder of the site would continue to be designated as Industrial. Under a maximum development scenario, up to 268,500 square feet of commercial space could be developed within the re-designated 26 acres. Approximately 198,767 square feet of industrial and/or office space could be developed within remaining Industrial portion of the site.

Vehicular access to the project site would primarily be provided via new roadways connecting to West Ventura Boulevard (east-west and north-south segments) and Springville Drive. "A" Street would connect to the east-west segment of West Ventura Boulevard and extend in a curve to the northwestern corner of the site where it would connect with the north-south segment of Ventura Boulevard. As with the approved Tentative Tract T-5812, "B" Street would connect between Springville Drive with "A" Street. The "A" Street connections to both segments of West Ventura Boulevard are planned as full access. The "B" Street connection to Springville Drive would be limited to right-turns only by the raised median in Springville Drive. Two full access driveways would be provided to Parcel A from the north-south segment of West Ventura Boulevard. A right turn in and out driveway access would also be provided to Parcel E along the northern side of West Ventura Boulevard between "A" Street and the north-south segment of West Ventura Boulevard. Access to the part of the project site located south of West Ventura Boulevard would be provided at the West Ventura Boulevard/"A" Street intersection.

Approval of the proposed project would require the General Plan Amendment discussed above along with a corresponding amendment to the Airport North Specific Plan. It would also require a change of zone for the 26 acres of the site from L-M (Limited Manufacturing) to CPD (Commercial Planned Development) and a modification to Tentative Tract Map No. T-5812 to subdivide the site into six parcels.

TOPICS OF KNOWN CONCERN

The requested actions associated with the proposed project involve an amount of development that is within the project impact analysis presented in the Certified EIR. The potential impacts of the project that are associated with the overall conversion of the site from its previous agricultural state to a developed state would be largely the same under the previously-approved industrial project or the proposed retail/restaurant/industrial uses. The project would, however, change the types of uses developed on a majority of the site. It would also be expected to generate more peak hour and daily traffic volumes than the previously-approved industrial project. This would also result in greater air pollutant emissions and roadway noise levels than the previously-approved industrial project. Based on this understanding, the City has concluded that the proposed project could have potentially significant impacts associated with the following environmental issues:

- Land Use and Planning
- Traffic and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Water Supply

A summary of the potential environmental impacts of the project is provided in Table 3 at the end of this section. Also provided in Table 3 is a list of the mitigation measures that are recommended to reduce the potentially significant impacts identified in this Revised Draft Subsequent EIR. The table then identifies the level of significance after the implementation of the recommended mitigation measures.

As shown in Table 3, all potential environmental impacts of the the proposed project would be reduced to less than significant levels through the recommended mitigation measures. The proposed project would not result in any unavoidable significant impacts.

There are two primary differences between this Revised Draft Subsequent EIR and the Certified EIR for the previously-approved industrial project. The first difference is that the Certified EIR for the previously-approved industrial project evaluated the potential traffic and circulation impacts based on projections for the study-area intersections that were anticipated to occur following completion of the new U.S. Highway 101/Springville Drive interchange and the extension of Springville Drive. The new interchange and new extension of Springville Drive are now complete and changes to local circulation patterns have occurred. Therefore, the baseline condition from which impacts of the proposed project would occur are now able to be identified based on actual traffic counts. The result of the updated analysis shows that

intersections impacts would be lower than those identified in the Certified EIR even though the proposed project would generate more peak-hour traffic and the previously-approved industrial project.

The second difference is that the proposed project would generate more daily traffic than the previously-approved industrial project and, consequently, would generate more average daily air pollutant emissions. The operational air quality impact could be reduced to a less-than-significant level through the contribution to a City-managed transportation demand management (TDM) fund. However, the contribution to the TDM fund would be greater for the proposed project.

Other than these two differences, the impacts between the previously-approved industrial project and the proposed project are very similar.

PROJECT ALTERNATIVES

This Revised Draft Subsequent EIR also considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 151216(f) of the CEQA guidelines. The alternatives analyzed in this EIR are as follows:

No Project Alternative

Under the No Project Alternative, the proposed project would not be constructed and the site would temporarily remain in its undeveloped state for a limited amount of time. However, the site was already approved for the development of up to 700,000 square feet of light industrial uses under Tentative Tract 5812 and it is reasonably foreseeable that the site could be developed with light industrial uses to the extent permitted by the L-M zone and the approved tract map. The level is approximately 700,000 square feet of building space. Therefore, the No Project Alternative would not preclude development of the project site; it would instead temporarily delay to a later date the development of the site with a greater amount of development than the 467,267 square feet that would be constructed under the proposed project.

Reduced Density Air Quality Alternative

The Reduced Density Air Quality Alternative is assumed to involve the development of up to 294,378 square feet of commercial, light industrial, and offices uses at a similar ratio to the proposed project. This alternative also assumes that the entire site would be utilized rather than leaving any area undeveloped and available for additional future development.

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
Land Use and Planning		
The proposed project would not physically divide an established community.	No mitigation is required or recommended.	No impact.
Implementation of the proposed project would not conflict with any applicable land use standard from the City of Camarillo General Plan.	No mitigation is required or recommended.	Less than significant impact.
Implementation of the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.	No mitigation is required or recommended.	No impact.
Traffic and Circulation		
Implementation of the proposed project would not significantly impact current levels of service at intersections within the City of Camarillo.	No mitigation is required or recommended.	Less than significant impact.
Implementation of the proposed project in conjunction with other development projects would contribute to the LOS degradation at the intersection of Las Posas Road & Pleasant Valley Road. Contribution to the reciprocal fee agreement between the City of Camarillo and Ventura County through the required traffic impact fee would fund traffic circulation improvements to reduce the impact of the project to a less-than-significant level.	No mitigation is required or recommended.	Less than significant impact.
Implementation of the proposed project would not result in a change in air traffic patterns for Camarillo Airport.	No mitigation is required or recommended.	No impact.
Implementation of the proposed project would create the need for a traffic signal at the intersection of West Ventura Boulevard (east-west segment) and "A" Street.	TC-1 The project developer shall install a traffic signal at the intersection of West Ventura Boulevard (east-west segment) and "A" Street when traffic conditions warrant a signal.	Less than significant impact.
Implementation of the proposed project would not result in inadequate emergency access.	No mitigation is required or recommended.	Less than significant impact.
Implementation of the proposed project would not result in inadequate parking capacity.	No mitigation is required or recommended.	Less than significant impact.

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
Implementation of the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.	No mitigation is required or recommended.	Less than significant impact.
Air Quality		
Implementation of the proposed project would not conflict with or obstruct implementation of the 2007 AQMP.	No mitigation is required or recommended.	Less than significant impact.
Implementation of the proposed project would generate new sources of air pollutants during project construction activities. These emissions would cause a significant impact if all appropriate emissions control measures recommended by the VCAPCD are not implemented. The daily operational emissions generated by the project would exceed the thresholds of significance recommended by the VCAPCD.	<p>AQ-1 All developers of new buildings at the project site shall implement fugitive dust control measures throughout all phases of construction. The project developers shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:</p> <ul style="list-style-type: none"> • Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations. • Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities. • All trucks shall be required to cover their loads as required by California Vehicle Code §23114. 	Less than significant impact.

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> • All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary. • Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite. • Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust. • Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less. 	

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> • During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are excessive. • Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads. • Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations. 	
	<p>AQ-2 All developers of new buildings at the project site shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the project construction phases. The project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:</p>	

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"> • Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications. • Limit truck and equipment idling time to five minutes or less. • Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October). • Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible. 	
	<p>AQ-3 All developers of new buildings at the project site shall include in construction and building management contracts the following requirements or measures shown to be equally effective:</p> <ul style="list-style-type: none"> • Use solar or low-emission water heaters in new buildings. • Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment). 	

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
	AQ-4 A site-wide Transportation Demand Management (TDM) program shall be implemented and managed to reduce the number of vehicle trips generated by the uses at the project site.	
	AQ-5 All developers of new buildings at the project site shall have the City of Camarillo Department of Public Works calculate the number of motor vehicle trips that would be generated by the new building and shall pay to the City TDM fund \$30.79 for each vehicle trip generated by the new building constructed no later than 2020. The developers of buildings constructed after 2015 may request that the City of Camarillo Department of Community Development recalculate the applicable mitigation fee and pay the appropriate amount for each vehicle trip generated by the new building.	
The daily operational emissions generated by the project would exceed the thresholds of significance recommended by the VCAPCD and, therefore, would generate a cumulatively considerable net increase of criteria pollutants.	Mitigation measures AQ-3, AQ-4, and AQ-5 would be applicable to this impact.	Less than significant impact.
Traffic generated by the proposed project would not expose receptors in the vicinity of the project site to substantial pollutant concentrations.	No mitigation is required or recommended.	Less than significant impact.
Implementation of the proposed project would not create objectionable odors affecting a substantial number of people.	No mitigation is required or recommended.	Less than significant impact.
Greenhouse Gas Emissions		
The proposed project would generate greenhouse gas emissions, but would not exceed the draft thresholds of significance being considered by the South Coast Air Quality Management District (SCAQMD).	No mitigation is required or recommended.	Less than significant impact.

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
The proposed project would generate greenhouse gas emissions, but would be consistent with applicable plans to reduce greenhouse gas emissions in California.	No mitigation is required or recommended.	Less than significant impact.
Noise		
Construction and operation of the proposed project would not expose persons to or generate noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies.	No mitigation is required or recommended.	Less than significant impact.
Construction and operation of the proposed project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.	No mitigation is required or recommended.	Less than significant impact.
Operation of the proposed project would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is required or recommended.	Less than significant impact.
Construction of the proposed project would not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is required or recommended.	Less than significant impact.
The proposed project would not expose people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan.	No mitigation is required or recommended.	Less than significant impact.
The proposed project would not expose people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip.	No mitigation is required or recommended.	No impact.
Water Supply		
The proposed project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect.	No mitigation is required or recommended.	No impact.

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>The project developers would be required to either wait to develop and connect the project to the city’s water service until Emergency Ordinance E is no longer in effect or make a payment to the city’s water conservation credit program. Either strategy will enable the City of Camarillo Water Division to provide water to the proposed project with no reduction of existing water supplies.</p>	<p>WS-1 The project developers shall wait to develop and connect the project to the City’s water service until Emergency Ordinance E is no longer in effect. OR... The project developers shall make a payment to the city’s water conservation credit program in an amount calculated by the City to reduce existing water use elsewhere within the city in an amount adequate to serve the proposed project.</p>	<p>Less than significant impact.</p>
<p>Impacts Found to be Less Than Significant</p>		
<p>Aesthetics/Visual Resources: The proposed project would not have a substantial adverse effect on a scenic vista. The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project also would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Agriculture and Forestry Resources Conversion of Farmland of Statewide Importance: Implementation of the proposed project would convert farmland of statewide importance to non-agricultural uses. However, this would be a less-than-significant impact under the California LESA system scoring thresholds.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Agriculture and Forestry Resources Conflict with Agricultural Zoning or Williamson Act: Implementation of the proposed project would not conflict with any zoning for agricultural use or a Williamson Act contract.</p>	<p>No mitigation is required or recommended.</p>	<p>No impact.</p>

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>Agriculture and Forestry Resources</p> <p>Forest Land: Implementation of the proposed project would not conflict with any zoning for forest use or result in the loss of forest land or conversion of forest land to non-forest use.</p>	<p>No mitigation is required or recommended.</p>	<p>No impact.</p>
<p>Biological Resources: The proposed project site does not support any natural habitat or sensitive species. There are also no existing trees at the project site and the site is not considered to be part of an established migratory wildlife corridor. The area around the site has also been used for agriculture and urban uses and generally does not support any riparian or other sensitive habitat. The Camarillo Hills Drain is subject to the California Department of Fish and Game 1603 permit procedures, but no alternation to the drain is proposed as part of the project. However, the potential exists for migratory burrowing owls and other wildlife to be present at the site when construction activities commence.</p>	<p>BIO-1 A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within the project site. If ground disturbing activities in the surveyed areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Staff Report for Burrowing Owl Mitigation published by the California Department of Fish and Wildlife (CDFW).</p> <p>If active nests are identified at the project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p>	<p>Less than significant impact.</p>

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
	<p>If burrowing owls occupy the project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Camarillo Community Development Department and the CDFW. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFW shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation.</p>	
	<p>BIO-2 A qualified biologist shall be on site during initial ground disturbance activities of a construction area at the project site in order to identify and move out of harms way any wildlife of low mobility. The services of the biologist will no longer be needed once the ground surface is cleared and the potential habitat of wildlife is removed from the development area.</p>	

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>Cultural Resources: There are no historical structures or resources at the project site. It is likely that any surface and subsurface archeological and paleontological remains that might have once occurred at the project site would have long since been eliminated by past agricultural activities. However, there is a possibility that archeological and/or paleontological resources may still exist below the surface, and that these remains could be encountered during site excavation activities. There is also the possibility that unsuspected human remains could be discovered during project site excavation activities.</p>	<p>CR-1 The project developer shall include in construction contracts the requirement that the project be halted if any archaeological materials are encountered during the course of project development. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology – California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study, or report shall be submitted to the UCLA Archaeological Information Center.</p>	<p>Less than significant impact.</p>
	<p>CR-2 The project developer shall include in construction contracts the requirement that the project be halted if any paleontological materials are encountered during the course of project development. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology, which can be found at the following universities; USC, UCLA, California State University at Los Angeles, California State University at Long Beach or the County Museum, to assess the resources and evaluate the impact.</p>	

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
	<p>CR-3 The project developer shall include in construction contracts the requirement that the project be halted if any human remains are encountered during the course of project development and the City of Camarillo Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.</p>	
<p>Geology and Soils: The two technical reports prepared for the project demonstrate that the development of the site with non-residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard. Standard engineering practices as specified in the two technical reports would ensure that the project developments would not pose a significant risk to people or structures in the event of a seismic activity. These types of measures are required of all new development in Camarillo.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Hazards and Hazardous Materials Hazardous Materials: The industrial uses at the site could involve the transport, storage, and use of hazardous materials. However, it is expected that all such materials would be transported, stored, and used in accordance with applicable federal and state regulations. There are no sensitive receptors in close proximity to the project site and the nearest school - Frontier High School - is over a half mile away south of Camarillo Airport. The project site is not included on any federal, state, or local listing of hazardous materials sites and none are located in the vicinity of the site.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>Hazards and Hazardous Materials</p> <p>Airport Hazards: As a commercial and industrial development, the proposed project is unlikely to include uses that could conflict with airport operations, electronic communications or navigational aids that could potentially be associated with research and development activities as detailed in the EIR for the Airport North Specific Plan.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Hazards and Hazardous Materials</p> <p>Emergency Response/Evacuation Plans: the proposed project would not generate sufficient traffic to create severe traffic congestion, nor would it interfere with emergency access to the project site. Access to the project site is proposed via one roadway connection to Springville Drive ("B" Street), one connection to Ventura Boulevard ("A" Street), and one connection to West Ventura Boulevard ("A" Street). The internal roadways and driveways would be designed in accordance with all City regulations, including those pertaining to emergency access.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Hazards and Hazardous Materials</p> <p>Wildland Fires: The project site is located within a developed area and there are no adjacent wildlands.</p>	<p>No mitigation is required or recommended.</p>	<p>No impact.</p>
<p>Hydrology and Water Quality</p> <p>Stormwater Quality: Construction and operation of the proposed project would not violate any water quality standards or waste discharge requirements; or otherwise substantially degrade water quality.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Hydrology and Water Quality</p> <p>Groundwater: The proposed project would not 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.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>Hydrology and Water Quality Drainage Patterns: The proposed project would not 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, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Hydrology and Water Quality Storm Drain System Capacity: The proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Hydrology and Water Quality Residential Flooding and Flood Flows, Failure of a Levee or Dam, and Seiche or Tsunami: The proposed project would not 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. The proposed project would not 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, or inundation by seiche, tsunami, or mudflow.</p>	<p>No mitigation is required or recommended.</p>	<p>No impact.</p>
<p>Mineral Resources: No oil extraction or mineral extraction activities are presently conducted on the project site. The County performed a study as part of its Mineral Reserve Management Program, which did not identify any resources of statewide significance in the Camarillo area and the Camarillo General Plan does not identify any locally-important mineral resource recovery sites.</p>	<p>No mitigation is required or recommended.</p>	<p>No impact.</p>

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>Population and Housing: The proposed project would not displace any housing units are people. The housing stock within Camarillo would be sufficient to accommodate all of the new local employees of the project as well as other new residents to Camarillo.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Public Services</p> <p>Fire Protection: Project development would not require the development of new or physically altered fire protection facilities which would cause significant environmental impacts. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Public Services</p> <p>Police Protection: The proposed project would not create the need for the construction of new or physically-altered police facilities. In accordance with standard City practice, the project development and building plans would be subject to review by the Camarillo Police Department to reduce opportunities for the commission of crimes at the project site.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Public Services</p> <p>Schools: The proposed project does not include any residential units and would not directly increase the number of students attending local schools. To accommodate the possible enrollment of employee students enrolling in local schools, non-residential projects are subject to school impact fees, which are intended to help fund the construction of new school facilities.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Public Services</p> <p>Parks: Employees of the project site would not generate the demand for new park facilities.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>

TABLE 3 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p>Public Services Other Public Facilities: No new public facilities would need to be constructed to accommodate the needs of project employees or businesses. The majority of services to the project employees would be provided by local businesses such as those already located along Ventura Boulevard.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Recreation: The project does not involve the construction or expansion of recreational facilities and Employees of the project site would not generate the demand for new recreation facilities.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Utilities and Service Systems Wastewater: The Camarillo Wastewater Treatment Plant has adequate capacity to treat the wastewater that would be generated by the proposed project and the wastewater would continue to be treated in accordance with the treatment requirements of the Los Angeles Regional Water Quality Control Board.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Utilities and Service Systems Storm Drain Facilities: The proposed project would connect to the existing storm drains in Ventura Boulevard and West Ventura Boulevard. No new or expanded storm drain facilities would be needed to accommodate the storm water runoff generated at the project site.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>
<p>Utilities and Service Systems Solid Waste: The landfills serving the City of Camarillo have adequate capacity to accommodate the total solid waste generation of the project. Much of the solid waste that would be generated by the project is expected to be recyclable materials. The materials would be diverted from landfills as part of the City’s existing solid waste diversion program.</p>	<p>No mitigation is required or recommended.</p>	<p>Less than significant impact.</p>

ENVIRONMENTAL SETTING

CEQA requires that an EIR include a description of the physical environmental conditions in the vicinity of the project site, as they exist at the time the NOP is published, or if no NOP is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives. Additional descriptions of the environmental setting as it relates to each of the environmental topics analyzed in this Revised Draft Subsequent EIR are included in the environmental setting discussions provided within the technical sections of this Revised Draft Subsequent EIR.

As part of the environmental setting, this section also identifies the amount of cumulative development currently envisioned for the vicinity of the project site. This is important since, in many cases, the impact of a single project may not be significant, but when combined with other projects, the “cumulative” impact may be significant. Section 15130 of the CEQA Guidelines requires an EIR to assess not only an individual project’s potential impacts, but also the cumulative impacts when combined with other projects.

Section 15125(d) requires that an EIR discuss any inconsistencies between the proposed project and applicable general plans and regional plans. While this requirement is listed in the Environmental Setting section of the CEQA Guidelines, it does not make much sense to discuss the effects of a project in a section of the EIR that is merely describing the physical environmental conditions in the vicinity of the project site. Instead, consistency of the proposed project with all applicable policies from applicable local and regional plans is discussed in the Land Use and Planning section of this Revised Draft Subsequent EIR.

REGIONAL SETTING

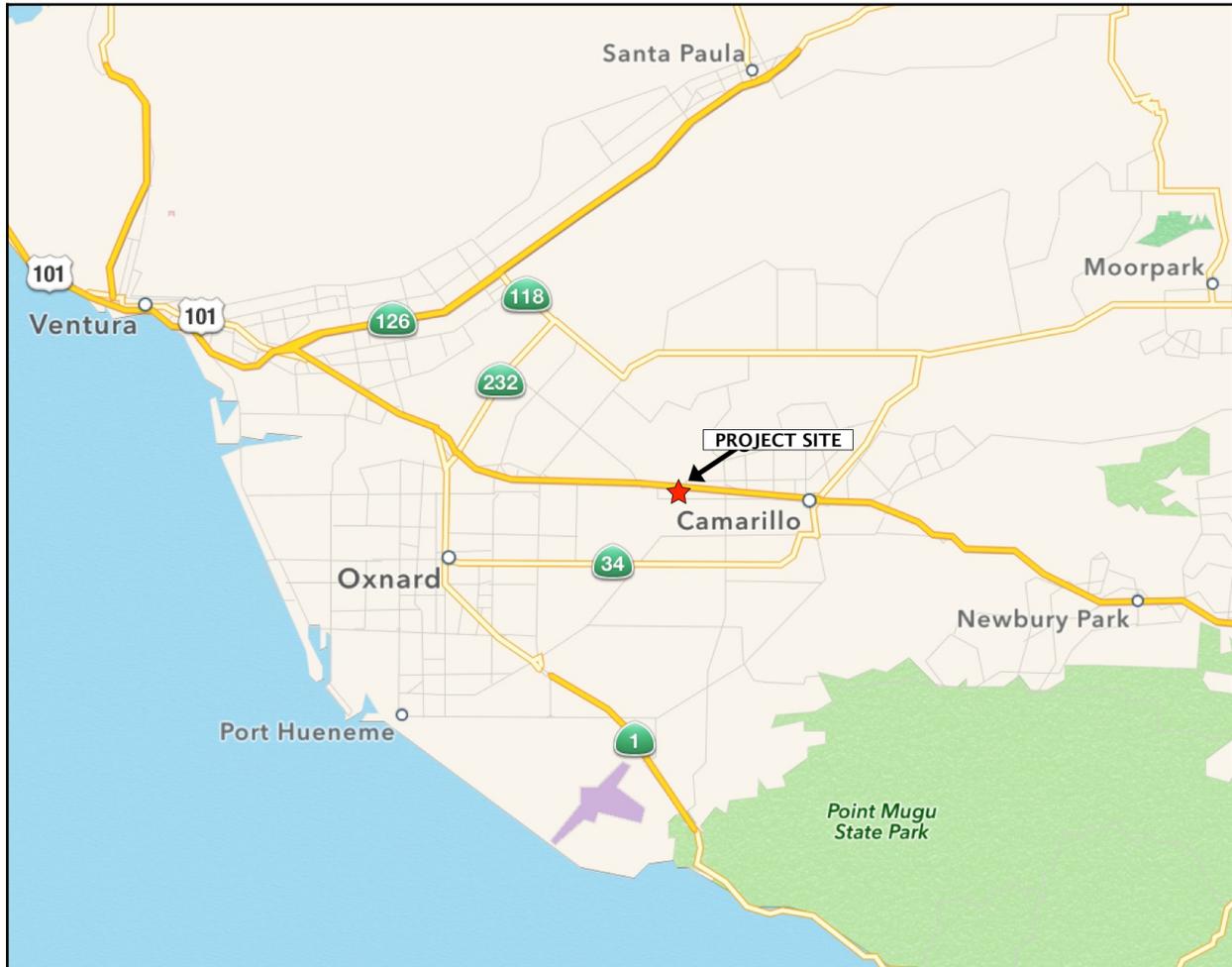
The proposed project site is located within the City of Camarillo in Ventura County. As shown in Figure 1, the City of Camarillo is located in southern Ventura County along the U.S. Highway (Ventura Freeway) corridor. U.S. Highway 101 bisects the city along an east-west alignment. The city is surrounded by unincorporated county land. The City of Thousand Oaks - including the area of Newbury Park - is located to the east and the cities of Oxnard and San Buenaventura are located to the west.

Camarillo lies in the Pleasant Valley at the eastern edge of the Oxnard Plain, a fertile plain which is characterized in part by flat lands and rich soils. However, Camarillo is also distinguished by hills along its northern perimeter and the Santa Monica Mountains along its eastern perimeter. The majority of the city is approximately 150 feet above mean sea level while the northern foothill regions are as high as 360 feet above mean sea level. The topographic relief in Camarillo’s planning area¹ is more diverse, however,

¹ An area that extends not less than 1.5 miles beyond the existing city limits.

with slopes ranging from approximately 30 feet above mean sea level in the relatively flat lands of the Oxnard Plain to approximately 1,814 feet above mean sea level along the extremely steep rise of the Santa Monica Mountains.

FIGURE 1 - REGIONAL LOCATION MAP



Camarillo has a mild Mediterranean-type climate with year round temperatures averaging in the low 70 degree range (Fahrenheit). Typically, precipitation averages approximately 16 inches per year. Fog and damp air frequently occur due to the proximity to the Pacific Ocean approximately nine miles to the southwest of the city, although “Santa Ana” conditions bring dry warm winds during the fall and winter. Air pollution levels in southern Ventura County are affected by a temperature inversion² and low average wind speeds.

A variety of land uses, such as agricultural, residential, commercial, office, and industrial, occur within the city, which covers approximately 12,186 acres within its incorporated boundary. Agricultural uses are

² Warm, dry air above cool marine air which creates a lid that keeps the marine air from rising.

typically found in the southern part of the city and are composed primarily of row crops including a variety of vegetables and fruits. Residential uses are located throughout the city, but mostly north of the Ventura Freeway. Commercial and office uses generally occur in business districts and shopping centers along the Ventura Freeway and major arterials, such as Ventura Boulevard, Carmen Drive and Arneill Road. Industrial uses are primarily located along the railroad right-of-way in the central and eastern portions of the city and consist of manufacturing, research and development, and agriculturally-oriented industries.

Regional vehicular access to the city is obtained primarily from U.S. Highway 101 and State Route 34 (Lewis Road). Other regional access routes located close to Camarillo include State Route 1 (Pacific Coast Highway) and State Route 118.

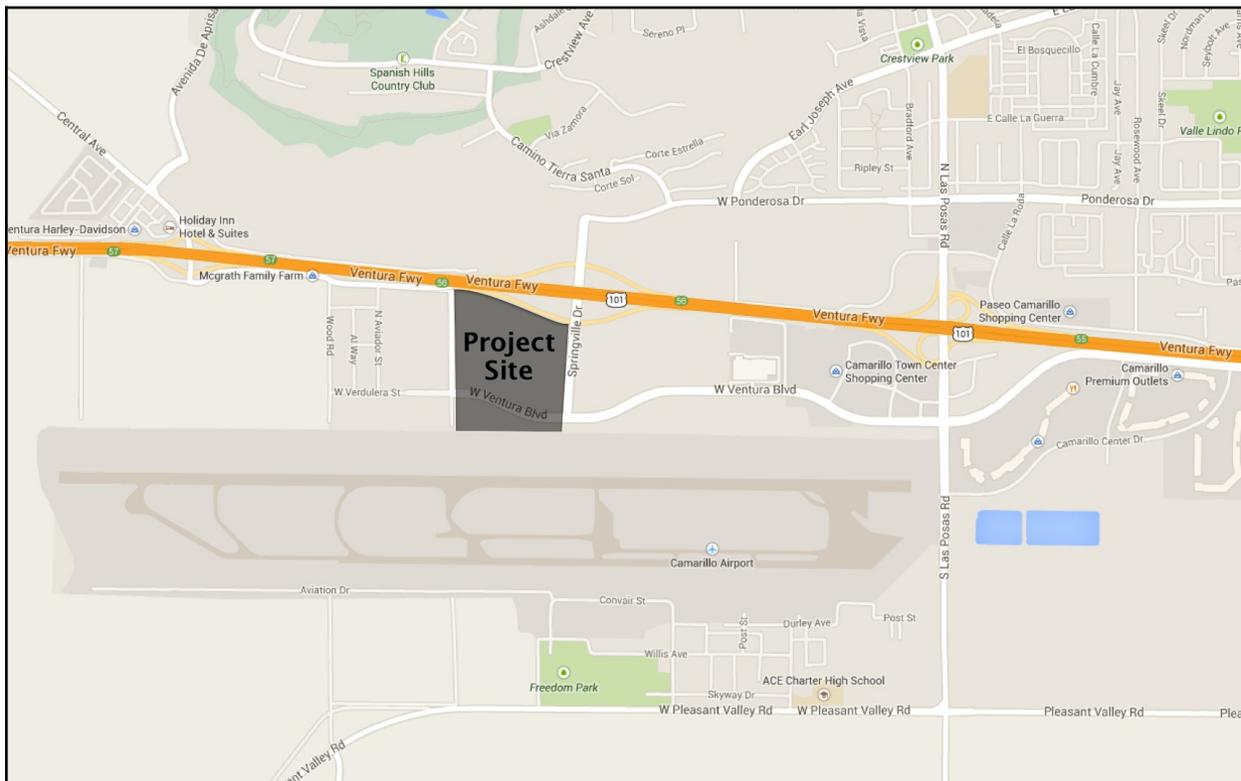
LOCAL SETTING

The proposed project site is a portion of the 337-acre Airport North Specific Plan (“Specific Plan”) area. As shown in Figure 2, the Specific Plan area is located south of U.S. Highway 101 and north of Camarillo Airport in two segments with one between Las Posas Road on the east and West Ventura Boulevard on the west, and the other between Wood Road and the western boundary of the City of Camarillo. Development of the Specific Plan area was planned under the Airport North Specific Plan, which was approved by the Camarillo City Council in 1986. The Specific Plan planned for the development of up to 4,488,775 square feet of mixed use, hotel, office, corporate, commercial support, and research and development uses. To date, all of the development that has occurred within the Specific Plan site has occurred to the east in the area identified as Phase II. This area is developed with the Camarillo Town Center and Camarillo Town Center II commercial centers. The Camarillo Town Center is developed with approximately 370,000 square feet of commercial uses anchored by a Target store. The Camarillo Town Center II development is anchored by a Home Depot store. The area between the proposed project site and the Camarillo Town Center II development was approved for development of up to 499,000 square feet of commercial uses in 2007. This currently undeveloped project is referred to as Paseo Camino Real. All of these existing and approved developments are designated for commercial in the City of Camarillo General Plan and zoned CPD (Commercial Planned Development).

The area to the west of the project site and West Ventura Boulevard is not a part of the Airport North Specific Plan, but is largely developed with limited manufacturing uses.

To the south of the project site is the Camarillo Hills Drain, which services a larger area of the City and is under the jurisdiction of the Ventura County Flood Control District. South of the Camarillo Hills Drain is Camarillo Airport, which is a public use airport with only general aviation operations; there are no commercial operations.

FIGURE 2 - LOCAL VICINITY MAP



The land uses surrounding the project site are illustrated in Figure 3.

Other than the Ventura Freeway, West Ventura Boulevard is the primary roadway link between Las Posas Road and Central Avenue. The segments of West Ventura Boulevard within and to the east of the project site were recently relocated and constructed as a four-lane east-west secondary arterial road that links to Las Posas Road. The area to the immediate east of the project site is the recently constructed extension of Springville Drive. To the northeast of the site is the recently constructed U.S. 101/Springville Drive Interchange. Springville Drive and the U.S. 101/Springville Drive Interchange were under construction at the time that the EIR for Tentative Tract 5812 was prepared.

DESCRIPTION OF THE PROPOSED PROJECT SITE

The project site consists of 46.88 acres of relatively flat land that slopes gently to the south at a rate of approximately 0.007 foot in height to one foot of distance. Until the spring of 2008, the site was used for the agricultural production of row crops. In 2013 the property owner attempted to grow hay without the use of water and pesticides. However, the crop did not thrive due to a lack of rain and was turned under. The site is no longer under any agricultural cultivation. The site is also bisected by the recently-completed relocation of West Ventura Boulevard (east-west segment). A future street location with curb returns is located along the northern side of West Ventura Boulevard for future roadway access into the northern

part of the site and a driveway apron is located along the southern side of West Ventura Boulevard for future access into the southern part of the site.

FIGURE 3 - SURROUNDING LAND USES



The remnants of an old groundwater well are located near the center of the site. This well used to provide water for a farmhouse that was located where the new U.S. 101/Springville Drive Interchange was constructed. However, the well was abandoned in 1996 and the farmhouse was demolished several years ago.

CURRENT LAND USE AND ZONING DESIGNATIONS

The current land use designation for the project site is Industrial (Research and Development) and the underlying zoning designation is L-M (Limited Manufacturing). The L-M zone is intended for industrial parks and is the City's most restrictive industrial zone. Approval under a planned development permit is required for any use within the L-M zone. As discussed previously, development of the project site was also planned under the Airport North Specific Plan, which was approved by the Camarillo City Council in 1986. The Airport North Specific Plan designates the site for Research and Development. This land use category is the largest category of uses within the Specific Plan area. The category is intended to accommodate industries involved in research and development, testing activities, development laboratories, and compatible light manufacturing with support office uses. Other complimentary uses include administrative and accessory facilities necessary to serve employees and surrounding properties, city and region. Permitted uses are those permitted within the L-M zone.

UTILITIES AND INFRASTRUCTURE

The Airport North Specific Plan area is located within the service area of the Camarillo Water Division, which provides potable water for urban uses. Water for agricultural activities is provided to this area by the Pleasant Valley County Water District. Prior to 2009, agricultural water was provided to the project site via a main line along the south side of U.S. Highway 101. However, a new water line was installed and the turnouts from that line to the project site were removed and not reinstalled. Therefore, agricultural water is no longer provided to the project site. The site will now be served by the Camarillo Water Division via a 12-inch water main that was installed in the relocated Ventura Boulevard, although use of this water is restricted to urban uses. The old groundwater well located near the center of the site was abandoned in 1996.

Wastewater from the Airport North Specific Plan area is treated by the Camarillo Sanitary District, which operates and maintains the Camarillo Sanitary District Water Reclamation Plant located on Howard Road near Conejo Creek.

Storm waters in the Airport North Specific Plan area flow to the Camarillo Hills Drain located along the north side of Camarillo Airport. A Mello Roos Community Facilities District has been formed for the widened Camarillo Hills Drain, which was constructed to accommodate a 100-year storm given the anticipated buildout of the Airport North Specific Plan area.

RELATED PROJECTS

In addition to the potential environmental impacts that would be associated with the proposed project, this EIR also evaluates “cumulative impacts.” Section 15355 of the CEQA Guidelines defines cumulative impacts as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. In general, these impacts occur in conjunction with other related development that may have impacts that might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the proposed project in combination with other expected future development, the amount and location of growth expected to occur in addition to the proposed project must be considered. Section 15130(b) of the CEQA Guidelines allows the following two methods of prediction:

- A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing

to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

This Revised Draft Subsequent EIR utilizes the City of Camarillo's Monthly Report from July 2014 to identify the projects that have been recently completed, are under construction, approved, or pending as a list of related projects throughout Camarillo. The July 2014 Monthly Report is included as Appendix B to this Revised Draft Subsequent EIR. The actual list of related projects utilized to evaluate cumulative projects in this Revised Draft Subsequent EIR will vary, however, by the issue being evaluated. For example, potable water is provided to the City by two separate agencies. Only the related projects within the service area of the Camarillo Municipal Water Division will be evaluated, since the proposed project would not utilize potable water provided by another other agency. Likewise, noise impacts are usually site-specific, so only the related projects in the immediate vicinity of the project site will be considered when evaluating cumulative construction noise impacts.

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PROJECT DESCRIPTION

The purpose of this project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. According to CEQA, an adequate project description need not be exhaustive, but should supply the detail that is necessary for project evaluation.¹

PROJECT APPLICANT

The applicant and proposed developer for the proposed project is Selleck Properties of Westlake Village, California.

PROJECT OBJECTIVES

The objectives for the project, as set forth by the project applicant, are to extend the commercial corridor of the Airport North Specific Plan area between the new Springville Drive and West Ventura Boulevard and provide opportunities for the development of new commercial uses in western Camarillo, which would enhance Camarillo's economic tax base.

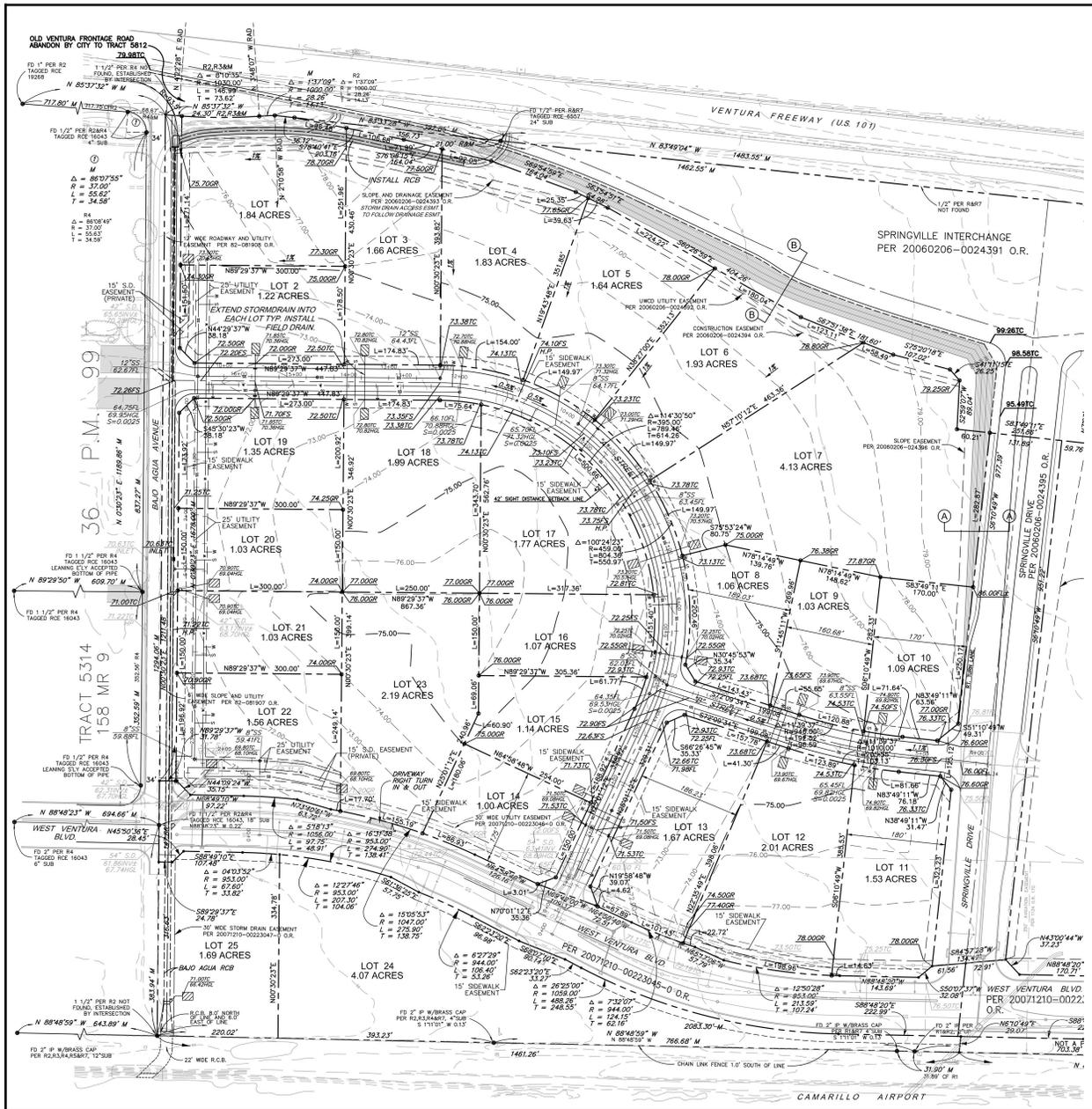
APPROVED PROJECT CHARACTERISTICS

In June 2011, the City of Camarillo approved Tentative Tract No. T-5812, which involved the requested application to subdivide the 46.88-acre project site into 25 or fewer lots for the development of up to 700,000 square feet of light industrial and/or office uses. The lots range in size from 1.00 acre to 4.07 acres. No actual buildings were proposed at this time and the final building sizes and space would be determined throughout the planning process, but the total building size would not exceed 700,000 square feet. The approved Tentative Tract Map No. T-5812 is shown in Figure 4.

For the purpose of evaluating the potential impacts associated with the ultimate development of the project site, the EIR prepared for Tentative Tract 5812 assumed the development of 525,000 square feet (75 percent) of light industrial uses and 175,000 square feet (25%) of office uses.

¹ Although required by CEQA for a project description, this Subsequent EIR provides a list of the agencies that are expected to use the Subsequent EIR in their decision-making process in the Introduction section and the location of the project site is provided in the Environmental Setting section.

FIGURE 4 - APPROVED TENTATIVE TRACT MAP NO. T-5812



Roadways and Site Access

Under Tentative Tract 5812, vehicular access to the project site would primarily be provided via new roadways connecting to West Ventura Boulevard (east-west and north-south segments) and Springville Drive. A new curved roadway designated on the Tentative Tract Map as “A” Street would connect to both segments of West Ventura Boulevard (east-west and north-south), while a roadway designated as “B” Street would connect between Springville Drive with “A” Street. The “A” Street connections to both segments of West Ventura Boulevard were planned as full access. The “B” Street connection to Springville

Drive would be limited to right-turns only by the raised median in Springville Drive. A right turn in and out driveway access would also be provided to Lot 23 along the northern side of West Ventura Boulevard between "A" Street and the north-south segment of West Ventura Boulevard. Access to the part of the project site located south of West Ventura Boulevard would be provided at the West Ventura Boulevard/"A" Street intersection.

Building Design

As stated previously, no actual buildings were proposed at the time that Tentative Tract 5812 was approved. However, the project site is located within the City's Heritage Zone area of the Community Design Element of the City of Camarillo General Plan, which requires developments to have particular design themes, such as Mission, Monterey, Early California, Spanish, and Mediterranean styles or modern interpretations of these styles. Also, the Airport North Specific Plan requires buildings to follow design standards based upon Mediterranean, Mission, Monterey, and Early California architectural styles. The Airport North Specific Plan also designates the site as having a permitted height zone of 2 stories and a maximum building height of 35 feet, exclusive of architectural elements such as towers, copulas, etc. Special purpose buildings requiring heights in excess of two stories may be considered under a conditional use permit. Under no circumstance, however, may building heights (including architectural features) exceed established avigational easements. Each future lot development project would be subject to these requirements.

Landscaping

A detailed landscape plan was not prepared at the time that Tentative Tract 5812 was approved. However, the future lot development projects would be required to comply with all landscaping standards established in the Airport North Specific Plan, the City of Camarillo Street Median and Parkway Master Plan, and the adopted City of Camarillo Landscape and Irrigation Guidelines.

Earthwork

Development of the site development pads would require the cut of approximately 10,000 cubic yards of material at the site and the import of approximately 200,000 cubic yards of earth materials to the site.

Utilities and Infrastructure

The Airport North Specific Plan area is located within the Calleguas Municipal Water District and is served by the Camarillo Water Division. The project site developments would connect to a 12-inch water main located in Ventura Boulevard.

Wastewater from the project site developments would be treated by the Camarillo Sanitary District, which operates and maintains the Camarillo Sanitary District Water Reclamation Plant located on

Howard Road near Conejo Creek. The project site's wastewater plans would be reviewed and approved by the City Engineer and the Camarillo Sanitary District in accordance with standard City procedures. The system design would provide for the connection by gravity sewer to a lift station at Wood Road. A Mello Roos Community Facilities District has been formed for the sewer infrastructure constructed to accommodate the anticipated buildout of the Airport North Specific Plan area. The project site property owners would be required to participate in this District.

Storm waters in the Airport North Specific Plan area flow to the Camarillo Hills Drain located along the north side of Camarillo Airport. A Mello Roos Community Facilities District has been formed for the widened Camarillo Hills Drain, which was constructed to accommodate a 100-year storm given the anticipated buildout of the Airport North Specific Plan area. The project site property owners would be required to participate in this District.

A drainage and stormwater quality control plan was approved for the project site under Tentative Tract Map T-5812 and any development at the site that is consistent with the approved plan is "grandfathered" under the standards of the approved plan. In accordance with the approved drainage and stormwater quality control plan, each development within the project site would be designed to meet the requirements of the Ventura County Municipal Stormwater Permit (CAS004002, Order R4-2010-0108) and related requirements of the Ventura County Stormwater Quality Urban Impact Management Plan (SQUIMP). This includes the control measures specified in the 2002 Ventura County Technical Guidance Manual for Treatment Control Measures. These measures include site design, site-specific source control and treatment control measures that minimize impervious surfaces to the maximum extent practicable. Treatment emphasis is proposed to be on the use of infiltration-based treatment controls, such as bioretention gardens, pervious concrete/pavers, and grassy swales. Alternative or proprietary treatments controls not described in the Technical Manual may be considered on a case-by-case basis provided the development projects can demonstrate that treatment equivalent to the approved methods is achievable and the City Engineer approves the alternative control measures. Each development will be required to implement project design features so that peak storm water flow is not increased from pre-development 100-year storm conditions. In the event that drainage and/or stormwater quality control is changed substantially from Tentative Tract T-5812, the proposed project may be subject to "retention" best management practices (BMP) requirements of the Ventura County Municipal Stormwater Permit. In this instance, the project developer would be required to provide a post-construction stormwater management plan and fee prior to submittal of development applications.

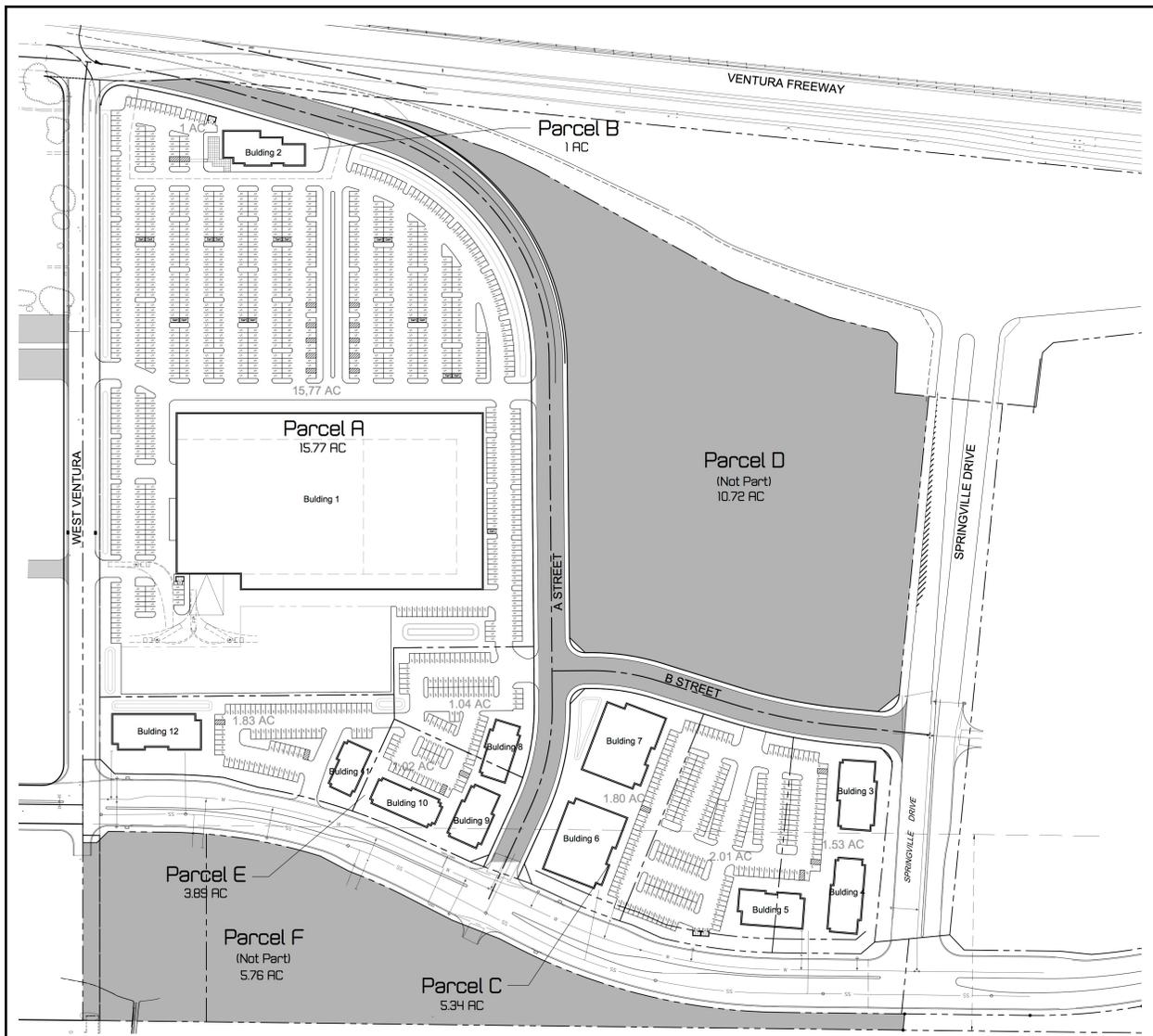
PROPOSED PROJECT CHARACTERISTICS

The project applicant is now requesting approval of a General Plan Amendment from the City of Camarillo that would change 26 acres of the site from Industrial (Research & Development) to Commercial. The remainder of the site would continue to be designated as Industrial. Under a maximum

development scenario, up to 268,500 square feet of commercial space could be developed within the re-designated 26 acres. Approximately 198,767 square feet of industrial and/or office space could be developed within remaining Industrial portion of the site.

Approval of the proposed project would require the General Plan Amendment discussed above along with a corresponding amendment to the Airport North Specific Plan. It would also require a change of zone for the 26 acres of the site from L-M (Limited Manufacturing) to CPD (Commercial Planned Development) and a modification to Tentative Tract Map No. T-5812 to subdivide the site into six parcels. The proposed site plan is illustrated in Figure 5. The greyed parcels listed as “Not Part” in Figure 5 are those what would continue to be designated and zoned for industrial/office uses.

FIGURE 5 - PROPOSED SITE PLAN



The uses proposed for each of the six parcels within the site are as follows:

Parcel A would be the largest area of the site at 15.77 acres and would support a retail building (Building 1) of up to 170,000 square feet. As shown in Figure 5, the building would be oriented towards the Ventura Freeway. A total of 853 parking spaces would be provided, with most of these located between the building and the freeway. Approximately 114,416 square feet of landscape area would be provided and include a 30,000-square-foot detention area. The loading dock areas would be provided at the rear of the building.

Parcel B would be one acre in size and located at the northwestern corner of the site. It would support a retail/restaurant building (Building 2) of up to 7,600 square feet. Thirty-six parking spaces and would be and 13,158 square feet of landscape area would be provided. The landscape area would include a 2,000-square-foot detention area.

Parcel C would be located at the southeastern corner of the site and is proposed to support the development of five retail/restaurant buildings. The 5.34-acre parcel would accommodate up to 52,900 square feet of building space. A central parking area would provide 264 spaces. Approximately 88,055 square feet of landscape area would be provided and would include a 10,680-square-foot detention area.

Parcel D is a 10.72-acre area that would continue to be designated for light industrial/office uses. This area would support the development of up to 158,767 square feet of building space. No further development details are proposed for this parcel at this time.

Parcel E is a 3.89-acre area located to the immediate south of Parcel A. This parcel is proposed to support the development of five retail/restaurant buildings totaling up to 38,000 square feet of building space. A total of approximately 190 parking spaces are proposed along with 110,576 square feet of landscape area that includes a 7,780-square-foot detention basin.

Parcel F is the portion of the site located to the south of Ventura Boulevard. This 5.76-acre parcel would continue to be designated for light industrial/office uses. This area would support the development of up to 40,000 square feet of building space. No further development details are proposed for this parcel at this time.

In all, up to 268,500 square feet of retail/restaurant space and up to 198,767 square feet of industrial/office uses would be built under the requested applications. The retail/restaurant parcels at the site would total 26 acres (1,132,560 square feet). The retail/restaurant retail buildings would comprise 24 percent of the commercial parcel area. Approximately 537,855 square feet (47 percent) of the commercial parcels would be paved and approximately 326,205 square feet (29 percent) would be landscape area.

For the purpose of evaluating the potential impacts associated with the ultimate development of the project site, this Subsequent EIR assumes the development of up to 149,075 square feet (75 percent) of light industrial uses and 49,692 square feet (25%) of office uses. These percentages are consistent with the assumptions that were used in the previous EIR to evaluate the potential impacts of Tentative Tract T-5812.

Roadways and Site Access

The proposed site plan modifies the internal circulation patterns and access points of Tentative Tract Map No. T-5812. Vehicular access to the project site would primarily be provided via new roadways connecting to West Ventura Boulevard (east-west and north-south segments) and Springville Drive. "A" Street would connect to the east-west segment of West Ventura Boulevard and extend in a curve to the northwestern corner of the site where it would connect with the north-south segment of Ventura Boulevard. As with the approved Tentative Tract T-5812, "B" Street would connect between Springville Drive with "A" Street. The "A" Street connections to both segments of West Ventura Boulevard are planned as full access. The "B" Street connection to Springville Drive would be limited to right-turns only by the raised median in Springville Drive. Two full access driveways would be provided to Parcel A from the north-south segment of West Ventura Boulevard. A right turn in and out driveway access would also be provided to Parcel E along the northern side of West Ventura Boulevard between "A" Street and the north-south segment of West Ventura Boulevard. Access to the part of the project site located south of West Ventura Boulevard would be provided at the West Ventura Boulevard/"A" Street intersection.

Building Design

Building designs for the commercial parcels have not been submitted to the City as of the time that this Revised Draft Subsequent EIR was prepared. However, the building designs will be reviewed to ensure that they comply with the City's Heritage Zone area of the Community Design Element of the City of Camarillo General Plan requirements to have particular design themes, such as Mission, Monterey, Early California, Spanish, and Mediterranean styles or modern interpretations of these styles as well as the Airport North Specific Plan requirements that buildings follow design standards based upon Mediterranean, Mission, Monterey, and Early California architectural styles. Pursuant to the the Airport North Specific Plan, the site is designated as having a permitted height zone of 2 stories and a maximum building height of 35 feet, exclusive of architectural elements such as towers, copulas, etc. Special purpose buildings requiring heights in excess of two stories may be considered under a conditional use permit. Under no circumstance, however, may building heights (including architectural features) exceed established avigational easements. Each building development at the site would be subject to these requirements.

Landscaping

A detailed landscape plan was not prepared as of the time that this Revised Draft Subsequent EIR was prepared. As discussed above, approximately 326,205 square feet (29 percent) of the commercial parcels would be landscape area. The lot developments would be required to comply with all landscaping standards established in the Airport North Specific Plan, the City of Camarillo Street Median and Parkway Master Plan, and the adopted City of Camarillo Landscape and Irrigation Guidelines.

Earthwork

Development of the site development pads would require the cut of approximately 10,000 cubic yards of material at the site and the import of approximately 200,000 cubic yards of earth materials to the site.

Utilities and Infrastructure

The utilities and infrastructure aspects of the proposed project would be similar to those of the approved Tentative Tract T-5812. discussed previously, any development at the site that is consistent with the approved drainage and stormwater quality control plan for Tentative Tract T-5812 is “grandfathered” under the standards of the approved plan. In the event that drainage and/or stormwater quality control is changed substantially from Tentative Tract T-5812, the proposed project may be subject to “retention” BMP requirements of the Ventura County Municipal Stormwater Permit.

Construction Schedule

Construction of the roadways internal to the site, the backbone utilities infrastructure, and the retail use at Parcel A is expected to being in the second half of 2015 or early 2016. Construction of the other parcels would occur at later dates depending on market demands.

DISCRETIONARY ACTIONS AND APPROVALS

The City of Camarillo is the lead agency for the proposed project. The Subsequent EIR will be provided to address all discretionary and ministerial actions associated with the development of the project including, but not limited to, the following:

- **General Plan Amendment GPA 2014-2:** The project applicant is requesting approval of GPA 2014-2 to change the land use designation for 26 acres of the site from Industrial (Research & Development) to Commercial.
- **Airport North Specific Plan Amendment:** The project applicant is requesting approval of an amendment to the Airport North Specific Plan to change the land use designation for 26 acres of the site from Industrial (Research & Development) to Commercial.
- **Change of Zone CZ-322:** The project applicant is requesting approval of CZ-322 to change the zoning designation for 26 acres of the site from L-M (Limited Manufacturing) to CPD (Commercial Planned Development).
- **Tentative Tract Map No. T-5812 Modification:** The project applicant is requesting approval of T-5812 Mod to subdivide the project site into six parcels for the development of up to 268,500 square feet of retail/restaurant space and up to 198,767 square feet of industrial/office uses.

The proposed project would also be subject to approval of a change of land use from the Ventura County Airport Land Use Commission (through the Ventura County Transportation Commission).

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ENVIRONMENTAL IMPACT ANALYSIS

This section is the primary component of the Revised Draft Subsequent EIR as it provides a forecast of the probable future environment following the development of the proposed project. The purpose of this section is to inform readers about the type and magnitude of the potential environmental impacts associated with the proposed project, how such impacts would affect the existing environment, to identify mitigation measures which would reduce the magnitude of significant environmental impacts, and to identify cumulative impacts associated with development of the proposed project as well as other related projects.

SECTION FORMAT

This overall section is actually divided into six technical sections based on the potential for the proposed project to change the types of uses at the project site and to increase the number of vehicle trips when compared to the industrial uses that have previously been approved for the project site. The six technical sections are as follows:

- Land Use and Planning
- Traffic and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Water Supply
- Impacts Found to Be Less Than Significant

With the exception of the Impacts Found to Be Less Than Significant section is organized into the six discussions, as follows:

- Summary
- Environmental Setting
- Thresholds of Significance
- Project Impacts and Mitigation Measures
 - Impact Summary from the Certified EIR for the Industrial Project

- Impact Analysis for the Proposed Project
- Cumulative Impacts
- Unavoidable Significant Impacts

Several sections also have an Introduction discussion.

LAND USE AND PLANNING

SUMMARY

The proposed project would not physically divide an established community.

Implementation of the proposed project would not conflict with any applicable land use standard from the City of Camarillo General Plan.

Implementation of the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

ENVIRONMENTAL SETTING

City of Camarillo

The City of Camarillo is located in southern Ventura County along the U.S. Highway (Ventura Freeway) corridor. U.S. Highway 101 bisects the city along an east-west alignment. The city is surrounded by pockets of unincorporated county land. The City of Thousand Oaks is located to the east and the cities of Oxnard and San Buenaventura are located to the west.

A variety of land uses, such as agricultural, residential, commercial, office, and industrial, occur within the city. Agricultural uses are typically found in the southern part of the city and are composed primarily of row crops including a variety of vegetables and fruits. Residential uses are located throughout the city, but mostly north of the Ventura Freeway. Commercial and office uses generally occur in business districts and shopping centers along the Ventura Freeway and major arterials, such as Ventura Boulevard, Carmen Drive and Arneill Road. Industrial uses are primarily located along the railroad right-of-way in the central and eastern portions of the city and consist of manufacturing, research and development, and agriculturally-oriented industries. Table 4 identifies the land uses in Camarillo in 2002 as identified in the Land Use Element of the City of Camarillo General Plan.

Local Setting

The proposed project site is bordered on the north by U.S. Highway 101, on the south by the Camarillo Hills Drain and Camarillo Airport, on the east by the recently constructed extension of Springville Drive, and on the west by West Ventura Boulevard and light industrial uses. The property to the east of the Springville Drive alignment has been approved for the development of a 499,000-square-foot commercial center.

TABLE 4 - CITY OF CAMARILLO GENERAL PLAN LAND USE SUMMARIES

Category	General Plan Areas	Acres	Percent
Residential	Rural Density	1,826.89	17.052
	Low Density	2,190.83	20.449
	Low-Medium Density	942.10	8.793
	Medium Density	128.17	1.196
	High Density	221.46	2.067
	Mobile Home	126.78	1.183
	Residential Subtotals	5,436.23	50.74
Commercial	General Commercial	464.07	4.331
	Office	108.70	1.015
	Commercial Subtotals	572.77	5.346
Industrial	Industrial	873.28	8.151
	Industrial/Commercial	7.31	0.068
	Research and Development	187.83	1.753
	Industrial Subtotals	1,068.42	9.972
Conservation	Agriculture	1,327.42	12.39
	Natural Open Space	444.86	4.152
	Urban Reserve	71.54	0.668
	Conservation Subtotals	1,843.82	17.21
Public	Public	748.04	6.982
	Mini Park	0.83	0.008
	Neighborhood Park	64.48	0.602
	Community Park	94.53	0.882
	City-Wide Park	73.39	0.685
	Schools	210.02	1.96
	Quasi-Public/Utility	261.10	2.437
	Historic Site	6.32	0.059
	Waterway Linkage	333.92	3.117
	Public Subtotals	1,792.63	16.732
Land Use Totals		10,713.87	100
Streets		1,472.54	
City Total		12,186.41	

Source of table data: City of Camarillo, October 8, 2003.

The project site consists of 46.88 acres of relatively flat land that slopes gently to the south at a rate of approximately 0.007 foot in height to one foot of distance. Until around 2009, the site was used for the agricultural production of row crops. The site is no longer under cultivation. The site is also bisected by the recently-completed relocation of Ventura Boulevard and two cut-outs are currently provided for future roadway access into the site.

Regulatory Setting

City of Camarillo General Plan

City of Camarillo General Plan is both a map and text that provides the long-range general guidelines for land uses and planning policy for the entire city. The General Plan is a dynamic document consisting of nine elements (Land Use, Circulation, Scenic Highways, Housing, Recreation, Open Space & Conservation, Community Design, Safety, and Noise) as well as the Camarillo Urban Restriction Boundary (CURB) ordinance.

The Land Use Element establishes a pattern of compatible land uses which reflect existing conditions and guide future development. The current land use designation for the project site is Industrial (Research and Development). The Research and Development category provides for a variety of high technology manufacturing, distribution, and research functions as well as office activities within a planned development intended to create a campus atmosphere with substantial landscaping.

The Land Use Element identifies the following standards for industrial uses:

- The least intensive industrial uses should be located as a transition between the heavier uses and adjacent residential or more restrictive uses.
- Access to manufacturing districts should not be through or along the border of a residential area. Traffic should collect on industrial streets located within an industrial district and then be routed to external areas by way of major highways and freeways.
- Interior industrial subdivision circulation should be simple and functional and built to industrial standards.
- Where possible, access to railroad lines, by way of spur trackage, should be available to those industries desiring this type of service.
- Large setbacks and landscaped front yards should be required to improve the visual quality of the industrial environment.
- All storage and waste areas should be screened from view and enhance the quality of environment.

- An extensive program of overall industrial area beautification and maintenance should be encouraged to assure the maintenance of a high quality for the industrial districts.
- That uses which involve hazardous materials be reviewed with regard to impacts on adjoining residential uses and in accordance with the Safety Element of the General Plan and Zoning Ordinance.

The following standards are identified in the Land Use Element for commercial uses along the freeway:

- The general commercial classification designated by the General Plan will provide services to the City of Camarillo on neighborhood and community levels and on a specialized level also, such as freeway-oriented commercial and outlet centers.
- The freeway commercial classification includes those commercial uses which are located adjacent to and directly related to the uses of the freeway. Typical uses would include gasoline service stations, other automotive service facilities, restaurants, hotels, motels and similar related uses. Freeway commercial also includes other retail uses: such as, outlet centers and membership retail or regional retail; such as , furniture, appliances, etc. Freeway service commercial uses, where possible, should be concentrated in areas most appropriate for such development with convenient access to the freeway but designed to be a compliment to the area. Development standards for freeway commercial uses should assure that such uses can be served by public streets to carry traffic, and should not detract from the aesthetic quality off the community at large.
- High development standards should be employed in these areas to limit the number of access points, to secure substantial setbacks for new structures, to require adequate landscaping and off-street parking, and in general, to obtain a high quality of design for those critical areas.

Airport North Specific Plan

The proposed project site is a portion of the 337-acre Airport North Specific Plan (Specific Plan) area. The Airport North Specific Plan was adopted by the City in June 1986 and most recently amended by the City Council on September 12, 2007. The Specific Plan pertains to an area of various different properties located south of U.S. Highway 101 and north of Camarillo Airport in two segments with one between Las Posas Road on the east and West Ventura Boulevard on the west, and the other between Wood Road and the western boundary of the City of Camarillo (reference Figure 2 in the Environmental Setting of this EIR for a map of the Specific Plan area). The main objectives of the Specific Plan include, but are not limited to:

- Increase the employment base of the City;
- Increase revenues to the city's tax base;
- Provide much-needed infrastructure at little or no cost to the City;

- Create a high-quality visual window of the built environment in the City of Camarillo along this freeway link;
- Create a coordinated road system through parcels providing multiple road frontages;
- Create uniform high standards on properties which will be attractive to potential business and corporate users;
- Ensure that both large single users and smaller multiple users can be accommodated;
- Use comprehensive planning to reduce incremental development costs and processing time;
- Vary the existing topography and add new vegetation to create interest and diversity in the plan;
- Enhance all project entries with quality landscaping, and;
- Develop the land use plan to allow maximum high-quality office, corporate and mixed-use architecture to be visible from the freeway “window.”

The Specific Plan planned for the development of up to 4,488,775 square feet of mixed use, hotel, office, corporate, commercial support, and research and development uses. To date, all of the development that has occurred within the Specific Plan site has occurred to the east in the area identified as Phase II. This area is developed with the Camarillo Town Center and Camarillo Town Center II commercial centers. The Camarillo Town Center is developed with approximately 370,000 square feet of commercial uses anchored by a Target store. The Camarillo Town Center II development is anchored by a Home Depot store. The area between the proposed project site and the Camarillo Town Center II development was approved for development of up to 499,000 square feet of commercial uses in 2007. This currently undeveloped project is referred to as Paseo Camino Real. All of these existing and approved developments are designated Commercial and zoned CPD (Commercial Planned Development).

The Airport North Specific Plan designates the site for Research and Development. This land use category is the largest category of uses within the Specific Plan area. The category is intended to accommodate industries involved in research and development, testing activities, development laboratories, and compatible light manufacturing with support office uses. Other complimentary uses include administrative and accessory facilities necessary to serve employees and surrounding properties, city and region. Permitted uses are those permitted within the L-M (Limited Manufacturing) zone.

City of Camarillo Zoning

The City's Zoning Ordinance, which is administered by the Community Development Department, was adopted by the City Council in 1976 and is updated from time to time. This section of the Camarillo Municipal Code controls the size of parcels, height of buildings, and landscaping of structures such as fences, buildings, garages, and additions to houses and businesses. The Zoning Ordinance also specifies

the types of land uses allowed in different parts of the city. The Zoning Ordinance is designed to protect city residents from conflicting activities being conducted near their homes and businesses.

The project site is designated as being in the L-M zone. The L-M zone is intended as limited manufacturing districts for restricted manufacturing uses, administrative or executive offices of business or industrial concerns, scientific research offices, and laboratories. Manufacturing uses are intended to be limited to the fabrication, assembly, compounding, processing or packaging of materials which are in a processed form and which do not in their maintenance, assembly, or manufacture, create smoke, gas, odor, dust, sound, vibration, soot or lighting which might be termed obnoxious or offensive to persons residing or conducting business in either this or any other zone in the city.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a potentially significant impact on land use and planning could occur if a project would:

- (a) Physically divide an established community;
- (b) 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; or
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

PROJECT IMPACTS AND MITIGATION MEASURES

Physically Divide an Established Community

Threshold: Would the proposed project physically divide an established community.

Impact: The proposed project would not physically divide an established community. Therefore, no impact would occur.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR concluded that the industrial project would not physically divide an established community. The project site is bordered on the north by U.S. Highway 101, on the south by the Camarillo Hills Drain and Camarillo Airport, on the east by the alignment of Springville Drive that was under construction at the time the Certified EIR was being prepared, and on the west by West Ventura Boulevard and other light industrial uses. The property to the east of the Springville Drive alignment has been approved for the development of a 499,000-square-foot commercial center. There are no existing

residences located at or adjacent to the project site. As such, no established residential community exists at, or in the vicinity of the project site, and implementation of the industrial project would not physically divide an established community. Instead, the industrial project would result in infill development to the north, east, and west of existing developed areas. Therefore, no impact would occur.

Impact Analysis for the Proposed Project

As with the previously-approved industrial project, the proposed project would affect the same amount of land at the same project site. The land uses surrounding the site have not changed with the exception of the new extension of Springville Drive having been completed. The proposed project would still result in infill development to the north, east, and west of existing developed areas and no impact would occur.

Land Use Plan Consistency

Threshold: Would the proposed project 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.

Impact: Implementation of the proposed project would not conflict with any applicable land use standard from the City of Camarillo General Plan. The impact of the project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR concluded that the industrial project would be consistent with all of the applicable goals and standards in the City of Camarillo General Plan. Therefore, the impact of the industrial project would be less than significant.

Impact Analysis for the Proposed Project

An evaluation of project consistency with the goals and standards in the City of Camarillo General Plan that are applicable to the proposed project is provided in Table 5. As shown, the proposed project would be consistent with all of these applicable standards. Therefore, the impact of the project would be less than significant.

Habitat Conservation Plan

Thresholds: Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan.

Impact: Implementation of the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR for the industrial project concluded that the proposed project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

Impact Analysis for the Proposed Project

As with the previously-approved industrial project, the proposed project would affect the same amount of land at the same project site, which is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
Land Use Element	
<p>The general commercial classification designated by the General Plan will provide services to the City of Camarillo on neighborhood and community levels and on a specialized level also, such as freeway-oriented commercial and outlet centers.</p>	<p>Consistent. The proposed project would provide a mix of retail and restaurant uses with the anchor retail building and one retail/restaurant building being oriented towards the Ventura Freeway.</p>
<p>The freeway commercial classification includes those commercial uses which are located adjacent to and directly related to the uses of the freeway. Typical uses would include gasoline service stations, other automotive service facilities, restaurants, hotels, motels and similar related uses. Freeway commercial also includes other retail uses: such as, outlet centers and membership retail or regional retail; such as , furniture, appliances, etc. Freeway service commercial uses, where possible, should be concentrated in areas most appropriate for such development with convenient access to the freeway but designed to be a compliment to the area. Development standards for freeway commercial uses should assure that such uses can be served by public streets to carry traffic, and should not detract from the aesthetic quality off the community at large.</p>	<p>Consistent. The proposed project would provide a mix of retail and restaurant uses with the anchor retail building and one retail/restaurant building being oriented towards the Ventura Freeway. Other retail/restaurant buildings would be concentrated within the site with the same freeway access as the freeway-oriented buildings. Access to the site would be provided via new roadways connecting to West Ventura Boulevard and Springville Drive, which are public roadways.</p>
<p>High development standards [for commercial uses] should be employed in these areas to limit the number of access points, to secure substantial setbacks for new structures, to require adequate landscaping and off-street parking, and in general, to obtain a high quality of design for those critical areas.</p>	<p>Consistent. No actual commercial buildings are proposed at this time, but standard site plan and architectural review by the City of Camarillo Community Development Department and Planning Commission would ensure that the commercial buildings meet or exceed the design standards of the City of Cmarillo General Plan and the Airport North Specific Plan.</p>
<p>The least intensive industrial uses should be located as a transition between the heavier uses and adjacent residential or more restrictive uses.</p>	<p>Consistent. The proposed project site is located in an area developed with, and planned for, commercial and industrial uses. The nearest residential uses are located to the north of U.S. Highway 101.</p>

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
<p>Access to manufacturing districts should not be through or along the border of a residential area. Traffic should collect on industrial streets located within an industrial district and then be routed to external areas by way of major highways and freeways.</p>	<p>Consistent. Vehicular access to the project site would primarily be provided via new roadways connecting to Ventura Boulevard, West Ventura Boulevard, and Springville Drive. No residential areas are located adjacent to any part of the Airport North Specific Plan area.</p>
<p>Interior industrial subdivision circulation should be simple and functional and built to industrial standards.</p>	<p>Consistent. A new curved roadway currently designated on the Tentative Tract Map as "A" Street would connect to both segments of West Ventura Boulevard adjacent to the project site, while a roadway designated as "B" Street would connect Springville Drive with "A" Street. The "A" Street connection to Ventura Boulevard is proposed as full access as is the "A" Street connection to West Ventura Boulevard. The "B" Street connection to Springville Drive would be limited to right-turns only by the raised median in Springville Drive. A right turn in and out driveway access would also be provided to Parcel E along the northern side of West Ventura Boulevard between "A" Street and the north-south segment of West Ventura Boulevard. Access to the part of the project site located south of West Ventura Boulevard would be provided at the West Ventura Boulevard / "A" Street intersection.</p>
<p>Large setbacks and landscaped front yards should be required to improve the visual quality of the industrial environment.</p>	<p>Consistent. No actual industrial buildings are proposed at this time, but the development lots have been designed at a minimum of one acre, which is sufficient area to provide setbacks that meet the City of Camarillo Zoning Ordinance standards for industrial uses. A detailed landscape plan for the industrial parcels has also not been prepared at this time. However, the future lot development projects would be required to comply with all landscaping standards established in the Airport North Specific Plan and the City of Camarillo Street Median and Parkway Master Plan.</p>
<p>All storage and waste areas should be screened from view and enhance the quality of environment.</p>	<p>Consistent. No actual industrial buildings are proposed at this time, but standard site plan and architectural review by the City of Camarillo Community Development Department and Planning Commission would ensure that all storage and waste areas should be screened from view from U.S. Highway 101 and the adjacent roadways.</p>
<p>That uses which involve hazardous materials be reviewed with regard to impacts on adjoining residential uses and in accordance with the Safety Element of the General Plan and Zoning Ordinance.</p>	<p>Consistent. The proposed project site is located in an area developed with, and planned for, commercial and industrial uses. The nearest residential uses are located to the north of U.S. Highway 101.</p>

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
Circulation Element	
<p>Continue to ensure that new development contributes funds for improvements and additions to local streets and highways.</p>	<p>Consistent. As discussed in the Traffic and Circulation section of this EIR, the proposed project would be subject to the City’s traffic mitigation fee as well as the County Traffic Impact Mitigation Fee.</p>
<p>Encourage ways to reduce vehicle miles traveled and disperse peak traffic on existing transportation facilities. Incorporate transportation control measures where practical to help reduce trips generated through ridesharing, bikeways, pedestrian ways and land use planning.</p>	<p>Consistent. Employees and patrons of the project site would have the opportunity to shop and eat at the new retail and restaurant establishments within the project site as well as those located to the east of the project site, many of which would be within walking distance from the site. This would reduce the distance that many of these people might otherwise have to travel for these services.</p>
<p>The City, in considering any development application, shall analyze the circulation patterns within the area. Considerations shall include providing access between developments in both incorporated and unincorporated areas. The impacts of such connection or road extension shall be evaluated at time of consideration.</p>	<p>Consistent. West Ventura Boulevard was recently extended through the project site. This new roadway extension would provide vehicular access to the project site and provide access of project site employees to the areas to the east and west. No new roadways external to the project site are proposed as part of the project and no new roadways external to the site are needed to accommodate the traffic generated by the project.</p>
Recreation Element	
<p>Commercial and industrial areas should be encouraged to provide passive and active recreational space to supplement the need for their employees and those frequenting the facility. This can be accomplished by a series of walkways, fountains, seating, green space, or active play space, such as basketball courts, soccer areas, baseball fields, etc.</p>	<p>Consistent. The site plan for the proposed project shows that sidewalks would be provided along the perimeter of the project site and along the roadways that are internal to the project site. These sidewalks would provide access to the commercial and industrial areas to the east and west of the project site.</p>
Community Design Element	
<p>The lot coverage of the [commercial] building should not be excessive. The location of the [commercial] building should provide for appropriately landscaped setbacks. The [commercial] buildings should be adequately set back from streets and adjoining properties with the remainder of the lot utilized for parking and landscaping purposes.</p>	<p>Consistent. The 268,500 square feet of retail/restaurant retail buildings would comprise 24 percent of the commercial parcel area. Approximately 537,855 square feet (47 percent) of the commercial parcels would be paved and approximately 326,205 square feet (29 percent) would be landscape area.</p>
<p>Adequate areas [of commercial uses] for pedestrian activities should be provided and should include a variety in the sizes of the pedestrian spaces to encourage different types of usage among those spaces.</p>	<p>Consistent. The proposed site plan has been designed to provide convenient pedestrian access from the parking area to the retail/restaurant buildings.</p>

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
The configuration of the [commercial] building should avoid a strictly linear development plan. A variety of building heights, setbacks, and differences in the configuration should be encouraged to add scale to the development.	Consistent. The proposed site plan shows the retail/restaurant buildings located in a non-linear pattern. Several of the buildings are configured in a direction that deviates from a standard north-south and east-west pattern. This is in part due to the buildings being located along the curved areas of West Ventura Boulevard.
Landscaping areas [of commercial uses] should be utilized to screen parking areas, to accent pedestrian areas, and to soften walls of buildings.	Consistent. A detailed landscape plan for the commercial parcels has not been prepared at this time. However, landscape areas are proposed between the parking areas and the adjacent roadways. The future parcel developments would be required to comply with all landscaping standards established in the Airport North Specific Plan, the City of Camarillo Street Median and Parkway Master Plan, and the City of Camarillo Landscape and Irrigation Guidelines. These standards would ensure that views of the project site are screened from the adjacent roadways.
Adequate amounts of parking in locations accessible to [commercial] buildings should be provided.	Consistent. The amount of parking identified on the proposed site site is conceptual in nature and will be refined as each building is designed and it is determined if the buildings will be a retail or restaurant use. The amount of parking provided in each parcel will be required to meet minimum city standards for parking supply.
Support features, such as loading spaces, trash enclosures, and street furniture, should be provided and considered in the initial design of the [commercial] project.	Consistent. The loading loading dock areas for the retail building on Parcel would be provided at the rear of the building where it would be screened from view from the Ventura Freeway and nearby roadways. The other retail/restaurant buildings are smaller and like most smaller commercial buildings are not proposed at this time to have dedicated loading spaces.
The use of common parking areas, access ways, and landscaping programs should be utilized to tie commercial areas together both aesthetically and functionally.	Consistent. Although commercial parcels A, B, and E would possibly be owned by separate entities, the parcels would provide connected vehicular and pedestrian access. Commercial parcels C and D each support multiple buildings that would share common parking areas and landscaping.
Commercial buildings which are not complimentary and that do not relate to the surrounding environment should be discouraged.	Consistent. No actual commercial building designs have been submitted to the city as of the time that this Subsequent EIR was prepared. However, the types of retail/restaurant buildings proposed for the site would be constant with those constructed to the east of the site along the Ventura Freeway Corridor with the Airport North Specific Plan area.

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
<p>Mechanical equipment [for commercial uses], including rooftop-mounted units, is required to be screened from view. Screening is encouraged to be designed as an integral element of the [commercial] project.</p> <p>Transformer units, backflow units, and air compressors mounted on the ground area [of commercial uses] should be adequately screened by walls or landscaping.</p>	<p>Consistent. No actual commercial building designs have been submitted to the City as of the time that this Subsequent EIR was prepared. However, the mechanical equipment associated with the buildings would be required to be screened from review. This standard requirement will be enforced as each building is reviewed by City staff.</p>
<p>Commercial areas should provide for adequate building setbacks, landscaping, and other features to improve the appearance of the commercial development and include transition between commercial and residential uses.</p>	<p>Consistent. A detailed landscape plan for the commercial parcels has not been prepared at this time. However, landscape areas are proposed between the parking areas and the adjacent roadways. The nearest residential uses are located to the north of U.S. Highway 101.</p>
<p>Specialty types of retail activities, such as service stations, garages or drive-through restaurants which have precise functional requirements, should be properly designed to incorporate those features. Their functional requirements include maneuvering area, stack-up space, and parking and loading areas. Service stations which have garage activities should be designed with “back-up” service station buildings, such as the new station on Adolfo Road. The developments should provide for adequate on-site parking and circulation.</p>	<p>Consistent. The current site plan does not identify any restaurant buildings with drive-through facilities. Any possible garage activities with the retail use at Parcel A would occur at the rear of the building where it would not interfere with circulation or parking elsewhere with the site.</p>
<p>The City should continue to apply the standards contained in the L-M, M-1, and M-2 Zoning Ordinances.</p>	<p>Consistent. The industrial parcels of the proposed project are consistent with the existing L-M zoning designation for the project site. Development of the industrial uses would be subject to all applicable standards of the L-M zone.</p>
<p>Adequate parking should be provided to serve the needs of the [industrial] development but in no case less than the minimum number required for an industrial use.</p>	<p>Consistent. Off-street parking facilities for motor vehicles and bicycles would be provided for all new industrial buildings or any change in existing building that would result in additional parking spaces being required. The actual number of parking spaces is not known at this time under the proposed Tentative Tract Map, but would be determined by the City at the time that each industrial building is developed within the project site. The City requires that number of parking spaces meet or exceed City standards for the new or modified industrial buildings.</p>
<p>Appropriate setbacks should be provided. A variety of setbacks should be encouraged along the street and buildings having greater heights should have greater setbacks.</p>	<p>Consistent. No actual industrial buildings or ancillary structures are proposed at this time, but the development parcels have been designed at a minimum of one acre, which is sufficient area to provide setbacks that meet the City of Camarillo Zoning Ordinance standards for industrial uses.</p>

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
Use of landscaping along [industrial] property lines and adjacent to [industrial] buildings should be provided to screen buildings, parking, storage and loading operations.	Consistent. A detailed landscape plan for the industrial parcels has not been prepared at this time. However, the future lot development projects would be required to comply with all landscaping standards established in the Airport North Specific Plan and the City of Camarillo Street Median and Parkway Master Plan. These standards would ensure that views of the project site are screened from the adjacent highway and roadways.
Activities should take place inside of a[n industrial] building. The types of uses that would occur outside of a building as permitted by the Zoning Ordinance should be provided with walls and landscaping to screen outdoor storage and activities.	Consistent. Work-related activities within the L-M zone are restricted to the interiors of industrial buildings. Standard site plan and architectural review by the City of Camarillo Community Development Department and Planning Commission would ensure that any actual outdoor activity and storage areas associated with future industrial lot developments would be adequately screened from view from U.S. Highway 101 and the adjacent roadways.
Adequate loading spaces [at industrial uses] should be provided with appropriate maneuvering space. The loading operation should be screened from view from the street and major entrances to the building.	Consistent. No actual industrial buildings or ancillary structures are proposed at this time, but standard site plan and architectural review by the City of Camarillo Community Development Department and Planning Commission would ensure that adequate loading spaces should be provided with appropriate maneuvering space and that the loading operation should be screened from view from the street and major entrances to the building.
Mechanical equipment should be properly screened and integrated into the design of the [industrial] building.	Consistent. No actual industrial buildings are proposed at this time, but rooftops and rooftop mechanical equipment for industrial buildings are typically screened from view by parapets along the edge of the buildings. As part of the building plan check process, the City of Camarillo requires that building proponents demonstrate that rooftops and rooftop mechanical equipment is completely screened from view from nearby roadways. In the case of the proposed project, this would include Springville Drive and the southbound freeway offramp, which are nearly 20 feet above the ground surface of the project site.
When the manufacturing use abuts other types of land uses, appropriate transitional features, such as landscaping, walls, and greater building setbacks should be provided.	Consistent. The proposed industrial uses are consistent with the existing industrial uses located to the west of the site. Light industrial uses, such as those proposed, are also compatible with commercial uses such as those that will be built within the site and to the east of the site. As such, no increased setbacks are required to ensure compatibility between uses.

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
<p>The performance standards contained in the Zoning Ordinance should be complied with to ensure the [industrial] use will not be detrimental to other adjoining land uses.</p>	<p>Consistent. The proposed industrial uses are consistent with the existing L-M zoning designation for the project site. Development of the industrial parcels would be subject to all applicable standards of the L-M zone.</p>
<p>Proper access for [industrial] parking areas and loading areas should be provided. The use of common accessways should be encouraged and driveways along the developments should be limited.</p>	<p>Consistent. Vehicular access to the project site would primarily be provided via new roadways connecting to West Ventura Boulevard and Springville Drive. A new curved roadway currently designated on the Tentative Tract Map as "A" Street would connect to both segments of West Ventura Boulevard adjacent to the project site, while a roadway designated as "B" Street would connect Springville Drive with "A" Street.</p>
<p>The design of the [industrial] buildings shall be a compliment to the area and shall promote good architectural design through the use of building proportions, massing, materials, textures, and colors.</p>	<p>Consistent. No actual industrial buildings or ancillary structures are proposed at this time, but standard site plan and architectural review by the City of Camarillo Community Development Department and Planning Commission would ensure that the individual building projects promote good architectural design through the use of building proportions, massing, materials, textures, and colors.</p>
<p>Safety Element</p>	
<p>Require geologic-seismic investigation for all major projects such as multi-story buildings, industrial installations, buildings of a semi-public nature, large commercial buildings, large utility and storage facilities, and major trunk lines proposed anywhere in the City.</p> <p>Require geologic-seismic investigation for all projects such including residential developments, multi-story buildings, industrial installations, buildings of a semi-public nature, large commercial buildings, large utility and storage facilities, and major trunk lines proposed anywhere in the City.</p>	<p>Consistent. As discussed in the Impacts Found to be Less Than Significant section of this Subsequent EIR, two geotechnical studies were prepared for the project site and these reports demonstrate that the development of the site with non-residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard.</p>
<p>Qualified personnel registered and certified by the State should review reports and plans for land development.</p> <p>That the City continue its program of reviewing developments and its adherence to the standards established by the Building Code and soil test requirements regarding expansive soils.</p>	<p>Consistent. The approved tract map and plans and geotechnical studies have been reviewed by City staff and the City's consulting engineers.</p>

TABLE 5 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Standard	Project Consistency Evaluation
Ensure the General Plan, Municipal Code, all entitlements and permits prepared in compliance with CEQA, direct the siting and permitting of business, which store, treat, handle and recycle hazardous waste to the most suitable locations for protection of public health and environment; and/or ensure appropriate mitigation for protection of public health and the environment; and encourage waste reduction.	Consistent. The proposed project is proposed for a site that has been designated for industrial uses since 1986. It is adjacent to an existing industrial areas of the City. There are no sensitive receptors in the immediate vicinity of the site.
Noise Element	
Areas within the 75 CNEL contours represent those areas for which any proposed industrial land should be evaluated on a project-specific basis for potential mitigation to meet recommended noise planning requirements for industrial developments.	Consistent. The Noise section of this Subsequent EIR evaluates future noise levels at the project site and concludes that these noise levels will not exceed City standards.
The City shall require developers of commercial and industrial projects with noise producing activities that seek to locate near residential or noise sensitive land uses, to submit noise study reports prepared by experienced persons with demonstrated noise control engineering.	Consistent. The Noise section of this Subsequent EIR evaluates the noise impacts associated the the project and concludes that the project would not cause a substantial increase in noise at any existing sensitive receptor.

Source of table data: City of Camarillo General Plan as amended through August 31, 2014.

CUMULATIVE IMPACTS

Development of the proposed project in conjunction with the related projects would result in further “infilling” of various urban land uses in the City of Camarillo. Each related project would be subject to individual review for conformance to current land use policies and standards. Additionally, each related project would be subject to independent environmental review. These procedures would provide assurances that potential cumulative impacts related to land use consistency and compatibility would generally be less than significant.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant land use and planning impacts.

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TRAFFIC AND CIRCULATION

SUMMARY

Implementation of the proposed project would not significantly impact current levels of service at intersections within the City of Camarillo.

Implementation of the proposed project in conjunction with other development projects would contribute to the LOS degradation at the intersection of Las Posas Road & Pleasant Valley Road. Contribution to the reciprocal fee agreement between the City of Camarillo and Ventura County through the required traffic impact fee would fund traffic circulation improvements to reduce the impact of the project to a less-than-significant level.

The proposed project would not result in a change in air traffic patterns for Camarillo Airport.

The proposed project would create the need for a traffic signal at the intersection of West Ventura Boulevard (east-west segment) and "A" Street. This potential impact can be reduced to a less-than-significant level.

The proposed project would not result in inadequate emergency access or parking capacity, and would not conflict with adopted policies, plans, or programs supporting alternative transportation.

Implementation of the proposed project would not result in inadequate parking capacity.

Implementation of the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

INTRODUCTION

The Certified EIR for the previously-approved industrial project evaluated the potential traffic and circulation impacts at 11 intersections within the City of Camarillo and two intersections within the unincorporated area of Ventura County. The new U.S. Highway 101/Springville Drive interchange was under construction at the time that the Certified EIR was prepared and the baseline conditions and potential impacts of the industrial project were based on projections for the study-area intersections that were projected to occur following completion of the new interchange and the extension of Springville Drive. The U.S. Highway 101/Springville Drive interchange and new extension of Springville Drive are now complete and changes to local circulation patterns have occurred. Therefore, the baseline condition from which impacts of the proposed project would occur are now able to be identified based on actual

traffic counts. A new Traffic and Circulation Study has been prepared to identify the current existing baseline traffic conditions and to evaluate the potential impacts of the current proposed project.

The following analysis is based upon the *Traffic and Circulation Study for the Springville Commercial Project, City of Camarillo, California* (Traffic and Circulation Study) prepared by Associated Transportation Engineers, August 27, 2014. The City of Camarillo has independently reviewed and approved the information presented in the Traffic and Circulation Study. A copy of the Traffic and Circulation Study is provided as Appendix C to this Revised Draft Subsequent EIR.

The Traffic and Circulation Study was prepared using the guidelines set forth in the City of Camarillo guidelines for traffic impact studies. Existing and future traffic conditions have been analyzed to estimate the potential traffic and circulation impacts of the proposed project in the vicinity of the project site. The following 13 intersections were selected by the City of Camarillo Department of Public Works for the Traffic and Circulation Study:

- Intersections within the City of Camarillo
 - U.S. Highway 101 Northbound Ramps & Central Avenue
 - U.S. Highway 101 Southbound Ramps & Central Avenue
 - Las Posas Road & Earl Joseph Drive
 - Las Posas Road & Ponderosa Drive
 - Las Posas Road & Daily Drive
 - U.S. Highway 101 Northbound Ramps & Las Posas Road
 - U.S. Highway 101 Southbound Ramps & Las Posas Road
 - Las Posas Road & Ventura Boulevard
 - U.S. Highway 101 Northbound Ramps & Springville Drive
 - U.S. Highway 101 Southbound Ramps & Springville Drive
 - Springville Drive & West Ventura Boulevard
- Intersections within unincorporated Ventura County
 - Central Avenue & Santa Clara Avenue
 - Las Posas Road & Pleasant Valley Road

In addition, the Traffic and Circulation Study evaluates the project's access connections to Springville Drive and West Ventura Boulevard.

The Traffic and Circulation Study analyzes the following scenarios:

- **Existing Conditions:** This scenario describes the existing street network and assesses peak hour intersection operations at the study-area intersections.
- **Existing + Project Conditions:** This scenario assesses potential traffic impacts related to the proposed project assuming Existing + Project traffic forecasts. Potential impacts are determined using the City's impact thresholds.
- **Existing + Approved Projects:** This scenario assesses traffic operations assuming the additional traffic that will be generated by the approved development projects in the vicinity of the project site.
- **Existing + Approved Projects + Proposed Project:** This scenario assesses impacts for the proposed project assuming the Existing + Approved Projects traffic volume forecasts. Traffic volumes generated by the project are layered onto the Existing + Approved Projects traffic forecasts and potential impacts are determined using the City's impact thresholds.
- **General Plan Buildout:** This scenario analyzes the project's potential to generate impacts assuming buildout of the City's General Plan.

Since traffic flow on roadway networks is most constrained at intersections, a detailed traffic flow analysis must examine the operating conditions of critical intersections during peak travel periods. "Level of Service" (LOS) A through F are used to rate traffic operations, with LOS A indicating very good operating conditions and LOS F indicating poor conditions. This analysis utilizes the City's Intersection Capacity Utilization (ICU) methodology to calculate LOS for signalized intersections. Levels of service for the unsignalized intersections were calculated based on average delay per vehicle in sections using the methodology outlined in the Highway Capacity Manual.

Table 6 shows the level of service grades for intersections.

ENVIRONMENTAL SETTING

Regulatory Setting

City of Camarillo Traffic Policies

The City's General Plan policy is to maintain LOS C or better on all streets and intersections. Brief periods of LOS D during peak A.M. and P.M. traffic hours are permitted where improving to LOS C would be unreasonably costly.

TABLE 6 - LEVEL OF SERVICE GRADES

LOS	ICU	Definition
A	0.00 - 0.60	Conditions of free unobstructed flow with little or no delay.
B	0.61 - 0.70	Conditions of stable flow with very little delay.
C	0.71 - 0.80	Conditions of stable flow with delays low to moderate.
D	0.81 - 0.90	Conditions approaching unstable flow with moderate to heavy delays.
E	0.91 - 1.00	Conditions of unstable flow with significant delay.
F	> 1.00	Conditions of forced flow with volumes well above capacity.

LOS = Level of Service.

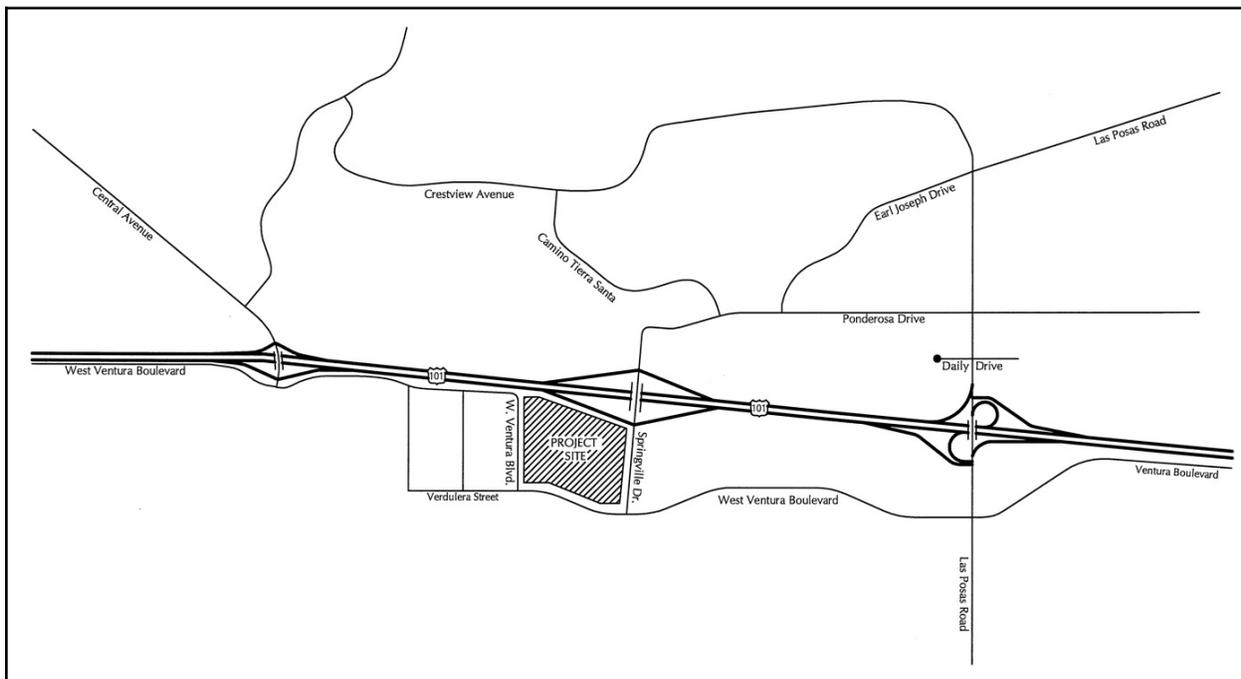
ICU = Intersection Capacity Utilization.

Source of table data: Associated Transportation Engineers, August 27, 2014.

Existing Roadway Network

The proposed project site is served by a circulation system composed of highways, arterial streets, and collector streets, as illustrated in Figure 6. The following text briefly describes the key components of the study-area roadway network.

FIGURE 6 - EXISTING ROADWAY NETWORK



U.S. Highway 101, located directly north of the proposed project site, is a multi-lane freeway which serves as a major arterial for the City and is the principal inter-city route along this portion of the Pacific Coast. Although it is a north-south highway in the State freeway system, U.S. Highway 101 is aligned in the east-west direction in the vicinity of the project site. U.S. Highway 101 is 6-lanes wide north and south of the Springville Drive interchange.

Las Posas Road, located approximately one mile east of the project site, is classified as a Secondary Arterial street north of Ponderosa Drive and a Primary Arterial south of Ponderosa Drive. Las Posas Road extends westerly from Lewis Road in Camarillo and then proceeds southerly to its terminus at State Route 1 adjacent to Point Mugu State Park.

Ponderosa Drive, located north of U.S. Highway 101, is a Secondary Arterial that extends east and west of Las Posas Road.

Daily Drive is an east-west Major Collector street that provides access to the commercial and residential areas located along the northern frontage of U.S. Highway 101 between Las Posas Road and Lewis Road.

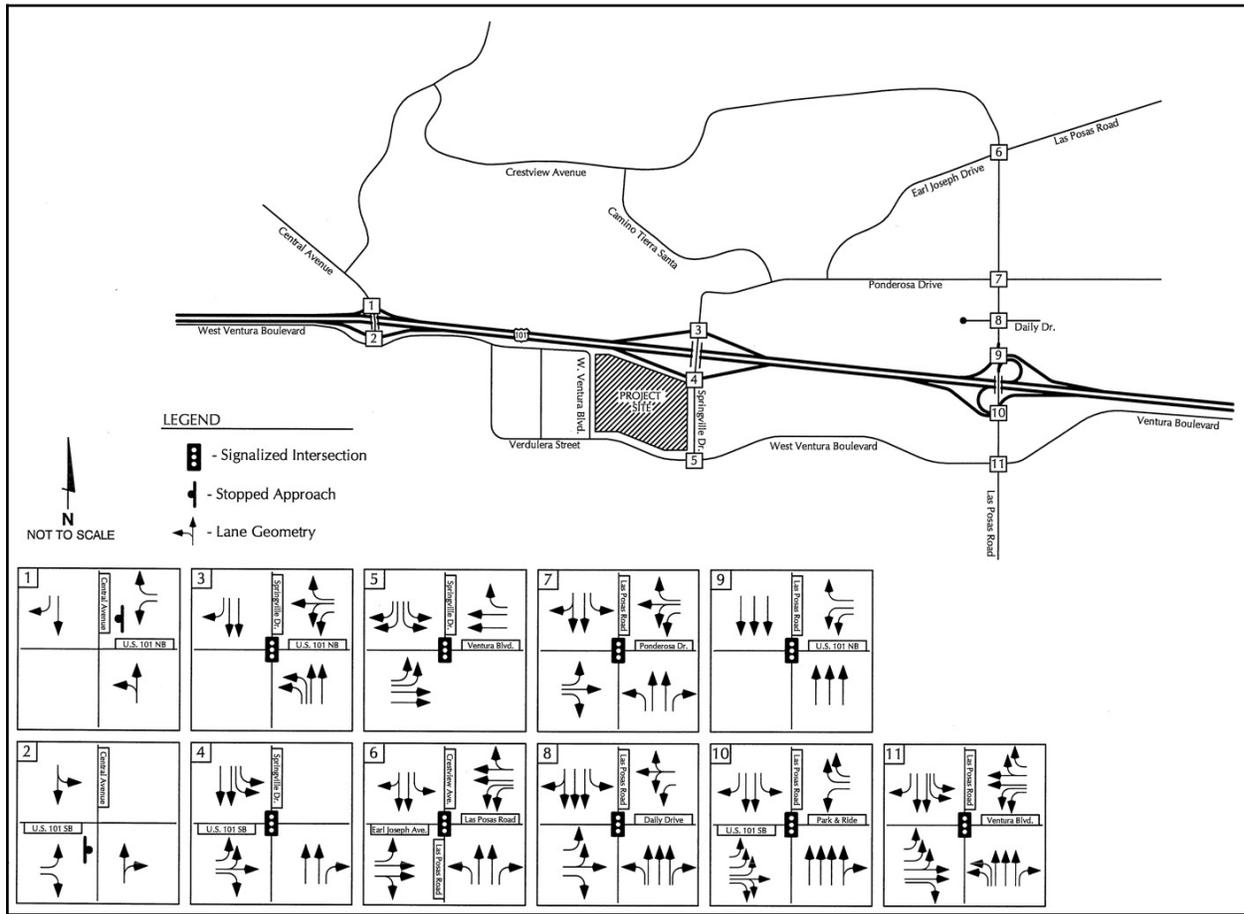
West Ventura Boulevard, located along the southern frontage of the project site, is an east-west Secondary Arterial roadway that parallels the south side of U.S. Highway 101. Along the western frontage of the project site, West Ventura Boulevard is a north-south Major Collector street.

Central Avenue is a two-lane rural arterial that extends northwest from U.S. Highway 101 to Vineyard Avenue (State Route 232) in the unincorporated area of Ventura County.

Existing Intersection Operations

Figure 7 illustrates the study-area intersections and their existing lane geometries and traffic controls. Existing traffic counts were collected at the study-area intersections on Wednesday, July 23, 2014. The existing levels of service are shown in Table 7. As shown, the study-area intersections operate at LOS A during the A.M. peak hour and LOS A-B during the P.M. peak hour, which meet the City's LOS C standard.

FIGURE 7 - STUDY-AREA INTERSECTIONS



Existing Public Transit

At the present time, the City of Camarillo operates an intra-city public transit system consisting of 12 buses. The City owns the buses and has a contract with a private bus company to provide drivers and maintain the buses. The Camarillo Area Transit (CAT) intra-city transit system has one fixed route bus. Dial-a-ride service providing curb-to-curb transportation is also available for all persons. The Airport North Specific Plan area is not located along the current CAT fixed route.

The City also supports the Ventura Intercity Service Transit Authority (VISTA) bus system and participates with other agencies in coordination as well as financial aid. The VISTA system connects Camarillo with surrounding cities and, thereby, provides access to major employment, commercial, governmental, and recreation centers, as well as California State University, Channel Islands.

TABLE 7 - EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Control	ICU / LOS	
		A.M. Peak Hour	P.M. Peak Hour
U.S. 101 NB & Central Ave.	Stop Sign	7.8 sec./LOS A	11.6 sec./LOS B
U.S. 101 SB & Central Ave.	Stop Sign	9.1 sec./LOS A	12.2 sec./LOS B
U.S. 101 NB & Springville Dr.	Signal	0.35/LOS A	0.42/LOS A
U.S. 101 SB & Springville Dr.	Signal	0.19/LOS A	0.32/LOS A
Springville Dr. & West Ventura Blvd.	Signal	0.17/LOS A	0.26/LOS A
Las Posas Rd. & Earl Joseph Dr.	Signal	0.33/LOS A	0.48/LOS A
Las Posas Dr. & Ponderosa Dr.	Signal	0.43/LOS A	0.59/LOS A
Las Posas Dr. & Daily Dr.	Signal	0.48/LOS A	0.59/LOS A
U.S. 101 NB & Las Posas Rd.	Signal	0.36/LOS A	0.51/LOS A
U.S. 101 SB & Las Posas Rd.	Signal	0.40/LOS A	0.47/LOS A
Las Posas Rd. & Ventura Blvd.	Signal	0.41/LOS A	0.57/LOS A

Note: Unsignalized intersection LOS based on average delay per vehicle in seconds.

Source of table data: Associated Transportation Engineers, August 27, 2014.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant traffic or circulation impact if any of the following were to occur:

- (a) 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);
- (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- (e) Result in inadequate emergency access;
- (f) Result in inadequate parking capacity; or
- (g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Intersection Capacity

Pursuant to the standards adopted by the City of Camarillo, a traffic impact is considered significant and must be mitigated if the traffic generated by a project exceeds the threshold criteria listed in Table 8. Mitigation measures should provide a level of service equal to or better than baseline conditions (Existing + Project scenario).

TABLE 8 - CITY OF CAMARILLO TRAFFIC IMPACT THRESHOLDS

Scenario	Intersection Impact Criteria
Existing + Approved + Project LOS	Project-Added Peak Hour Trips Per Critical Lane
LOS D	30 Trips
LOS E	20 Trips
LOS F	10 Trips

Source of table data: Associated Transportation Engineers, August 27, 2014.

PROJECT IMPACTS AND MITIGATION MEASURES

Intersection Levels of Service in Camarillo

Threshold: Would the proposed 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).

Impact: Implementation of the proposed project would not cause a substantial increase in traffic at the study-area intersections within the City of Camarillo. The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR estimated that the industrial project would generate 5,875 average daily trips (ADT), with 824 trips occurring during the A.M. peak hour and 868 trips during the P.M. peak hour. When added

to the projected baseline conditions, the U.S. Highway 101 SB & Central Avenue intersection was predicted to operate at LOS D during the A.M. peak hour and LOS F during the P.M. peak hour. The industrial project would add 16 trips to a critical lane movement at this intersection during the A.M. peak hour period, which would not exceed the City's impact threshold of 30 more more trips for LOS D. The industrial project would add a combined total of 17 trips to a critical lane movement at the intersection during the P.M. peak hour period. However, the combined total future P.M. peak hour traffic volumes with the addition of the traffic generated by the industrial project would be approximately the same as the existing condition at this intersection in 2010. Consequently, the impact of the industrial project was determined to be less than significant.

Impact Analysis for the Proposed Project

Trip generation estimates were calculated for the proposed project using rates contained in the Institute of Transportation Engineers (ITE) Trip Generation report. The ITE rates for Home Improvement Superstore (ITE Land Use Code #862) were used for the anchor store proposed for Parcel A and the ITE rates for Shopping Centers (ITE Land Use Code #820) were used for the other retail buildings proposed on Parcels A, C and E. A five percent multi-trip factor was applied when calculating the trip generation estimates for the commercial portion of the project to account for trip interactions that would occur between the anchor store and the other shopping center uses (e.g. some of the patrons of the anchor store would also patronize the retail stores and restaurants at the commercial parcels).

Trip generation estimates were calculated for the industrial and office portions of the project (Parcels D and F) using the ITE rates for General Light Industrial (ITE Land Use Code #110) and the ITE rates for General Office (Land Use Code #710). Table 9 summarizes the trip generation estimates for the proposed project. As shown, the proposed project would generate 10,548 ADT, with 547 trips during the A.M. peak hour and 942 trips during the P.M. peak hour.

The traffic generated by the project was distributed and assigned onto the study-area roadway network according to the percentages listed in Table 10. These percentages, developed in concert with City staff, were formulated based on existing traffic flows and a general knowledge of the population, employment, and commercial centers in the region. Figure 8 illustrates the distribution and assignment of the A.M. and P.M. peak hour trips that would be generated by the project.

Levels of service were calculated for the study-area intersections assuming the Existing + Project peak hour volumes. Table 11 compares the Existing and Existing + Project level of service forecasts and identifies impacts based on City criteria. As shown, the study-area intersections are forecast to continue to operate at LOS A and LOS B during the A.M. and P.M. peak hours with Existing + Project traffic volumes. Therefore, the proposed project would not generate significant impacts under the Existing + Project scenario since the Existing + Project forecasts meet the City's LOS C standard.

TABLE 9 - ESTIMATED PROJECT TRIP GENERATION

Land Use	Size	Multi-Trip Factor	ADT		A.M. Trips		P.M. Trips	
			Rate	Trips	Rate	Trips	Rate	Trips
Anchor Store (Parcel A)	170,000 SF	0.95	30.74	4,965	1.49	241	2.33	376
Shopping Center (Parcels B, C, & E)	98,500 SF	0.95	42.70	3,996	0.96	90	3.71	347
Light Industrial (Parcels D & F)	149,075 SF	1.00	6.97	1,039	0.92	138	0.97	145
General Office (Parcels D & F)	49,692 SF	1.00	11.03	548	1.56	78	1.49	74
Total Trip Generation				10,548		547		942

Rates per 1,000 square feet (SF) of building space.

ADT = average daily trips.

A.M. Peak = trips during the A.M. peak hour period.

P.M. Peak = trips during the P.M. peak hour period.

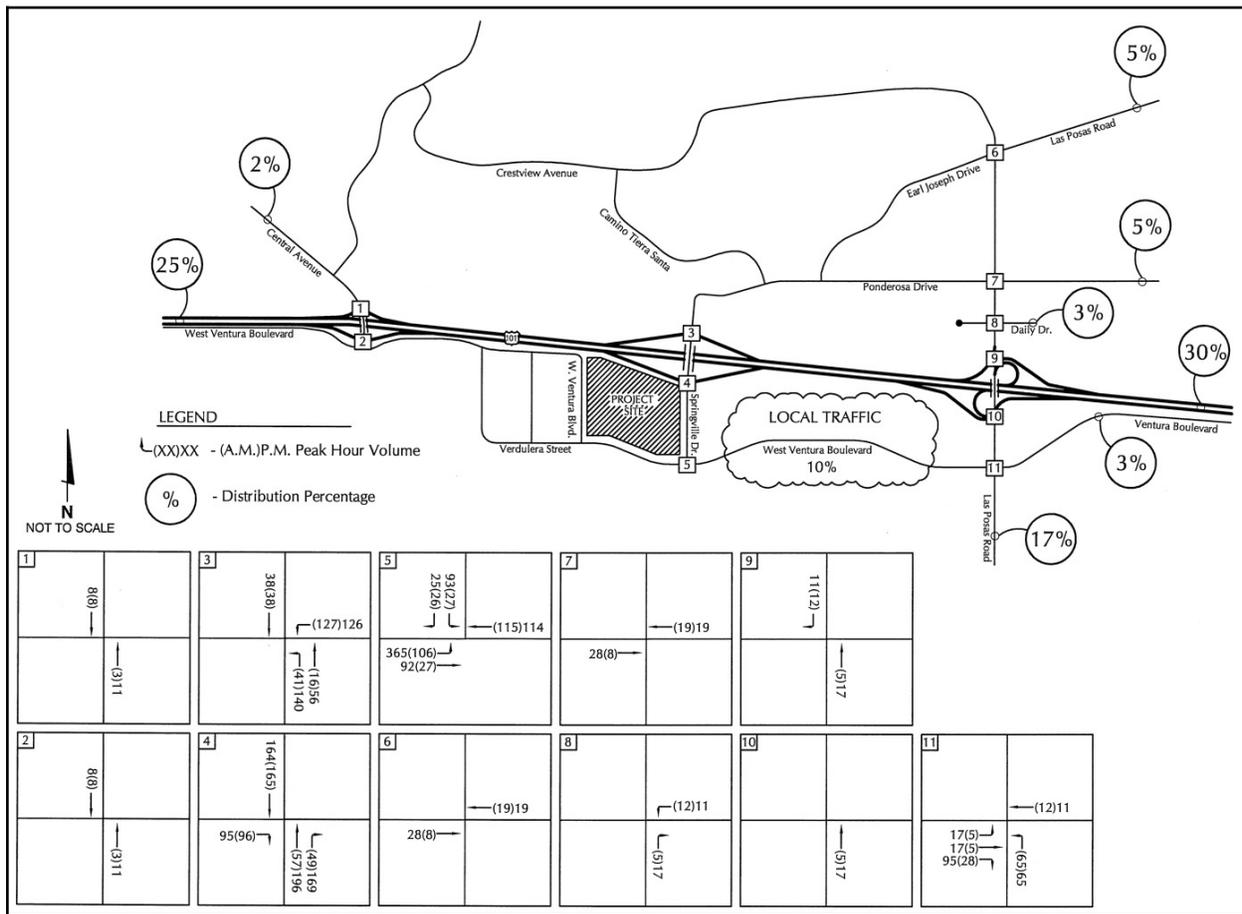
Source of table data: Associated Transportation Engineers, August 27, 2014.

TABLE 10 - PROJECT TRAFFIC TRIP DISTRIBUTION

Origin/Destination	Direction	Percent
U.S. Highway 101 east of Las Posas Road	East	30%
U.S. 101 west of Central Avenue	West	25%
Central Avenue north of U.S. 101	Northwest	2%
Las Posas Road east of Earl Joseph Drive	Northeast	5%
Ponderosa Drive east of Las Posas Road	Northeast	5%
Daily Drive east of Las Posas Road	Northeast	3%
Ventura Boulevard east of Las Posas Road	East	3%
Las Posas Road south of Ventura Boulevard	South	17%
Local (east of project site and west of Las Posas Road)	NA	10%

Source of table data: Associated Transportation Engineers, August 27, 2014.

FIGURE 8 - PROJECT TRAFFIC TRIP DISTRIBUTION AND ASSIGNMENT



Intersection Levels of Service in Unincorporated Ventura County

Threshold: Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Impact: Implementation of the proposed project in conjunction with other development projects would contribute to the LOS degradation at the intersection of Las Posas Road & Pleasant Valley Road. Contribution to the reciprocal fee agreement between the City of Camarillo and Ventura County would fund traffic circulation improvements to reduce the impact of the project to a less-than-significant level.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR evaluated the potential impacts to the Ventura County roadway network adjacent to the City. Two County intersections were identified for the analysis: 1) Santa Clara Avenue & Central Avenue located northwest of the City and 2) Las Posas Road & Pleasant Valley Road south of the City.

TABLE 11 - EXISTING + PROJECT LEVELS OF SERVICE

Intersection	ICU / LOS		
	Existing	Existing + Project	Significant Impact?
A.M. Peak Hour			
U.S. 101 NB & Central Ave.	7.8 sec./LOS A	7.8 sec./LOS A	No
U.S. 101 SB & Central Ave.	9.1 sec./LOS A	9.1 sec./LOS A	No
U.S. 101 NB & Springville Dr.	0.35/LOS A	0.40/LOS A	No
U.S. 101 SB & Springville Dr.	0.19/LOS A	0.27/LOS A	No
Springville Dr. & West Ventura Blvd.	0.17/LOS A	0.24/LOS A	No
Las Posas Rd. & Earl Joseph Dr.	0.33/LOS A	0.33/LOS A	No
Las Posas Dr. & Ponderosa Dr.	0.43/LOS A	0.44/LOS A	No
Las Posas Dr. & Daily Dr.	0.48/LOS A	0.49/LOS A	No
U.S. 101 NB & Las Posas Rd.	0.36/LOS A	0.36/LOS A	No
U.S. 101 SB & Las Posas Rd.	0.40/LOS A	0.40/LOS A	No
Las Posas Rd. & Ventura Blvd.	0.41/LOS A	0.44/LOS A	No
P.M. Peak Hour			
U.S. 101 NB & Central Ave.	11.6 sec./LOS B	11.8 sec./LOS B	No
U.S. 101 SB & Central Ave.	12.2 sec./LOS B	12.5 sec./LOS B	No
U.S. 101 NB & Springville Dr.	0.42/LOS A	0.50/LOS A	No
U.S. 101 SB & Springville Dr.	0.32/LOS A	0.40/LOS A	No
Springville Dr. & West Ventura Blvd.	0.26/LOS A	0.44/LOS A	No
Las Posas Rd. & Earl Joseph Dr.	0.48/LOS A	0.49/LOS A	No
Las Posas Dr. & Ponderosa Dr.	0.59/LOS A	0.62/LOS B	No
Las Posas Dr. & Daily Dr.	0.59/LOS A	0.59/LOS A	No
U.S. 101 NB & Las Posas Rd.	0.51/LOS A	0.51/LOS A	No
U.S. 101 SB & Las Posas Rd.	0.47/LOS A	0.47/LOS A	No
Las Posas Rd. & Ventura Blvd.	0.57/LOS A	0.60/LOS A	No

Source of table data: Associated Transportation Engineers, August 27, 2014.

The Certified EIR concluded that the Santa Clara Avenue & Central Avenue intersection was forecast to continue to operate at LOS A with future traffic including the industrial project.

At the time that the Certified EIR was prepared, the Las Posas Road & Pleasant Valley Road intersection operated at LOS B during the A.M. peak hour and was forecast to operate at LOS B with future traffic during the A.M. peak hour. The intersection operated at LOS C during the P.M. peak hour and was forecast to operate at LOS D during the P.M. peak hour with future traffic. The City's General Plan policy is to maintain LOS C or better, with LOS D allowed for brief periods during peak traffic hours. The industrial project, in conjunction with other development projects, would contribute to the level of service degradation. The Certified EIR concluded that this would be a potentially significant impact.

The City of Camarillo and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County have agreed to share the cost of mitigations for impacts to each jurisdiction's facilities. For projects within Camarillo, these reciprocal fees are collected by the City as part of the standard traffic impact fees paid for project approvals and then provided by the City to the County. The industrial project would be consistent with the Ventura County General Plan and offset its incremental impact to the Ventura County roadway network by contributing to the reciprocal fee program through the required traffic impact fee. This would reduce the impact of the industrial project to a less-than-significant level.

Impact Analysis for the Proposed Project

The potential of the proposed project to impact the two nearby County intersections has also been assessed. Table 12 shows the levels of service for the intersections of Las Posas Road & Pleasant Valley Road and Santa Clara Avenue & Central Avenue.

The data in Table 12 show that the Los Posas Road & Pleasant Valley Road intersection currently operates at LOS A during the A.M. peak hour and is forecast to operate at LOS B with future traffic during the A.M. peak hour. The intersection currently operates at LOS C during the P.M. peak hour and is forecast to operate at LOS D during the P.M. peak hour with future traffic. The proposed project, in conjunction with other development projects, would contribute to the level of service degradation during the P.M. peak hour period.

The data in Table 12 also show the Santa Clara Avenue & Central Avenue intersection currently operates at LOS A during the A.M. and P.M. peak hour periods; and is forecast to continue to operate at LOS A with future traffic. The proposed project would not significantly impact this location.

The proposed project would offset its incremental impact to the Ventura County roadway network by contributing to the reciprocal fee program. This would reduce the impact of the proposed project to a less-than-significant level.

TABLE 12 - LAS POSAS ROAD & PLEASANT VALLEY ROAD LOS

Time Period	ICU / LOS			
	Existing	Existing + Project	Existing + Approved	Existing + Approved + Project
Las Posas Road & Pleasant Valley Road				
A.M. Peak Hour	0.57/LOS A	0.59/LOS A	0.62/LOS B	0.64/LOS B
P.M. Peak Hour	0.78/LOS C	0.80/LOS C	0.85/LOS D	0.87/LOS D
Santa Clara Avenue & Central Avenue				
A.M. Peak Hour	0.48/LOS A	0.48/LOS A	0.48/LOS A	0.49/LOS A
P.M. Peak Hour	0.51/LOS A	0.51/LOS A	0.52/LOS A	0.52/LOS A

Source of table data: Associated Transportation Engineers, August 27, 2014.

Air Traffic Patterns

Threshold: Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Impact: Implementation of the proposed project would not result in a change in air traffic patterns for Camarillo Airport. Therefore, the project would have no airport traffic impact.

Impact Summary from the Certified EIR for the Industrial Project

The industrial project did not include any aviation-related uses and would not generate any new air traffic patterns. Development of the industrial project would be consistent with the Airport North Specific Plan, which is also consistent with the Airport Master Plan for Camarillo Airport. As such, the Certified EIR concluded that the industrial project would not create any change in existing air traffic patterns for Camarillo Airport and would have no airport traffic impact.

Impact Analysis for the Proposed Project

As with the previously-approved industrial project, the proposed project does not include any aviation-related uses and would not generate any new air traffic patterns. As discussed in the Land Use and Planning section of this Revised Draft Subsequent EIR, development of the proposed project would be consistent with the Airport North Specific Plan, which is also consistent with the Airport Master Plan for Camarillo Airport. As such, the proposed project would not create any change in existing air traffic patterns for Camarillo Airport. Therefore, the project would have no airport traffic impact.

Project Site Access

Threshold: Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Impact: Implementation of the proposed project would create the need for a traffic signal at the intersection of West Ventura Boulevard (east-west segment) and "A" Street. Failure to provide a signal at this intersection would create a significant impact.

Impact Summary from the Certified EIR for the Industrial Project

Access to the industrial project site was proposed via one roadway connection to Springville Drive ("B" Street), one roadway and driveway connection to the east-west segment of West Ventura Boulevard ("A" Street), and one roadway connection to the north-south segment of West Ventura Boulevard ("A" Street). A right turn in and out driveway access would also be provided to Lot 23 along the northern side of West Ventura Boulevard between "A" Street and the north-south segments of West Ventura Boulevard.

The Certified EIR concluded that the intersection of West Ventura Boulevard (east-west segment) and "A" Street would experience LOS F during the P.M. peak hour at some time in the future under assumed full occupancy of the industrial project as well as occupancy of all of the approved developments in the area. Installation of a traffic signal would provide LOS A during the P.M. peak hour under these conditions. Failure to provide a signal at this intersection would create a significant impact.

All of the other site access intersections would operate at LOS A or LOS B.

The Certified EIR recommended the following measure to mitigate the industrial project's impact at the intersection of West Ventura Boulevard (east-west segment) and "A" Street:

TC-1 The project developer shall install a traffic signal at the intersection of West Ventura Boulevard (east-west segment) and "A" Street when traffic conditions warrant a signal.

Mitigation measure TC-1 would ensure that the intersection of West Ventura Boulevard (east-west segment) and "A" Street would operate at LOS A and reduce the potential impact of the industrial project to less-than-significant levels.

Impact Analysis for the Proposed Project

As shown previously in Figure 5 (Proposed Site Plan), primary access for Parcels A, B, C, D, and E would be provided by the "B" Street connection to Springville Drive on the site's eastern frontage, the southern "A" Street connection to West Ventura Boulevard on the site's southern frontage, and via driveways that connect to West Ventura Boulevard along the western frontage of the site. Access for Parcel F, located on the south side of West Ventura Boulevard, would be provided via a connection to West Ventura Boulevard opposite "A" Street.

Predicted operations at the site access connections are reviewed below. Table 13 summarizes the future level of service forecasts for the connections under Existing + Approved Projects + Project conditions.

TABLE 13 - FUTURE LEVELS OF SERVICE AT PROJECT SITE INTERSECTIONS

Intersection	Control	ICU / LOS	
		A.M. Peak Hour	P.M. Peak Hour
Springville Drive. & "B" Street • Eastbound Right Turns	Stop Sign	9.8 sec./LOS A	11.5 sec./LOS B
West Ventura Blvd. & "A" Street • Northbound Left Turns • Northbound Right Turns • Southbound Left Turns • Southbound Right Turns	Stop Sign Stop Sign Stop Sign Stop Sign	7.9 sec./LOS A 8.5 sec./LOS A 14.4 sec./LOS B 9.1 sec./LOS A	14.3 sec./LOS B 9.4 sec./LOS A >50 sec./LOS F 9.6 sec./LOS A
West Ventura Blvd. & Verdulera St. • Northbound Left + Thru + Right Turns • Southbound Left Turns • Southbound Thru + Right Turns	Stop Sign Stop Sign Stop Sign	11.1 sec./LOS B 10.4 sec./LOS B 9.2 sec./LOS A	15.4 sec./LOS C 15.1 sec./LOS C 9.9 sec./LOS A

Assumes Existing + Approved Projects + Project conditions.

Bolded values exceeds City's LOS C standard.

Source of table data: Associated Transportation Engineers, August 27, 2014.

Springville Drive & "B" Street: The "B" Street connection to Springville Drive would be limited to right-turns only by the raised median on Springville Drive. The connection would be controlled by stop signs on the "B" Street approach. The proposed site plan shows a right-turn lane for the southbound Springville Drive to westbound "B" Street movement into the project site, which is warranted given the relatively high volume of right turns forecast during the peak hour periods (235 vehicles during A.M. peak hour and 234 vehicles during P.M. peak hour). The level of service analysis shows minor delays for turning right from the project site at "B" Street (LOS A during the A.M. peak hour and LOS B during the P.M. peak hour).

West Ventura Boulevard (east-west segment) & "A" Street: As shown on the proposed site plan, the southern "A" Street connection to West Ventura Boulevard is proposed as a full access intersection. The north leg of the intersection would serve the commercial portion of the project on the north side and the south leg would serve the industrial/office uses on Parcel F south of West Ventura Boulevard. The intersection would be controlled by stop signs on the "A" Street approaches. As shown in Table 13, minor delays would occur for turning to/from the project site during the A.M. peak hour (LOS A-B). However, during the P.M. peak hour, high delays (LOS F) are forecast for turning from "A" Street onto West Ventura Boulevard due to the high volume of "A" Street traffic turning left from the project site (420 vehicles turning left from "A" Street onto West Ventura Boulevard during the P.M. peak hour) coupled with the

volumes on West Ventura Boulevard (926 vehicles on West Ventura Boulevard during the P.M. peak hour).

The Existing + Approved + Project P.M. peak hour volumes and delays meet peak hour signal warrants. Installation of traffic signals would provide LOS A operations during the A.M. and P.M. peak hours under Existing + Approved + Project conditions. It is recommended that the City plan for signals at the intersection. It is important to note that the level of service analysis assumes full occupancy of the project as well as occupancy of all of the approved developments in the area. Thus, traffic signals may not be warranted until sometime in the future. Given the relatively close spacing between this intersection and the Springville Drive & West Ventura Boulevard intersection, it is also recommended that the two signals be interconnected and coordinated to facilitate traffic flows.

Therefore, mitigation measure TC-1 from the Certified EIR would be applicable to the proposed project. As with the previously-approved industrial project, implementation of this mitigation measure would reduce the cumulative impact of the proposed project on the West Ventura Boulevard (east-west segment) & "A" Street intersection to a less-than-significant level.

West Ventura Boulevard (north-south segment) & Verdulera Street. While this intersection does not provide direct access to the project site, its operations were assessed using the Existing + Approved + Project peak hour volumes. The intersection is controlled by stop signs on the north-south approaches and the east-west approaches are free flow. As shown in Table 13, minor delays would occur at the stop sign approaches during the A.M. and P.M. peak hours (LOS A-B during the A.M. peak hour and LOS A-C during the P.M. peak hour) assuming the existing lane configurations and traffic controls.

West Ventura Boulevard north-south segment) & Project Driveways: There are three project driveways that would connect to West Ventura Boulevard along the western frontage of the site. These driveways would serve the commercial uses proposed on Parcel A. Given the relative low volumes on West Ventura Boulevard (less than 250 vehicles per hour during the peak hour periods) and low volumes using these driveways (less than 100 vehicles per hour during the peak hour periods), they are estimated to operate at LOS C or better and meet the City's standard. West Ventura Boulevard would contain one travel lane in each direction plus a center left-turn lane for access to the project site on the east side of the street and the industrial uses on the west side of the street. Stop signs should control the driveways exiting the project site.

Project Site Emergency Access

Threshold: Would the proposed project result in inadequate emergency access.

Impact: Implementation of the proposed project would not result in inadequate emergency access. This would be a less-than-significant impact.

Impact Summary from the Certified EIR for the Industrial Project

Access to the industrial project site is would be via one roadway connection to Springville Drive ("B" Street), one roadway connection to the east-west segment of West Ventura Boulevard ("A" Street), and one roadway connection to the north-south segment of West Ventura Boulevard ("A" Street). A right turn in and out driveway access would also be provided to Lot 23 along the northern side of West Ventura Boulevard (east-west segment) between "A" Street and the north-south segment of West Ventura Boulevard. The internal roadways and driveways would be designed in accordance with all City regulations, including those pertaining to emergency access. Consequently, the Certified EIR concluded that impacts associated with emergency access would be less than significant.

Impact Analysis for the Proposed Project

As discussed above, the intersections and driveways providing access to the project site would operate at acceptable levels of service, although a traffic signal would be needed at some time in the future for the West Ventura Boulevard (east-west segment) & "A" Street intersection. The internal roadways and driveways would be designed in accordance with all City regulations, including those pertaining to emergency access. Consequently, emergency vehicles would not be subject to unacceptable delays entering or exiting the project site and impacts associated with emergency access would be less than significant.

Project Site Parking

Threshold: Would the proposed project result in inadequate parking capacity.

Impact: Implementation of the proposed project would not result in inadequate parking capacity. This would be a less-than-significant impact.

Impact Summary from the Certified EIR for the Industrial Project

Off-street parking facilities for motor vehicles and bicycles would be provided for all new industrial buildings. The number of parking spaces would be determined by the City at the time that each building is developed within the industrial project site. The City requires that the number of parking spaces meet or exceed City standards for the new or modified buildings. Therefore, the Certified EIR concluded that the industrial project would comply with City parking requirements and any parking-related impacts would be less than significant.

Impact Analysis for the Proposed Project

Off-street parking facilities for motor vehicles and bicycles would be provided for all new commercial and industrial buildings at the site. The number of parking spaces for the industrial parcels is not known at this time, but would be determined by the City at the time that each industrial building is developed

within the project site. The City requires that the number of parking spaces meet or exceed City standards for the new or modified buildings.

A total of 853 are proposed for parcel A, which would support a retail building (Building 1) of up to 170,000 square feet. This total exceeds the amount of parking required by the City for retail uses.

Parcel B would be one acre in size and support a retail/restaurant building (Building 2) of up to 7,600 square feet. Thirty-six parking spaces would be provided. This number meets the amount of parking required by the City for retail uses. However, a total of approximately 111 parking spaces would be required if Building 2 were to be operated as a restaurant. The additional parking spaces for a restaurant use at Parcel B could be obtained through a reciprocal parking agreement with the owner of Parcel A. The required parking will be calculated based on the actual use developed for this parcel and compliance with City standards will be verified during the plan check approval process for any use developed on this parcel.

Parcel C is proposed to support the development of five retail/restaurant buildings. The 5.34-acre parcel would accommodate up to 52,900 square feet of building space. A central parking area would provide 264 spaces. Parcel E is proposed to support the development of five retail/restaurant buildings totaling up to 38,000 square feet of building space. A total of approximately 190 parking spaces are proposed within Parcel E. The amount of required parking would be dependent upon the actual uses that occupy the buildings within the parcels. Compliance with City standards will be verified during the plan check approval process for any uses developed on these parcels.

Each parcel would be required to provide an amount of parking that meets or exceeds the City's standards for the types of uses that are actually constructed within the parcels. Therefore, the project would comply with City parking requirements and any parking-related impacts would be less than significant.

Alternative Transportation

Threshold: Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Impact: Implementation of the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. This would be a less-than-significant impact.

Impact Summary from the Certified EIR for the Industrial Project

The industrial project was not expected to conflict with adopted policies, plans, or programs supporting alternative transportation. Implementation of the industrial project involves the development of light industrial and office uses, and whilst the industrial project does not include any facilities for alternative transportation, it does not remove, replace or preclude the use of public transportation by future

occupants or visitors to the project site. Therefore, the Certified EIR concluded that a less than significant impact would occur.

Impact Analysis for the Proposed Project

The project is not expected to conflict with adopted policies, plans, or programs supporting alternative transportation. Implementation of the project involves the development of retail/restaurant, light industrial, and office uses. Although the project does not include any facilities for alternative transportation, it does not remove, replace or preclude the use of public transportation by future occupants or visitors to the project site. Therefore, a less than significant impact would occur.

CUMULATIVE IMPACTS

Existing + Approved Projects + Project Conditions

This section analyzes potential short-term cumulative impacts assuming occupancy of the approved development projects as the baseline. Existing + Approved Projects traffic was forecast based on a list of approved development projects provided by the City. Trip generation estimates for the approved projects were developed using ITE rates and the resulting A.M. and P.M. peak hour trips were then assigned to the study-area intersections. The list of approved project and the trip generation estimates for the approved projects are included in Appendix C to this Revised Draft Subsequent EIR for reference.

Traffic that would be generated by the proposed project was then layered onto the Existing + Approved Projects forecasts to analyze the potential cumulative impact for this scenario.

Levels of service were calculated for the study-area intersections assuming the Existing + Approved Projects and Existing + Approved Projects + Project traffic forecasts. Table 14 compares the Existing + Approved Projects and Existing + Approved Projects + Project levels of service and identifies impacts based on City criteria. As shown, the study-area intersections are forecast to operate at LOS B or better during the A.M. and P.M. peak hours with Existing + Approved Projects and Existing + Approved Projects + Project traffic volumes. The proposed project would not generate significant impacts under the Existing + Approved Projects + Project scenario since operations are forecast to meet the City's LOS C standard.

TABLE 14 - EXISTING + APPROVED PROJECTS + PROJECT LOS

Intersection	ICU / LOS		
	Existing + Approved Projects	Existing + Approved + Project	Significant Impact?
A.M. Peak Hour			
U.S. 101 NB & Central Ave.	7.9 sec./LOS A	7.9 sec./LOS A	No
U.S. 101 SB & Central Ave.	9.1 sec./LOS A	9.1 sec./LOS A	No
U.S. 101 NB & Springville Dr.	0.46/LOS A	0.51/LOS A	No
U.S. 101 SB & Springville Dr.	0.26/LOS A	0.36/LOS A	No
Springville Dr. & West Ventura Blvd.	0.25/LOS A	0.33/LOS A	No
Las Posas Rd. & Earl Joseph Dr.	0.34/LOS A	0.34/LOS A	No
Las Posas Dr. & Ponderosa Dr.	0.49/LOS A	0.50/LOS A	No
Las Posas Dr. & Daily Dr.	0.52/LOS A	0.53/LOS A	No
U.S. 101 NB & Las Posas Rd.	0.40/LOS A	0.40/LOS A	No
U.S. 101 SB & Las Posas Rd.	0.42/LOS A	0.42/LOS A	No
Las Posas Rd. & Ventura Blvd.	0.49/LOS A	0.51/LOS A	No
P.M. Peak Hour			
U.S. 101 NB & Central Ave.	11.9 sec./LOS B	12.1 sec./LOS B	No
U.S. 101 SB & Central Ave.	13.5 sec./LOS B	13.8 sec./LOS B	No
U.S. 101 NB & Springville Dr.	0.61/LOS B	0.69/LOS B	No
U.S. 101 SB & Springville Dr.	0.54/LOS A	0.64/LOS B	No
Springville Dr. & West Ventura Blvd.	0.52/LOS A	0.67/LOS B	No
Las Posas Rd. & Earl Joseph Dr.	0.50/LOS A	0.51/LOS A	No
Las Posas Dr. & Ponderosa Dr.	0.70/LOS B	0.70/LOS B	No
Las Posas Dr. & Daily Dr.	0.62/LOS B	0.63/LOS B	No
U.S. 101 NB & Las Posas Rd.	0.56/LOS A	0.56/LOS A	No
U.S. 101 SB & Las Posas Rd.	0.50/LOS A	0.50/LOS A	No
Las Posas Rd. & Ventura Blvd.	0.65/LOS B	0.69/LOS B	No

Source of table data: Associated Transportation Engineers, August 27, 2014.

General Plan Buildout Conditions

Traffic analyses of General Plan Buildout is provided in conjunction with the City's Circulation Element. The Circulation Element incorporates roadway and intersection improvements required to accommodate General Plan Buildout traffic forecasts, with needed improvements funded by the City's traffic mitigation fee program. The improvements that are planned by the City are designed to provide LOS C on the City's street system under General Plan Buildout traffic conditions, with LOS D allowed for short periods of time.

The proposed project involves a General Plan Amendment to change the land use designation for 26 acres of the site (Parcels A, B, C, and E) from Industrial (Research & Development) to Commercial. Parcels D and F would retain the existing Industrial designation. Table 15 identifies the trip generation estimates for the proposed project compared to the trip generation estimates for the project site that were used to estimate General Plan Buildout traffic volumes. As shown, the proposed General Plan Amendment and development of the proposed project would result in an increase in average daily traffic (+4,948 trips), a decrease in A.M. peak hour traffic (-272 trips), and an increase in P.M. peak hour traffic (+333 trips). Therefore, the following impact analysis was prepared to determine if the change in traffic generated by the proposed project would trigger the need for improvements that are not planned in the City's Circulation Element.

TABLE 15 - GENERAL PLAN BUILDOUT TRIP GENERATION COMPARISON

Scenario	Size	Trip Generation		
		ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Project				
• Commercial	268,500 SF	8,961	331	723
• Industrial	149,075 SF	1,039	138	145
• Office	49,692 SF	548	78	74
Totals		10,548	547	942
General Plan Buildout				
• Research & Development	700,000 SF	5,600	819	609
Net Change		+4,948	-272	+333

SF = square feet of building space.

ADT = average daily trips.

A.M. Peak = trips during the A.M. peak hour period.

P.M. Peak = trips during the P.M. peak hour period.

Source of table data: Associated Transportation Engineers, August 27, 2014.

Tables 16 and 17 compare the General Plan Buildout and General Plan Buildout + Project levels of service. The tables also identify impacts based on City criteria.

TABLE 16 - GENERAL PLAN BUILDOUT + PROJECT LOS - A.M. PEAK HOUR

Intersection	ICU / LOS		
	General Plan Buildout	GP Buildout + Project	Significant Impact?
U.S. 101 NB & Central Ave.	0.67/LOS B	0.67/LOS B	No
U.S. 101 SB & Central Ave.	0.42/LOS A	0.42/LOS A	No
U.S. 101 NB & Springville Dr.	0.30/LOS A	0.30/LOS A	No
U.S. 101 SB & Springville Dr.	0.55/LOS A	0.45/LOS A	No
Springville Dr. & West Ventura Blvd.	0.36/LOS A	0.36/LOS A	No
Las Posas Rd. & Earl Joseph Dr.	0.60/LOS A	0.60/LOS A	No
Las Posas Dr. & Ponderosa Dr.	0.68/LOS B	0.68/LOS B	No
Las Posas Dr. & Daily Dr.	0.81/LOS D	0.81/LOS D	No
U.S. 101 NB & Las Posas Rd.	0.48/LOS A	0.48/LOS A	No
U.S. 101 SB & Las Posas Rd.	0.56/LOS A	0.56/LOS A	No
Las Posas Rd. & Ventura Blvd.	0.59/LOS A	0.58/LOS A	No

Bolded values exceeds City's LOS C standard.

Levels of service assume improvements planned by the City.

Source of table data: Associated Transportation Engineers, August 27, 2014.

As shown in Table 16, the Las Posas Road & Daily Drive intersection is forecast to operate at LOS D (ICU 0.81) during the A.M. peak hour in the General Plan Buildout and General Plan Buildout + Project scenarios. The proposed project would not significantly impact this location since the ICU value would not change as a result of project traffic (ICU 0.81 with and without the project).

As shown in Table 17, the Las Posas Road & Ponderosa Drive intersection is forecast to operate at LOS D (ICU 0.89) during the P.M. peak hour in the General Plan Buildout and General Plan Buildout + Project scenarios. The proposed project would not significantly impact this location since the ICU value would not change as a result of project traffic (ICU 0.89 with and without the project).

The proposed project would be required to contribute a proportional share towards the cost of the City's planned improvements via payment to the City's traffic mitigation fee program.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant transportation and circulation impacts.

TABLE 17 - GENERAL PLAN BUILDOUT + PROJECT LOS - P.M. PEAK HOUR

Intersection	ICU / LOS		
	General Plan Buildout	GP Buildout + Project	Significant Impact?
U.S. 101 NB & Central Ave.	0.80/LOS C	0.80/LOS C	No
U.S. 101 SB & Central Ave.	0.53/LOS A	0.53/LOS A	No
U.S. 101 NB & Springville Dr.	0.71/LOS C	0.71/LOS C	No
U.S. 101 SB & Springville Dr.	0.54/LOS A	0.64/LOS B	No
Springville Dr. & West Ventura Blvd.	0.61/LOS B	0.62/LOS B	No
Las Posas Rd. & Earl Joseph Dr.	0.74/LOS C	0.74/LOS C	No
Las Posas Dr. & Ponderosa Dr.	0.89/LOS D	0.89/LOS D	No
Las Posas Dr. & Daily Dr.	0.72/LOS C	0.73/LOS C	No
U.S. 101 NB & Las Posas Rd.	0.69/LOS B	0.69/LOS B	No
U.S. 101 SB & Las Posas Rd.	0.56/LOS A	0.56/LOS A	No
Las Posas Rd. & Ventura Blvd.	0.80/LOS C	0.80/LOS C	No

Bolded values exceeds City's LOS C standard.

Levels of service assume improvements planned by the City.

Source of table data: Associated Transportation Engineers, August 27, 2014.

AIR QUALITY

SUMMARY

Implementation of the proposed project would not conflict with or obstruct implementation of the 2007 Air Quality Management Plan (AQMP).

Implementation of the proposed project would generate new sources of air pollutants during project construction activities. These emissions would cause a significant impact if all appropriate emissions control measures recommended by the VCAPCD are not implemented. The daily operational emissions generated by the project would exceed the thresholds of significance recommended by the VCAPCD. This impact can be reduced to a less-than significant level.

The daily operational emissions generated by the project would exceed the thresholds of significance recommended by the VCAPCD and, therefore, would generate a cumulatively considerable net increase of criteria pollutants. This impact can also be reduced to a less-than significant level.

Traffic generated by the proposed project would not expose receptors in the vicinity of the project site to substantial pollutant concentrations.

Implementation of the proposed project would not create objectionable odors affecting a substantial number of people.

ENVIRONMENTAL SETTING

Air Quality Background

The City of Camarillo is located within the South Central Coast Air Basin (Basin), which includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources – (population centers, heavy vehicular traffic, and industry) – and meteorology.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water

heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, agricultural equipment, racecars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the Basin. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments establish ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and state standards are set at levels at which concentrations could be generally harmful to human health and welfare, and to protect the most sensitive persons from illness or discomfort with a margin of safety. Applicable standards are identified below.

Potential Health Effects of Air Pollutants

Certain air pollutants are recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants are identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality.

The air pollutants for which national and State standards are promulgated and which are most relevant to air quality planning and regulation in the Basin include ozone, carbon monoxide (CO), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), sulfur dioxide (SO₂), and lead. In addition, toxic air contaminants and greenhouse gas (GHG) emissions are of concern in the Basin. Each of these is described briefly below.

Ozone is a gas that is formed when reactive organic compounds (ROC) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

Carbon Monoxide is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal

combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

Respirable Particulate Matter (PM₁₀) and **Fine Particulate Matter** (PM_{2.5}) consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. In agricultural areas such as Ventura County, large amount of airborne particulates are generated by plowing and other field work. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

The human body naturally prevents the entry of larger particles into the body. However, PM₁₀ and even smaller PM_{2.5} are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Nitrogen Dioxide (NO₂) is byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and result is a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀.

Major sources of NO_x include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. High levels of

particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles so most such combustion emissions are associated with off-road vehicles such as racecars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Toxic Air Contaminants (TACs) refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.

Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal Regulations

The federal Clean Air Act (CAA) establishes national ambient air quality standards. Under the CAA, the U.S. Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities under the CAA, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

California Regulations

The California Clean Air Act (CCAA) requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Appendix D to this EIR includes the CAAQS currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. As shown in Appendix D, the CAAQS includes more stringent standards than the national ambient air quality standards.

Although not originally intended to specifically reduce air pollutant emissions, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with a recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases air pollutant emissions. The current 2013 Title 24 standards (effective as of July 1, 2014) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after July 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). The outdoor water use standards of the CALGreen Code are already addressed by the City's Water Conservation Ordinance. Key provisions of the CALGreen Code that apply to the type of new non-residential developments proposed for the project site are as follows:

- Division 5.1 - Planning and Design
 - Section 5.106 Site Development
 - 5.106.4 Bicycle Parking and Changing Rooms
 - 5.106.5 Clean Air Vehicle Parking

- Division 5.2 - Energy Efficiency
 - Section 5.201.1 Energy Efficiency (15 percent reduction in energy usage when compared to the mandatory energy efficiency standards from the California Energy Code (California Code of Regulations, Title 24, Part 6))
- Division 5.5 - Environmental Quality
 - Section 5.504 Pollutant Control
 - 5.504.3 Covering of Duct Openings and Protection of Mechanical Equipment During Construction
 - 5.504.4 Finish Material Pollutant Control
 - 5.504.5.3 Filters

Regional Regulations

The Ventura County Air Pollution Control District (VCAPCD) is the agency principally responsible for comprehensive air pollution control in the Ventura County portion of the Basin. To that end, the VCAPCD, a regional agency, works directly with the Southern California Association of Governments (SCAG), the Ventura County Transportation Commission, and local governments, and cooperates actively with all State and federal government agencies. The VCAPCD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the VCAPCD in 2008. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It identifies the control measures that will be implemented to reduce major sources of pollutants. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the County.

The future air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the VCAPCD assumes that general new development within the County will occur in accordance with population growth and transportation projections identified by County staff.

Although the VCAPCD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the County. Instead, the VCAPCD has used its expertise and prepared the Ventura County Air Quality Assessment Guidelines to indirectly address these issues in accordance with the projections and programs of the AQMP. The purpose of the Ventura County Air Quality Assessment Guidelines is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin. Specifically, the Ventura County Air Quality Assessment Guidelines explains the procedures that the VCAPCD recommends be followed during environmental review processes required by CEQA. The Ventura County Air Quality Assessment Guidelines provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The VCAPCD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the County, and adverse impacts will be minimized.

Local Air Quality Control

Local jurisdictions, such as the City of Camarillo, have the authority and responsibility to reduce air pollution through its police powers and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Camarillo is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

In accordance with CEQA and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies upon the expertise of the VCAPCD and utilizes the Ventura County Air Quality Assessment Guidelines as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. The average daily emissions inventory for the entire Basin and the Ventura County portion of the Basin is summarized in Table 18 for the year 2012, which is the most recent data available from the ARB. As shown, exhaust

emissions from mobile sources generate the majority of ROC, NO_x, and CO in the Basin and Ventura County. Area-wide sources generate the most airborne particulates (i.e., PM₁₀ and PM_{2.5}). It should be noted that these total represent substantial reductions in regional emissions compared to the data presented for year 2008 in the Certified EIR for the industrial project.

TABLE 18 - REGIONAL AVERAGE EMISSIONS IN 2012

Emissions Source	Emissions in Tons Per Day					
	ROC	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}
South Central Coast Air Basin						
Stationary Sources	19.2	12.0	8.4	1.5	2.0	1.1
Areawide Sources	26.9	31.8	3.1	0.1	36.9	9.0
Mobile Sources	31.1	285.0	59.1	0.5	4.4	2.9
Total Emissions	77.1	328.8	70.6	2.2	43.3	13.0
Ventura County						
Stationary Sources	6.81	3.37	2.11	0.17	0.61	0.42
Areawide Sources	10.88	14.40	1.45	0.05	13.35	3.76
Mobile Sources	16.24	126.35	43.64	1.63	2.58	1.84
Total Emissions	33.93	144.11	47.20	1.85	16.55	6.02

Source of table data: California Air Resources Board, 2014.

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment" for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as a

“nonattainment” area.¹ If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

The U.S. EPA and the ARB use different standards for determining whether an air basin or county is an attainment area. Under national standards, Ventura County is currently classified as a moderate nonattainment area for 8-hour ozone concentrations. Ventura County is in attainment or designated as unclassified for all other pollutants under national standards. Under state standards, Ventura County is designated as a nonattainment area for ozone, PM₁₀, PM_{2.5}, and an attainment area for all other pollutants.

Existing Local Air Quality

The VCAPCD monitors ambient air pollutant concentrations through a series of monitoring stations located throughout the County. These stations are located in Thousand Oaks, El Rio, Ventura (two stations), Piru, Ojai, Simi Valley, and on Anacapa Island. In addition, the ARB operated a monitoring station in western Ventura County. The closest monitoring station to the City of Camarillo and most representative of the ambient air quality in the City is the El Rio station.

Table 19 identifies the national and state ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured at the El Rio monitoring station through the period 2011 to 2013.

Existing land-uses surrounding the project site are limited to industrial, commercial, and airport uses. Air pollutant emissions are generated in the local vicinity by stationary sources and mobile sources, primarily automobile, truck, and aircraft traffic. Motor vehicles are the primary source of pollutants in the local vicinity.

¹ National Ambient Air Quality Standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average above the standard is less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

California Ambient Air Quality Standards for ozone, CO, SO₂ (1- and 24-hour), NO₂, PM₁₀, PM_{2.5}, and visibility reducing particles are values that are not to be exceeded. Standards for all other pollutants are not to be equaled or exceeded.

TABLE 19 - LOCAL AMBIENT AIR QUALITY

Emissions Source	Year		
	2011	2012	2013
Ozone			
Maximum 1-hour concentration measured	0.081 ppm	0.082 ppm	0.067 ppm
Days exceeding state 0.090 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured	0.068 ppm	0.065 ppm	0.062 ppm
Days exceeding national 0.075 pm 8-hour standard	0	0	0
Days exceeding state 0.070 pm 8-hour standard	0	0	0
Respirable Particulate Matter (PM₁₀)			
Maximum 24-hour concentration measured	51.7 $\mu\text{g}/\text{m}^3$	56.9 $\mu\text{g}/\text{m}^3$	46.7 $\mu\text{g}/\text{m}^3$
Estimated days exceeding national 150 $\mu\text{g}/\text{m}^3$ 24-hour standard	0	0	0
Estimated days exceeding state 50 $\mu\text{g}/\text{m}^3$ 24-hour standard	5.7	5.7	0
Annual Arithmetic Mean (AAM) measured	22.2 $\mu\text{g}/\text{m}^3$	21.0 $\mu\text{g}/\text{m}^3$	24.3 $\mu\text{g}/\text{m}^3$
Does measured AAM exceed state 20 $\mu\text{g}/\text{m}^3$ standard?	Yes	Yes	Yes
Fine Particulate Matter (PM_{2.5})			
Maximum 24-hour concentration measured	18.3 $\mu\text{g}/\text{m}^3$	30.8 $\mu\text{g}/\text{m}^3$	19.9 $\mu\text{g}/\text{m}^3$
Estimated days exceeding national 35 $\mu\text{g}/\text{m}^3$ 24-hour standard	0	0	0
Annual Arithmetic Mean (AAM) measured	8.8 $\mu\text{g}/\text{m}^3$	8.7 $\mu\text{g}/\text{m}^3$	9.4 $\mu\text{g}/\text{m}^3$
Does measured AAM exceed state 12 $\mu\text{g}/\text{m}^3$ standard?	No	No	No
Nitrogen Dioxide (NO₂)			
Maximum 1-hour concentration measured	90.0 $\mu\text{g}/\text{m}^3$	57.0 $\mu\text{g}/\text{m}^3$	40.0 $\mu\text{g}/\text{m}^3$
Days exceeding state 339 $\mu\text{g}/\text{m}^3$ 1-hour standard	0	0	0

ppm = parts per million by volume.

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

Source of table data: California Air Resources Board, 2014.

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots." The VCAPCD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. Land uses such as primary and secondary

schools, hospitals, and convalescent homes are considered to be sensitive receptors to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

CO hotspots used to be a concern in Ventura County when this area was designated as a nonattainment area for State and national CO standards. The county is now in attainment of all applicable State and national standards for CO and CO concentrations are no longer monitored in the county. This is due to substantial reductions in CO emissions from motor vehicles. The greatest potential for a CO hotspot to occur in Ventura County today is at the roadway edge of a very congested intersection.

In order for a receptor to be exposed to a CO hotspot, that person would have to remain in a location where the total CO concentration exceeds the State and national eight-hour standard for an entire eight-hour period or greater. For that to occur, the ambient (background) CO concentration would have to be very high and an intersection would have to be highly congested for a period of eight-hours or greater.²

As shown previously in Table 7 in the Traffic and Circulation section of this Revised Draft Subsequent EIR, all of the study-area intersections within the City of Camarillo currently operate at Level of Service (LOS) B or better. As such, no sensitive receptors in the vicinity of the study-area intersections are exposed to CO hotspots.

Existing Project Site Emissions

Until the Spring of 2008, the site was used for the agricultural production of row crops and air pollutant emissions were generated by stationary and areawide sources such as pump motors, farm equipment, and motor vehicles traffic traveling to and from the site. The site is no longer under cultivation. Emissions are currently generated only a couple times per year when the site is disced for weed control.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant air quality impact if any of the following were to occur:

- (a) Conflict with or obstruct implementation of the applicable air quality plan;

² The intersection would need to operate at Level of Service (LOS) F for several hours per day.

- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- (d) Expose sensitive receptors to substantial pollutant concentrations; or
- (e) Create objectionable odors affecting a substantial number of people.

The thresholds discussed below are currently recommended by the VCAPCD in the Ventura County Air Quality Assessment Guidelines to translate the State CEQA Guidelines thresholds into numerical values or performance standards. As discussed previously in this Subsequent EIR section, the City of Camarillo utilizes the CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Consistency with the 2007 AQMP

For general development projects, the VCAPCD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Inconsistency with these projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

Construction Period Emissions

Construction-related activities are generally short-term in duration, and the VCAPCD does not recommend any thresholds of significance for their associated emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by the Ventura County Air Quality Assessment Guidelines are implemented for a project, then construction emissions are not considered significant.

Operational Emissions – Daily Regional Emissions of ROC and NO_x

The VCAPCD currently recommends that projects located everywhere in Ventura County outside of the Ojai Planning Area with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 25.0 pounds per day of ROC
- 25.0 pounds per day of NO_x

Cumulatively Considerable Net Increase of Criteria Pollutants

The VCAPCD recommends that any operational emissions from individual projects that exceed the project-specific thresholds of significance identified above be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the emissions generated by related projects. The VCAPCD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

The VCAPCD currently recommends that impacts to sensitive receptors be considered significant when localized CO concentrations at sensitive receptors located near congested intersections exceed the national or State ambient air quality standards. These thresholds would also apply to the contribution of emissions associated with cumulative development.

PROJECT IMPACTS AND MITIGATION MEASURES

Consistency with the 2007 AQMP

Threshold: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan.

Impact: Implementation of the proposed project would not conflict with or obstruct implementation of the 2007 AQMP. The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The 2007 AQMP, discussed previously, was prepared to reduce the high levels of pollutants within Ventura County, return clean air to the region, and minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because they were included in the projections utilized in the formulation of the AQMP. The projections in the 2007 AQMP are based on residential population growth within the various growth and non-growth areas of the County.

The Certified EIR concluded that the industrial project would not not conflict with the 2007 AQMP since it did not include any residential uses and would not result in the direct growth of population within the Camarillo Growth Area. As such, the industrial project would not jeopardize attainment of state and national ambient air quality standards in Ventura County. This would be a less than significant impact.

Impact Analysis for the Proposed Project

As with the previously-approved industrial project, the proposed project does not include any residential uses and would not result in the direct growth of population within the Camarillo Growth Area. Therefore, it would not conflict with the 2007 AQMP or jeopardize attainment of state and national ambient air quality standards in Ventura County. The impact of the project would be less than significant.

Violation of Air Quality Standards or Substantial Contribution to Air Quality

Violations

Threshold: Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Impact: Implementation of the proposed project would generate new sources of air pollutants during project construction activities. These emissions would cause a significant impact if all appropriate emissions control measures recommended by the VCAPCD are not implemented. The daily operational emissions generated by the proposed project would exceed the thresholds of significance recommended by the VCAPCD. This impact can be reduced to a less-than significant level.

Impact Summary from the Certified EIR for the Industrial Project

Construction Period Emissions

The Certified EIR discussed how several types of activities are expected to occur and generate air pollutant emissions during the construction phases of site development. First, the entire site would be graded (including the cut of approximately 10,000 cubic yards of material at the site and the import of approximately 200,000 cubic yards of earth materials to the site), the master utility infrastructure would be installed, and the internal roadways would be developed and the perimeter landscaping would be installed. Following this initial phase, the individual lots would be fine graded and developed with new buildings, lot-specific utilities, parking areas, and landscaping.

As discussed previously in this EIR section, construction-related activities are generally short-term in duration and the VCAPCD does not recommend any thresholds of significance for construction-related emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended in the Ventura County Air Quality Assessment Guidelines relating to construction activities are implemented for a project, then construction emissions are not considered significant. Conversely, if all of the appropriate emissions control measures recommended by the VCAPCD are not implemented, then construction emissions are considered significant.

The Certified EIR recommended the following measures to reduce the potential emissions associated with construction activities to the maximum extent feasible:

AQ-1 All developers of new buildings at the project site shall implement fugitive dust control measures throughout all phases of construction. The project developers shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary.
- Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.
- Graded and/or excavated inactive areas of the construction site shall be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
- Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD in determining when winds are excessive.

- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

AQ-2 All developers of new buildings at the project site shall implement measures to reduce the emissions of pollutants generated by heavy-duty diesel-powered equipment operating at the Project site throughout the project construction phases. The project developer shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:

- Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.
- Limit truck and equipment idling time to five minutes or less.
- Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October).
- Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible.

Mitigation measure AQ-1 includes appropriate dust control measures recommended by the VCAPCD. According to the South Coast Air Quality Management District's CEQA Air Quality Handbook, these types of measures would reduce by at least 50 percent the amount of fugitive dust generated by excavation and construction activities.³ Mitigation measure AQ-2 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site. Therefore, the Certified EIR concluded that construction-related air quality impacts would be reduced to a less than significant level.

Operational Emissions – Daily Regional Emissions of ROC and NOx

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities at the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, and the occasional application of architectural coatings. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

³ South Coast Air Quality Management District, November 1993.

The analysis of daily operational emissions associated with the industrial project was conducted utilizing the URBEMIS 2007 computer model (version 9.2.4) recommended at the time that the Certified EIR was prepared by the VCAPCD and the conservative assumption that the industrial project would be completed and fully operational by 2015. The results of these calculations are presented in Table 20. As shown, the industrial project would generate average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. The Certified EIR concluded that this would be a significant impact.

**TABLE 20 - ESTIMATED DAILY OPERATIONAL EMISSIONS -
PREVIOUSLY-APPROVED INDUSTRIAL PROJECT**

Emissions Source	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Natural Gas Consumption	0.14	1.97	1.66	0.0	0.0	0.0
Landscape Maintenance Equipment	0.25	0.04	3.09	0	0.01	0.01
Architectural Coatings	4.10	—	—	—	—	—
Motor vehicles	35.07	32.04	374.21	0.45	79.22	14.99
Total Emissions	39.56	34.05	378.96	0.45	79.23	15.00
APCD Thresholds	25.00	25.00	NT	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No	No

NT = No threshold of significance.

Source of table data: Cadence Environmental Consultants, June, 2011.

The following measures were recommended in the Certified EIR to reduce the potential emissions associated with operational activities to the maximum extent feasible:

AQ-3 All developers of new buildings at the project site shall include in construction and building management contracts the following requirements or measures shown to be equally effective:

- Use solar or low-emission water heaters in new buildings.
- Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in

Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).

AQ-4 A site-wide Transportation Demand Management (TDM) program shall be implemented and managed to reduce the number of vehicle trips generated by the uses at the project site.

Many of the measures that the VCAPCD recommends to reduce the significant operational impacts of proposed projects are features of the industrial project. The only remaining measure recommended by the VCAPCD that would reduce the operational impacts of the proposed project to less than significant levels is the contribution to a City-managed transportation demand management (TDM) fund. This fund is used by the City to implement trip reduction programs throughout the City.

The total TDM fund contribution that would be required to mitigate the emissions of the completed project in 2015 would be \$72,244. As discussed in the Traffic and Circulation section of this Revised Draft Subsequent EIR, the maximum 700,000 square feet of industrial development would generate approximately 5,875 vehicle trips per day. The TDM fund contribution equates to \$12.30 per vehicle. Development in years later than 2015 may result in lower emissions and lower TDM fees.

AQ-5 All developers of new buildings at the project site shall have the City of Camarillo Department of Public Works calculate the number of motor vehicle trips that would be generated by the new building and shall pay to the City TDM fund \$12.30 for each vehicle trips generated by the new building constructed no later than 2015. The developers of buildings constructed after 2015 may request that the City of Camarillo Department of Community Development recalculate the applicable mitigation fee and pay the appropriate amount for each vehicle trips generated by the new building.

Mitigation measure AQ-3 would reduce the emissions associated with natural gas use for space heating within the industrial buildings. Mitigation measure AQ-4 would reduce the number of vehicles traveling to and from the project site and their associated operational emissions. The Certified EIR concluded that mitigation measure AQ-5 would reduce the remaining operational impacts to a less than significant level.

Impact Analysis for the Proposed Project

Construction Period Emissions

The proposed project would involve the same type of construction activities as the previously-approved industrial project. The entire site would be graded (including the cut of approximately 10,000 cubic yards of material at the site and the import of approximately 200,000 cubic yards of earth materials to the site), the master utility infrastructure would be installed, and the internal roadways would be developed and the perimeter landscaping would be installed. Following this initial phase, the individual lots would be fine graded and developed with new buildings, lot-specific utilities, parking areas, and landscaping. The total amount of building space constructed at the site would, however, be less under the proposed project

and this would result in a slight reduction of emissions that would be generated during site construction activities.

Mitigation measures AQ-1 and AQ-2 from the Certified EIR would be applicable to the proposed project. As with the previously-approved industrial project, implementation of these mitigation measures would reduce the construction-related air quality impacts of the proposed project to a less than significant level.

Operational Emissions – Daily Regional Emissions of ROC and NO_x

Although the proposed project would result in less building space than the previously-approved industrial project, it would result in greater daily vehicular trips due to the commercial uses that would be constructed at the site. The URBEMIS 2007 model that was used to evaluate the operational air quality impacts of the previously-approved industrial project has been superseded by the newer California Emissions Estimator Model (CalEEMod). CalEEMod uses newer emission factors and methodologies to calculate the construction-related and operational emissions of general development projects and is a substantial refinement over the previous URBEMIS models. The VCAPCD now recommends that all analyses of project impacts be conducted using CalEEMod, of which the current version is 2013.2.2.

The analysis of daily operational emissions associated with the project project has been conducted utilizing CalEEMod and the conservative assumption that the project would be completed and fully operational by 2020. The results of these calculations are presented in Table 21. As shown, the proposed project would generate average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. This would be a significant impact.

Mitigation measures AQ-3 and AQ-4 from the Certified EIR would be applicable to the proposed project. Mitigation measure AQ-5 would also applicable to the proposed project, but it must be revised to reflect the emissions and the TDM necessary to reduce the impact to a less than significant level.

The total TDM fund contribution that would be required to mitigate the emissions of the completed project in 2020 would be \$324,744 (see Appendix D to this Revised Draft Subsequent EIR). As discussed in the Traffic and Circulation section of this Revised Draft Subsequent EIR, the proposed project would generate approximately 10,548 vehicle trips per day. The TDM fund contribution equates to \$30.79 per vehicle. Development in years later than 2020 may result in lower emissions and lower TDM fees.

AQ-5 All developers of new buildings at the project site shall have the City of Camarillo Department of Public Works calculate the number of motor vehicle trips that would be generated by the new building and shall pay to the City TDM fund \$30.79 for each vehicle trips generated by the new building constructed no later than 2020. The developers of buildings constructed after 2020 may request that the City of Camarillo Department of Community Development recalculate the applicable mitigation fee and pay the appropriate amount for each vehicle trips generated by the new building.

As with the previously-approved industrial project, implementation of these mitigation measures would reduce the operational air quality impacts of the proposed project to a less than significant level.

**TABLE 21 - ESTIMATED DAILY OPERATIONAL EMISSIONS -
PROPOSED PROJECT**

Emissions Source	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Architectural Coatings	1.06	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—
Landscape Maintenance Equipment	<0.01	<0.01	0.05	0.0	<0.01	<0.01
Energy Sources	0.11	1.03	0.86	<0.01	0.08	0.08
Mobile Sources	34.18	50.07	241.55	0.68	47.90	13.26
Total Emissions	35.38	51.09	242.46	0.68	47.98	13.34
APCD Thresholds	25.00	25.00	NT	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No	No

NT = No threshold of significance.

The total for ROC in this table does not match the CalEEMod results sheets in Appendix D. The EIR consultant found a severe flaw in CalEEMod that significantly overestimates the emissions of consumer products for the proposed uses. Based on the CalEEMod default emission rate of 0.0000214 pounds of ROC per square foot of building space per year, the 467,267 square feet of building space under the proposed project would be expected to generate 10.0 pounds of ROC per year or about 0.03 pound per day. CalEEMod calculated a total of 43.71 pounds of ROC per day for consumer products. Therefore, the emissions of ROC associated with consumer products were calculated by hand for this analysis.

CalEEMod result sheets are provided in Appendix D.

Cumulatively Considerable Net Increase of Criteria Pollutants

Threshold: Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Impact: The daily operational emissions generated by the project would exceed the thresholds of significance recommended by the VCAPCD and, therefore, would generate a cumulatively considerable net increase of criteria pollutants. This impact can be reduced to a less-than significant level.

Impact Summary from the Certified EIR for the Industrial Project

As discussed previously in this EIR section, the VCAPCD recommends that any operational emissions from individual projects that exceed the project-specific thresholds of significance identified above be considered cumulatively considerable. As discussed in the preceding impact analysis, the Certified EIR concluded that the previously-approved industrial project would generate average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. As such, the industrial project would generate a cumulatively considerable net increase of criteria pollutants. This would be a significant cumulative impact.

The Certified EIR stated that mitigation measures AQ-3, AQ-4, and AQ-5 would be applicable to this impact. Implementation of these measures would reduce the cumulative impact to a less than significant level.

Impact Analysis for the Proposed Project

As discussed in the preceding impact analysis, the proposed project would generate average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. As such, the proposed project would generate a cumulatively considerable net increase of criteria pollutants. This would be a significant cumulative impact.

Mitigation measures AQ-3 and AQ-4, and the revised mitigation measure AQ-5 would be applicable to this impact. Implementation of these measures would reduce the cumulative impact to a less than significant level.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Threshold: Would the proposed project expose sensitive receptors to substantial pollutant concentrations.

Impact: Traffic generated by the proposed project would not expose receptors in the vicinity of the project site to substantial pollutant concentrations. The impact of the project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR concluded that future CO concentrations near the study-area intersections would not exceed the national and State ambient air quality standards for CO. Therefore, implementation of the industrial project would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations and the impact of the industrial project would be less than significant.

Impact Analysis for the Proposed Project

As discussed previously in this EIR section, a person would have to remain in a location where the total CO concentration exceeds the State and national eight-hour standard for an entire eight-hour period or greater to be exposed to a CO hotspot. For that to occur, the ambient (background) CO concentration would have to be very high and an intersection would have to be highly congested for a period of eight-hours or greater.⁴

As shown previously in Table 12 in the Traffic and Circulation section of this Revised Draft Subsequent EIR, all of the study-area intersections within the City of Camarillo will continue to operate at LOS B or better with the addition of traffic generated by the project. As such, the proposed project would not expose sensitive receptors in the vicinity of the study-area intersections to substantial pollutant concentrations. The impact of the proposed project would be less than significant.

Odors

Threshold: Would the proposed project create objectionable odors affecting a substantial number of people.

Impact: Implementation of the proposed project would not create objectionable odors affecting a substantial number of people. The impact of the project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Office uses are not typically associated with odor complaints. The types of industrial activities that would occur at the site are not known at this time, but there are no sensitive receptors in the vicinity of the project site. The existing land uses to the west of the site are also industrial and capable of generating similar odors. Therefore, the Certified EIR for the industrial project concluded that the potential impacts associated with objectionable odors would be less than significant.

Impact Analysis for the Proposed Project

Commercial and light industrial uses are not typically associated with odor complaints. As discussed above for the previously-approved industrial project, there are no sensitive receptors in the vicinity of the project site that would be offended by objectionable odors. Therefore, the potential impacts associated with objectionable odors would be less than significant.

⁴ The intersection would need to operate at LOS F for several hours per day.

CUMULATIVE IMPACTS

Cumulative development in the Camarillo Growth Area is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of, the 2007 AQMP. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within Ventura County, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2007 AQMP would not interfere with attainment since this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Camarillo Growth Area is within the projections for growth identified in the AQMP, implementation of the 2007 AQMP will not be obstructed by such growth. As growth in the Camarillo Growth Area has not exceeded these projections, this impact would not be cumulatively considerable. Additionally, since the proposed project is consistent with growth projections under the 2007 AQMP, the project would not have a cumulatively considerable contribution to this impact regarding a conflict with, or obstruction of, the implementation of the applicable air quality plan.

Cumulative development within the City of Camarillo would continue to implement dust control and equipment emissions mitigation measures during construction in accordance with City practices. Consequently, cumulative development within the city is not expected to cause a significant impact associated with construction activities. Since the proposed project would implement all appropriate mitigation measures during construction, the contribution of the project to any cumulative air quality impact would not be considerable.

Because Ventura County is currently in nonattainment for ozone, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed project contribution, the VCAPCD neither recommends quantified analyses of cumulative operational emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the VCAPCD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, this EIR assumes that individual development projects that generate operational emissions that exceed the VCAPCD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As discussed previously, operational daily emissions associated with project development would exceed VCAPCD significance thresholds for ROC and NO_x. Therefore, the emissions generated by proposed project would be cumulatively considerable regarding a substantial contribution to an existing or projected air quality violation. However, mitigation measures AQ-3 and AQ-4, and the revised mitigation measure AQ-5 would reduce the project-specific and cumulative air quality impacts to less than significant levels.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant air quality impacts.

GREENHOUSE GAS EMISSIONS

SUMMARY

The proposed project would generate greenhouse gas emissions, but would not exceed the draft thresholds of significance being considered by the South Coast Air Quality Management District (SCAQMD).

The proposed project would generate greenhouse gas emissions, but would be consistent with applicable plans to reduce greenhouse gas emissions in California.

INTRODUCTION

There are several unique challenges to analyzing greenhouse gas (GHG) emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address local actions that have local – or, at most, regional – impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects is substantial, the contribution of an individual general development project is so small that direct project-specific significant impacts (albeit not cumulative significant impacts) are highly unlikely.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a global climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions, or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project's emissions. Rather, due to the "relocation" factor, new land use projects sometimes merely redistribute existing

mobile emissions;¹ accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality.

ENVIRONMENTAL SETTING

Introduction

The Certified EIR for the industrial project provides a substantial discussion of the issues regarding GHG emissions and global climate change, the constituents of GHG emissions, and the regulations that have been adopted to address GHG emissions. The following discussion provides a summary and update to the issues and regulations regarding globe GHG emissions. Readers wanting a more in-depth discussion are encouraged to read the Environmental Setting discussion of the Greenhouse Gas Emissions section of the Certified EIR, which is included as Appendix A to this Revised Draft Subsequent EIR.

Background

GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the

¹ For example, a subdivision of 500 homes generates 5,000 new trips per day and those trips would be added to the local streets and intersections. In the case of climate change, the trips that are associated with those same 500 homes presumably would emit roughly the same volume of GHGs in the City of Camarillo as they would if they were traveling the same number of miles in Cleveland, Ohio. As a result, while raw vehicle trip counts occurring within a project area will accurately predict changes in congestion at intersections, the same certainty cannot be provided for climate change. The trips would certainly increase the number of vehicles passing through local intersections, but they will not increase the amount of GHG emissions into the world’s atmosphere if those trips simply have been relocated from another location on the planet.

earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

According to the 2006 California Climate Action Team (CAT) Report, temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

In response to Executive Order S-3-05, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (2006 CAT Report). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the CAT, was published in October 2008. The Scoping Plan

proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Proposed Scoping Plan was approved by the ARB on December 11, 2008.

Because climate change is already affecting California and current emissions will continue to drive climate change in the coming decades, the necessity of adaptation to the impacts of climate change is recognized by the State of California. The 2009 California Climate Adaptation Strategy Discussion Draft (the Strategy) begins what will be an ongoing process of adaptation, as directed by Governor Schwarzenegger's Executive Order S-13-08. The goals of the strategy are to analyze risks and vulnerabilities and identify strategies to reduce the risks. Once the strategies are identified and prioritized, government resources will be identified. Finally, the strategy includes identifying research needs and educating the public.

Climate change risks are evaluated using two distinct approaches: (1) projecting the amount of climate change that may occur using computer-based global climate models and (2) assessing the natural or human system's ability to cope with and adapt to change by examining past experience with climate variability and extrapolating this to understand how the systems may respond to the additional impact of climate change. The major anticipated climate changes expected in the State of California include increases in temperature, decreases in precipitation, particularly as snowfall, and increases in sea level, as discussed above. These gradual changes will also lead to an increasing number of extreme events, such as heat waves, wildfires, droughts, and floods. This would impact public health, ocean and coast resources, water supply, agriculture, biodiversity, and the transportation and energy infrastructures.

Key preliminary adaptation recommendations included in the Strategy are as follows:

- Appointment of a Climate Adaptation Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020;
- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;

- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant State projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from climate change;
- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of Plans to assess climate change impacts and develop local risk reduction strategies by communities with General Plans and Local Coastal Plans; and
- Inclusion of climate change impact information into fire program planning by State fire fighting agencies.

In August 2007, the Legislature adopted Senate Bill 97 (SB 97), which required the Governor's Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Natural Resources Agency by July 1, 2009. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97. These proposed CEQA Guideline amendments provided guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. On December 31, 2009, the Natural Resources Agency transmitted the Adopted Amendments and the entire rule-making file to the Office of Administrative Law (OAL). On February 16, 2010, OAL approved the Adopted Amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Adopted Amendments became effective on March 18, 2010.

In the CEQA Guideline Amendments, a threshold of significance for greenhouse gas emissions was not specified, nor does it prescribe assessment methodologies or specific mitigation measures. Instead, the amendments encourage lead agencies to consider many factors in performing a CEQA analysis and rely on the lead agencies to make their own significance threshold determinations based upon substantial evidence. The CEQA Amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2013 Title

24 standards (effective as of July 1, 2014) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after July 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). The outdoor water use standards of the CALGreen Code are already addressed by the City's Water Conservation Ordinance. Key provisions of the CALGreen Code that apply to the type of new non-residential developments proposed for the project site are as follows:

- Division 5.1 - Planning and Design
 - Section 5.106 Site Development
 - 5.106.4 Bicycle Parking and Changing Rooms
 - 5.106.5 Clean Air Vehicle Parking
 - 5.106.8 Light Pollution Reduction
 - 5.106.10 Grading and Paving
- Division 5.2 - Energy Efficiency
 - Section 5.201.1 Energy Efficiency (15 percent reduction in energy usage when compared to the mandatory energy efficiency standards from the California Energy Code (California Code of Regulations, Title 24, Part 6))
- Division 5.3 - Water Efficiency and Conservation
 - Section 5.303 Indoor Water Use
 - 5.303.1 Meters
 - 5.303.2 Twenty Percent Savings (use of plumbing fixtures and fittings that will reduce the overall use of potable water within the building by 20 percent reduction from the maximum allowable water use per fixture and fitting as required by the California Building Code (California Code of Regulations, Title 24, Part 2))
 - 5.303.4 Wastewater Reduction
 - 5.303.6 Plumbing Fixtures and Fittings
 - Section 5.304 Outdoor Water Use
 - 5.304.1 Water Budget

- 5.304.2 Outdoor Water Use
- 5.304.3 Irrigation Design
- Division 5.4 - Material Conservation and Resource Efficiency
- Section 5.407 Water Resistance and Moisture Management
- Section 5.408 Construction Waste Reduction, Disposal and Recycling
 - 5.408.1 Construction Waste Diversion
 - 5.408.2 Construction Waste Management Plan
 - 5.408.3 Construction Waste Diversion of at Least 50 Percent
- Section 5.410 Building Maintenance and Operation
 - 5.410.1 Recycling by Occupants
- Division 5.5 - Environmental Quality
 - Section 5.504 Pollutant Control
 - 5.504.3 Covering of Duct Openings and Protection of Mechanical Equipment During Construction
 - 5.504.4 Finish Material Pollutant Control
 - 5.504.5.3 Filters

State Progress Towards Meeting GHG Reduction Goals

According to data published by the California Air Resources Board (ARB), the State has met the first target of Executive Order S-3-05, which identified a reduction of GHG emissions in 2010 to 2000 levels.² According to the data identified in the California Greenhouse Gas Inventory for 2000-2012 — by Category as Defined in the 2008 Scoping Plan, statewide GHG emissions in 2000 were estimated to be 266.32 million tons of CO₂e (MTCO₂e). In 2010, the statewide emissions were estimated to be 453.06 MTCO₂e.

Existing Project Site Emissions

Until the Spring of 2008, the site was used for the agricultural production of row crops and air pollutant emissions were generated by stationary and areawide sources such as pump motors, farm equipment, and motor vehicles traffic traveling to and from the site. The site is no longer under under cultivation. GHG emissions are currently generated only a couple times per year when the site is disced for weed control.

² California Air Resources Board, 2014.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact if any of the following were to occur:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- (b) Conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHG.

Generally, the evaluation of an impact under CEQA requires measuring data from a project against a “threshold of significance.”³ Furthermore, “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”⁴ For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact.

CEQA also requires projects to be evaluated for consistency with “applicable general plans, specific plans and regional plans.”⁵ Such plans would include, for example, the applicable air quality attainment or maintenance plan, regional blueprint plans, sustainable community strategies, and climate action plans. These plans involve legislative or regulatory programs applicable to all projects within the region and establish standards that are independent of the impact analysis described in the CEQA Guidelines.⁶ As of the date that this Revised Draft EIR was prepared, the Ventura County Air Pollution Control District, City of Camarillo, and County of Ventura have yet to adopt any plans. Therefore, there is no local, regional or statewide plan regulating global warming by which the proposed project can be measured.

Notwithstanding the analytical challenges posed by climate change, CEQA Guidelines Section 15002(a)(1) states that one of the basic purposes of CEQA is to “inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.” Therefore, this evaluation of the proposed project’s potential for contribution to global climate change will analyze that potential in a manner and to an extent reasonably consistent with the policy underpinnings of CEQA.

This analysis is the result of the City’s thorough investigation of the proposed project’s impact on global climate change, including a review of Executive Order S-305, AB 32 and the legislative intent behind AB

³ CEQA Guidelines Section 15064.7.

⁴ CEQA Guidelines Section 15064.7(c).

⁵ CEQA Guidelines Section 15125(d).

⁶ CEQA Guidelines beginning with Section 15126.

32, as well as extensive review of scientific literature regarding global climate change. Every effort has been made to maximize the disclosure of information to the public, fairly present the proposed project's potential for significant adverse effects on global climate change, and identify techniques to minimize any such effects.

At the present time, there is no consensus within the scientific community on any given approach. As the California Air Pollution Control Officer's Association ("CAPCOA") observes, "many legal and policy questions remain unsettled, including the requirements of CEQA in the context of greenhouse gas emissions." Given this uncertainty, many organizations, including public, private and civic, have released advisories or guidelines with recommendations to assist decision makers on how to best evaluate GHG emissions. The City cannot, and need not, under CEQA, review every report from an expert or agency, as new reports are released on an almost daily basis. The City has, however, reviewed multiple key advisories, comment letters, and white papers from experts, agencies, and groups such as the Climate Action Team, the California Attorney General, CAPCOA, the ARB, the Center for Biological Diversity, the League of California Cities, the Sierra Club, the California State Association of Counties, the Association of Environmental Professionals, and the California Chapter of the American Planning Association. Some of these reports urge "zero emission" thresholds, while others advocate against them. Others evaluate multiple thresholds, such as CAPCOA's January, 2008 white paper, which analyzes: (1) CEQA with no GHG thresholds; (2) CEQA with a GHG threshold of zero; and (3) CEQA with non-zero thresholds. In short, there is no consensus on how to analyze climate change in CEQA documents, and no specific methodology that is universally accepted.

CEQA defines a "significant effect on the environment" as a substantial, or potentially substantial, adverse change in the environment.⁷ With respect to global climate change, no one project can individually create a direct impact on what is a global problem (i.e., no project will, by itself, raise the temperature of the planet).

However, the emissions generated by a project may be "cumulatively considerable," meaning "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."⁸ The CEQA Guidelines add that a lead agency may determine that a Project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of

⁷ Public Resources Code Section 21068.

⁸ CEQA Guidelines Section 15065(a)(3).

greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.⁹

As stated above, the proposed project does not have the potential to significantly impact climate change at the project-specific level. However, the City has found that the proposed project may have a potentially significant cumulative impact and therefore an analysis of climate change impacts is provided below.

PROJECT IMPACTS AND MITIGATION MEASURES

Generation of Greenhouse Gas Emissions

Threshold: Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Impact: The proposed project would generate greenhouse gas emissions, but would not exceed the draft thresholds of significance being considered by the South Coast Air Quality Management District (SCAQMD). The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR calculated the annual GHG emissions associated with the industrial project using the Bay Area Air Quality Management District Greenhouse Gas Model (version 1.1.9 beta), which was the most relevant model available at the time to calculate GHG emissions associated with general development projects. The model estimated that the industrial project would generate approximately 11,288.61 metric tons of CO₂e per year. This amount equalled approximately 0.0031 percent of the 2004 statewide emission level. The actual increase would be less since these numbers do not take into consideration the emissions that were generated by the previous agricultural operations at the project site.

In the absence of a quantified threshold of significance available at that time, the Certified EIR based the determination of significance on the consistency of the industrial project with the strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan that were applicable to the industrial project. The Certified EIR concluded that the industrial project would be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the Certified EIR concluded that the impact of the industrial project would be less than significant with regard to GHG emissions.

⁹ CEQA Guidelines Section 15064(h)(3).

Impact Analysis for the Proposed Project

In the time period since the Certified EIOR was prepared and the current project was proposed, several quantifiable thresholds of significance for GHG emissions have been considered, but no statewide thresholds have been adopted and none have been adopted for jurisdictions in Ventura County. The ARB published some draft thresholds several years ago, but they were never adopted and the ARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

As discussed in the Air Quality section of this Revised Draft Subsequent EIR, the City of Camarillo relies upon the expert guidance of the Ventura County Air Pollution Control District (VCAPCD) regarding the methodology and thresholds of significance for the evaluation of air quality impacts within Ventura County. GHG emissions are air pollutants that are subject to local control by the VCAPCD. As such, the City looks to the VCAPCD for guidance in the evaluation of GHG impacts.

In September 2011, the Ventura County Air Pollution Control Board requested that VCAPCD staff report back on possible GHG significance thresholds for evaluating GHG impacts of land use projects in Ventura County under CEQA. VCAPCD staff responded to this request by preparing a report entitled Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County. This report presents a number of options for GHG significance thresholds and summarizes the most prominent approaches and options either adopted or being considered by all other air districts throughout California. Similar to other air districts, VCAPCD staff members are considering a tiered approach with the main components involving consistency with a locally adopted GHG reduction plan followed by a bright-line threshold for land use projects that would capture 90 percent of project GHG emissions. VCAPCD staff members are also exploring an efficiency-based metric (e.g., GHG emissions per capita) for land use projects and plans. The SCAQMD is also considering these strategies for land use projects.

Given that Ventura County is adjacent to the SCAQMD jurisdiction and is a part of the Southern California Association of Governments (SCAG) region, VCAPCD staff believes it makes sense to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD and the SCAG region. VCAPCD believes that adopting harmonized regional GHG emission thresholds would help streamline project review and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout most of Southern California.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 MTCO_{2e} per year screening level threshold for stationary source/ industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e/year), commercial projects (1,400 MTCO₂e/year), and mixed-use projects (3,000 MTCO₂e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

However, for the purpose of evaluating the GHG impacts associated with this proposed project, this Revised Draft Subsequent EIR utilizes the SCAQMD's draft tiered thresholds of significance. The SCAQMD's applicable thresholds have also been utilized for other projects in Ventura County and the City of Camarillo.

Tier 1

The proposed project is subject to CEQA, but no categorical exemptions are applicable to the project. Therefore, the analysis moves to Tier 2.

Tier 2

Neither the VCAPCD nor the City of Camarillo have adopted a GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. Therefore, the analysis moves to Tier 3.

Tier 3

The estimated annual operational GHG emissions associated with the proposed project have been calculated utilizing the the California Emissions Estimator Model (CalEEMod v. 2013.2.2) recommended by the VCAPCD. These emissions are shown in Table 22. As shown, the annual emissions would exceed the draft 3,000 MTCO_{2e} threshold for non-industrial projects. Therefore, the analysis moves to Tier 4.

TABLE 22 - ESTIMATED ANNUAL OPERATIONAL GHG EMISSIONS - PROPOSED PROJECT

Emissions Source	CO _{2e} Emissions in Metric Tons per Year
Area Sources	>1
Energy Sources	1,976.0
Mobile Sources	6,117.5
Waste Disposal	504.9
Water & Wastewater	823.3
Total Emissions	8,916.8
SCAQMD Draft Tier 3 Threshold	3,000.0
Exceeds Threshold?	Yes

CalEEMod result sheets are provided in Appendix E.

Tier 4

The SCAQMD's draft thresholds defines the service population as the total residents and employees associated with a project. This may be appropriate for regional or community-wide analyses in which most people are either residents or employees and the two cross over (residents of the community are also employees in the community). In the case of general development projects, the service population consists of residents, employees, customers, vendors, students, etc. In the case of an industrial project, employees may be only half of the number of people that visit a site. For a commercial project, the employees may be only about two percent of the number of people that visit a site. The good portion of people visiting an office and/or commercial project are customers with a smaller number of vendors (delivery and sales). It does not make sense to consider only the employees as the service population for a project such as this. The employees are at a site to serve the needs of their customers. Therefore, this analysis assumes that the service population is everyone that would be served by the proposed commercial and industrial uses, including employees, customers, and vendors.

The number of employees at the proposed commercial and industrial uses has not been identified at the time that this Revised Draft Subsequent EIR was prepared. However, the total service population can be roughly estimated by dividing the number of potential daily vehicle trips by two. The vehicle trip numbers are divided by two since each service population member would make one trip to the site and

one trip from the site (one person, two trips). This is a very conservative assumption since each vehicle is assumed to accommodate only one person, whereas, many of the vehicles would accommodate more than one person.

As discussed in the Traffic and Circulation section of this Revised Draft Subsequent EIR, the proposed project would generate approximately 10,548 vehicle trips per day. Dividing this number by two identifies a conservative project service population of approximately 5,274 employees, customers, and vendors.

Dividing the 8,916.8 MTCO₂e annual GHG emissions by the 5,274 service population yields an efficiency of 1.69 MTCO₂e of GHGs per service population member. The analysis demonstrates that the GHG emissions per service population member would be substantially less than the SCAQMD's draft threshold of 4.8 MTCO₂e per service population. Therefore the City of Camarillo, as lead agency, may conclude that the GHG emissions generated in association with the proposed project would not have a significant impact on the environment.

Consistency with GHG Plans

Threshold: Would the proposed project conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHG.

Impact: The proposed project would generate greenhouse gas emissions, but would be consistent with applicable plans to reduce greenhouse gas emissions in California. The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

As discussed previously, the Certified EIR concluded that the industrial project would be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the Certified EIR concluded that the impact of the industrial project would be less than significant with regard to GHG emissions.

Impact Analysis for the Proposed Project

As discussed previously, the 2006 CAT Report and the ARB's Scoping Plan were developed to direct the state to reduce GHG emissions to 1990 levels. The strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan are applicable to state, regional, and local agencies in the development of plans to reduce GHG emissions, but are not applicable to each and every new general development project. However, strategies and measures have been implemented on the state level by example of the new Title 24 CalGreen Code and on the local level by the City's Water Conservation Ordinance.

As discussed previously, the SCAQMD's Tier 4 draft 4.8 MTCO₂e per service population efficiency target was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. As shown in the previous analysis, the proposed project would have an efficiency of 1.69 MTCO₂e of GHGs per service population member. Therefore, the proposed project would be consistent with the goals of AB 32. The proposed project would also be subject to the energy efficiency requirements of the new Title 24 CalGreen Code. Based on this information, the proposed project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs. The impact of the proposed project would be less than significant.

CUMULATIVE IMPACTS

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially. As discussed above, the 1.69 MTCO₂e of GHGs per service population member would be less than the SCAQMD's draft threshold of 4.8 MTCO₂e per service population. This efficiency target was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. For these reasons, the contribution of the project to the cumulative effect of global climate change is not considered to be cumulatively considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant impacts associated with GHG emissions.

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NOISE

SUMMARY

Construction and operation of the proposed project would not expose persons to or generate noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies.

Construction and operation of the proposed project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

Operation of the proposed project would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Construction of the proposed project would not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The proposed project would not expose people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan.

The proposed project would not expose people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip.

INTRODUCTION

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources, such as an occasional aircraft or train passing by to virtually continuous noise sources like traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- **L_{eq}** – The equivalent energy noise level is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **CNEL** – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 10 dBA “penalty” added to noise during the hours of 10:00 P.M. to 7:00 A.M., and an additional 5 dBA penalty during the hours of 7:00 P.M. to 10:00 P.M. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise

source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes and office buildings is generally more than 30 dBA.

Fundamentals of Environmental Ground-Borne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. Ground-borne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of ground-borne vibration velocity levels is described in Table 23. Ground-borne vibration levels that could induce potential damage to buildings are identified in Table 24.

TABLE 23 - HUMAN RESPONSE TO LEVELS OF GROUND-BORNE VIBRATION

Human Response	Maximum PPV in Inches per Second	
	Transient Sources	Continuous / Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2	0.4

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source of table data: California Department of Transportation, 2004.

Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible.

Noise Analysis Methodology

The analysis of the existing and future noise environments presented in this analysis is based on noise prediction modeling and empirical observations. Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments in the site vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Noise Prediction Model (FHWA-RD-7-108) and California Department of Transportation (Caltrans) Technical Noise Supplement

methodologies. The FHWA Model was used to estimate existing and future peak traffic hour noise levels along roadway segments in the project vicinity that would be primarily affected by traffic generated by the proposed project. This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. Methodologies from the Caltrans Technical Noise Supplement (November 2009) were used to estimate 24-hour noise levels based on the peak-hour noise levels.

TABLE 24 - GROUND-BORNE VIBRATION DAMAGE POTENTIAL CRITERIA

Structure and Condition	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1	0.5
Modern Industrial/Commercial Buildings	2	0.5

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source of table data: California Department of Transportation, 2004.

ENVIRONMENTAL SETTING

Regulatory Setting

Applicable City Standards

Figure 4 of the Noise Element of the City of Camarillo General Plan provides the State of California matrix on recommended land use compatibility with community noise environments. These suggested noise standards are utilized by the City of Camarillo for community planning purposes. The standards suggest that exterior noise levels of up to 75 dBA CNEL are acceptable for industrial, office, and commercial uses based upon the assumption that any buildings are of normal conventional construction with closed windows and air supply systems. New industrial, office, and commercial development in areas with noise levels greater than these should be undertaken only after a detailed analysis of the noise reduction requirement (if any) is made and the necessary noise insulation features are included in the

building design. Neither the state nor the city have adopted interior noise standards for industrial, office, and commercial uses, but conventional construction with closed windows fresh air supply systems or air conditioning will normally suffice to provide an acceptable interior noise environment.

The City of Camarillo has also adopted a Noise Ordinance (Section 10.34 of the Camarillo Municipal Code), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted. The Noise Ordinance exterior noise standards are identified in Table 25. The Noise Ordinance does not identify any interior noise standards for non-residential dwelling units.

TABLE 25 - CITY OF CAMARILLO NOISE ORDINANCE STANDARDS

Noise Zone	Designated Noise Zone Land Use	7 a.m. to 9 p.m.	9 p.m. to 7 a.m.
Exterior Noise Standards			
I	Agricultural and Open Space Properties	55 dBA L _{eq}	45 dBA L _{eq}
II	Residential Properties	55 dBA L _{eq}	45 dBA L _{eq}
III	Commercial/Office Properties	65 dBA L _{eq}	55 dBA L _{eq}
IV	Industrial Properties	65 dBA L _{eq}	55 dBA L _{eq}

Unless otherwise provided in Section 10.34 of the Camarillo Municipal Code, no person shall operate or cause to be operated any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise levels when measured on any any other property to exceed the following standards.

Standard No. 1 is the applicable ambient exterior noise level as set forth above plus five dBA for a cumulative period of more than 20 minutes in any hour.

Standard No. 2 is the applicable ambient exterior noise level as set forth above plus 10 dBA for a cumulative period of more than 10 minutes in any hour.

Standard No. 3 is the applicable ambient exterior noise level as set forth above plus 15 dBA for a cumulative period of more one minute in any hour.

Source of table data: City of Camarillo.

Section 10.34.120 of the Noise Ordinance regulates noise from the construction of buildings and structures adjacent to or within any residential zone. Exterior construction or repair work that could generate noise levels that exceed the Noise Ordinance exterior or interior noise standards at residential properties is prohibited between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day or at any time on Sunday, or at any time on any public holiday.

Existing Noise Levels

The primary source of noise at the project site and surrounding vicinity is vehicular traffic on U.S. Highway 101. Although the project site is located within the planning area for Camarillo Airport, the Airport Comprehensive Land Use Plan for Ventura County and the City of Camarillo General Plan both show that noise levels associated with aircraft overflights do not exceed 65 dBA CNEL. According to Figure 6 of the Noise Element of the City of Camarillo General Plan, existing noise levels in the northern part of the project site adjacent to the freeway are less than 75 dBA CNEL.

Until the Spring of 2008, the site was used for the agricultural production of row crops and noise levels were generated by stationary and mobile sources such as pump motors, farm equipment, and motor vehicles traffic traveling to and from the site. The site is no longer under cultivation. Noise levels are currently generated only a couple times per year when the site is disced for weed control. There are no receptors that are sensitive to noise (i.e., residences, schools, hospitals) at, or in the vicinity of, the project site.

Existing roadway noise levels were calculated for existing noise-sensitive uses located along roadways in the project vicinity that would be affected by project-generated traffic. The average 24-hour noise levels in these areas are presented in Table 26.

TABLE 26 - EXISTING ROADWAY NOISE LEVELS AT LOCATIONS OFF SITE

Roadway	Roadway Segment	Land Use	24-Hour CNEL
Ventura Boulevard	east of Springville Drive	Office	66.7
Ponderosa Drive	west of Las Posas Road	Residential	68.4
	east of Las Posas Road	Residential	62.9
Earl Joseph Avenue	west of Las Posas Road	Residential	61.0
Las Posas Road	east of Crestview Avenue	Residential	64.3
Central Avenue	north of U.S. Highway 101 NB Ramps	Residential	70.4

Noise levels are calculated for the nearest edge of the nearest existing building to the roadway.

The noise level for Ventura Boulevard includes aircraft activity at Camarillo Airport.

Calculation data and results are provided in Appendix F.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact associated with noise if any of the following were to occur:

-
- (a) Exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies;
 - (b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
 - (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
 - (d) A substantial temporary or periodic increase in ambient noise levels in the project above levels existing without the project;
 - (e) Exposure of people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport; or
 - (f) Exposure of people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip.

Applicable Noise Standards

The noise standards adopted by the City are discussed previously in this Revised Draft Subsequent EIR section. These standards would apply to the land uses that would be constructed within the project site.

Ground-Borne Vibration

The CEQA Guidelines do not define the levels at which ground-borne vibration is considered “excessive.” In addition, the City of Camarillo has not adopted any thresholds for ground-borne vibration impacts. However, Caltrans has adopted the vibration standards identified previously in Tables 23 and 24 to evaluate potential impacts related to construction activities. This analysis utilizes the Caltrans thresholds to evaluate the construction-related and operational impacts of the proposed project.

Permanent Increase in Ambient Noise Levels

The CEQA Guidelines also do not define the levels at which permanent increases in ambient noise are considered “substantial.” As discussed previously in this Revised Draft EIR section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on this information, the following thresholds would apply to permanent increases in noise at sensitive receptors due to the operational characteristics of the project:

- Less than 3 dBA: not discernible: not significant.

- Between 3 dBA and 5 dBA: not significant if noise levels at sensitive receptors remain below 65 dBA CNEL; significant if the noise increase would meet or exceed 65 dBA CNEL.
- 5 dBA or greater: significant.

Temporary Increase in Ambient Noise Levels

The CEQA Guidelines do not define the levels at which a temporary increase in noise is considered “excessive.” In addition, the City of Camarillo has not adopted any thresholds for construction noise impacts. Therefore, this analysis uses the Federal Transit Administration (FTA) construction noise impact criteria for residential, commercial, and industrial land uses to determine if a potentially significant impact would occur. These criteria are identified in Table 27. According to the FTA, there may be adverse community reaction if these criteria are exceeded.¹

TABLE 27 - FTA GENERAL CONSTRUCTION NOISE CRITERIA

Land Use	One-Hour L_{eq}		Eight-Hour L_{eq}	
	Day	Night	Day	Night
Residential	90	80	80	70
Commercial	100	100	85	85
Industrial	100	100	90	90

Source of table data: Federal Transit Administration, 2006.

PROJECT IMPACTS AND MITIGATION MEASURES

Applicable Noise Standards

Threshold: Would the proposed project expose persons to or generate noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies.

Impact: Construction and operation of the proposed project would not expose persons to or generate noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies. The impacts of the proposed project would be less than significant.

¹ Federal Transit Administration, 2006.

Impact Summary from the Certified EIR for the Industrial Project

Construction Period Impacts

The Certified EIR concluded that construction activities associated with the industrial project would not exceed any of the standards of the City of Camarillo Noise Ordinance since the project site is located in a commercial and industrial area of the city and is not located in close proximity to any sensitive uses such as residences.

Operational Impacts

The Certified EIR concluded that future noise levels at the project site would not exceed the City's 75 dBA CNEL exterior noise standard for industrial uses. The future uses at the site would also be subject to all applicable standards of the City of Camarillo Noise Ordinance for new sources of noise. For example, new stationary sources of noise, such as rooftop mechanical heating, ventilation, and air conditioning (HVAC) equipment would be installed at the future buildings at the site. This equipment would be shielded and appropriate noise muffling devices installed to ensure that noise levels meet City Noise Ordinance standards. Therefore, the Certified EIR concluded that the operational impact of the industrial project would be less than significant.

Impact Analysis for the Proposed Project

Construction Period Impacts

As discussed above for the previously-approved industrial project, the project site is located in a commercial and industrial area of the city and is not located in close proximity to any sensitive uses such as residences. Therefore, construction activities associated with the proposed project would not exceed any of the standards of the City of Camarillo Noise Ordinance.

Operational Impacts

Figure 7 of the Noise Element of the City of Camarillo General Plan illustrates that future noise levels in the northern part of the project site adjacent to the freeway will be less than 75 dBA CNEL. The future noise contour map does not, however, take into consideration the recent realignment of Ventura Boulevard or the recent construction of the new Springville Drive. Therefore, future noise levels have been calculated for three representative locations within the project site. These future noise levels are identified in Table 31 and include the combined noise levels from U.S. Highway 101, Ventura Boulevard, Springville Drive, and aircraft overflights. These noise levels do not consider any reduction in noise levels that would occur as a result of intervening buildings acting as noise barriers between the roadway source and the receptor location. As such, the actual noise levels at the future buildings would be lower than those shown in Table 28.

TABLE 28 - FUTURE NOISE LEVELS AT THE PROJECT SITE

Site Noise Level Location	Future Noise Level
Parcel B (near U.S. Highway 101)	74.1
Parcel C (near Springville Drive and West Ventura Boulevard)	69.0
Parcel D (near U.S. Highway 101 Ramps and Springville Drive)	65.3

The identified noise levels include aircraft activity at Camarillo Airport.

Calculation data and results are provided in Appendix F.

As shown, future noise levels at the project site would not exceed the City's 75 dBA CNEL standard for new industrial, office, and commercial uses. As discussed previously, the exterior-to-interior reduction of newer office buildings is generally more than 30 dBA. This is based on the situation in which new buildings must comply with California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires substantial building insulation, which also reduces exterior to interior noise levels. Assuming a 30 dBA exterior to interior noise reduction for new office and commercial uses would provide an interior noise level of less than 45 dBA CNEL, which is the state's interior standard for residential uses.

The future uses at the site would also be subject to all applicable standards of the City of Camarillo Noise Ordinance for new sources of noise. For example, new stationary sources of noise, such as rooftop mechanical heating, ventilation, and air conditioning (HVAC) equipment would be installed at the future buildings at the site. This equipment would be shielded and appropriate noise muffling devices installed to ensure that noise levels meet City Noise Ordinance standards. The type of HVAC equipment currently installed on new commercial, office, and industrial buildings generates noise levels that average around 66 dBA L_{eq} on the air inlet side and 62 dBA L_{eq} on the other sides when measured at 50 feet from the source. The shielding installed around the new equipment reduces these noise levels by around 15 dBA. The resulting equipment noise levels of less than 51 dBA L_{eq} at nearby buildings would be substantially less than the existing noise levels at these locations. Therefore, the operational impact of the proposed project would be less than significant.

Ground-borne Vibration

Threshold: Would the proposed project expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

Impact: Construction and operation of the proposed project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. The impacts of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

Construction Period Impacts

The Certified EIR discussed how construction activities that would occur at the project site have the potential to generate low levels of ground-borne vibration. However, the Certified EIR concluded that the potential impact would be less than significant. The nearby industrial uses are not considered to be sensitive to ground-borne vibration and the resulting ground-borne vibration levels would not exceed any adopted standards for these uses. Therefore, this impact would be less than significant.

Operational Impacts

The industrial project did not include uses that are expected to generate measurable levels of ground-borne vibration during operation. Therefore, the greatest regular source of project-related ground-borne vibration would be from trucks making deliveries and larger garbage trucks picking-up refuse material generated by the project occupants. However, there are no uses that are sensitive to ground-borne vibration such as residential uses in the vicinity of the project site. Therefore, the Certified EIR concluded that the operational impacts from vibration would be less than significant.

Impact Analysis for the Proposed Project

Construction Period Impacts

As with the previously-approved industrial project, construction activities that would occur at the project site have the potential to generate low levels of ground-borne vibration. Table 29 identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction. Based on the information presented in Table 29, vibration levels could reach as high as approximately 0.089 inches per second PPV within 25 feet of the an operating large bulldozer. The maximum vibration level of 0.089 inches per second PPV would be below the thresholds of significance for both potential building damage and human annoyance. Therefore, the potential impacts associated with construction vibration would be less than significant.

TABLE 29 - VIBRATION LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Reference PPV at 25 Feet
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source of table data: Jones & Stokes, 2004.

Operational Impacts

The proposed project does not include uses that are expected to generate measurable levels of ground-borne vibration during operation of the proposed project. Therefore, the greatest regular source of project-related ground-borne vibration would be from local trucks making deliveries to the project site and larger garbage trucks picking-up project-related refuse material. The vibration levels associated with these trucks would be less than the levels associated with large construction equipment. Therefore, the operational impacts associated with ground-borne vibration would be less than significant at nearby industrial uses.

Permanent Increase in Ambient Noise Levels

Threshold: Would the proposed project generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact: Operation of the proposed project would not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR discussed how locations in the vicinity of the project site would experience a slight increase in noise resulting from the additional traffic generated by the industrial project. The Certified EIR determined that the traffic generated by the industrial project would increase local noise levels by a maximum of 0.5 dBA CNEL, which would be imperceptible to most people and would not exceed the applicable thresholds of significance for the affected existing land uses. Therefore, the Certified EIR concluded that this impact would be less than significant.

Impact Analysis for the Proposed Project

As with the industrial project, locations in the vicinity of the project site would experience a slight increase in noise resulting from the additional traffic generated by the proposed project. As stated in the Traffic and Circulation section of this Revised Draft Subsequent EIR, the proposed project would generate approximately 10,548 vehicle trips per day. The changes in future noise levels along the study-area roadway segments in the project vicinity are identified in Table 30. As shown, the traffic generated by the proposed project would increase local noise levels by a maximum of 1.1 dBA CNEL, which would be imperceptible to most people and would not exceed the applicable thresholds of significance for the affected existing land uses. The maximum increase at residential uses would be 0.3 dBA CNEL. Therefore, this impact would be less than significant.

TABLE 30 - PROJECT ROADWAY NOISE IMPACTS

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	Existing + Project Traffic	Increase	Sig. Threshold	
Ventura Blvd.	east of Springville Dr.	66.7	67.8	1.1	5.0	No
Ponderosa Drive	west of Las Posas Rd.	68.4	68.6	0.2	3.0	No
	east of Las Posas Road	62.9	63.1	0.2	5.0	No
Earl Joseph Ave.	west of Las Posas Rd.	61.0	61.3	0.3	5.0	No
Las Posas Road	east of Crestview Ave.	64.3	64.4	0.1	5.0	No
Central Avenue	north of U.S. 101 NB Ramps	70.4	70.5	0.1	3.0	No

For locations where the resulting noise level would exceed 65 dBA at sensitive uses, the significance threshold is a 3.0 dBA increase. For all other locations, the significance threshold is 5.0 dBA.

Calculation data and results are provided in Appendix F.

Temporary Increase in Ambient Noise Levels

Threshold: Would the proposed project generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact: Construction of the proposed project would not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The Certified EIR discussed how two basic types of activities would be expected to occur and generate noise during development of the industrial project. First, the development site would be prepared, excavated, and graded to accommodate the internal roadways, buildings pads, and building foundations. Second, the industrial and office buildings would be constructed. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

As discussed previously, the project site is located in a commercial and industrial area of the city and is not located in close proximity to any sensitive uses such as residences. The nearest and most notable existing receptors are the industrial uses located approximately 100 feet west of the project site boundary. The Certified EIR determined that construction noise levels would not exceed the 100 dBA L_{eq} one-hour

or 90 dBA L_{eq} eight-hour thresholds of significance used for its analysis. Therefore, the Certified EIR concluded that this impact would be less than significant.

Impact Analysis for the Proposed Project

Development of the proposed project would generate similar construction-related noise levels to those that would occur with the previously-approved industrial project. The average noise levels for various phases of development at a reference distance of 50 feet are identified in Table 31. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

Construction Phase	L_{eq} Noise Levels at 50 Feet with Mufflers
Excavation/Grading	86
Foundations	77
Structural	83
Finishing	86

Source of table data: City of Los Angeles, 2006.

As discussed previously, the project site is located in a commercial and industrial area of the city and is not located in close proximity to any sensitive uses such as residences. The nearest and most notable existing receptors are the industrial uses located approximately 100 feet west of the project site boundary. Based on the information presented above, construction noise levels would not exceed the 100 dBA L_{eq} one-hour or 90 dBA L_{eq} eight-hour thresholds of significance used for this analysis. Therefore, this impact would be less than significant.

Public Airport Noise

Threshold: Would the proposed project expose people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan, or where such plan has not been adopted, within two miles of a public airport or public use airport.

Impact: The proposed project would not expose people residing or working in the project area to excessive noise levels if the project is located within an area covered by an airport land use plan. The impact of the proposed project would be less than significant.

Impact Summary from the Certified EIR for the Industrial Project

The project site is located to the north of Camarillo Airport. According to the Noise Element of the City of Camarillo General Plan, future noise levels at the project site attributable to Camarillo Airport would not exceed 65 dBA CNEL. These average noise levels would not exceed the City's 75 dBA CNEL and 70 dBA CNEL standards for industrial and office uses, respectively. Therefore, the Certified EIR concluded that this would be a less than significant impact.

Impact Analysis for the Proposed Project

As discussed above, future noise levels at the project site attributable to Camarillo Airport would not exceed 65 dBA CNEL. These average noise levels would not exceed the City's 75 dBA CNEL external noise standard for commercial, industrial, and office uses. This would be a less than significant impact.

Higher noise levels would occur when individual aircraft fly over the project site. These aircraft are nearly all propeller airplanes and helicopters. These noise levels would primarily affect people walking outdoors within the site, but are not the higher noise levels associated with jet aircraft that would possibly be considered to be excessive. Therefore, short-term noise exposures would not be significant.

Private Airstrip Noise

Threshold: Would the proposed project expose people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip.

Impact: The proposed project would not expose people residing or working in the project area to excessive noise levels if the project is located in the vicinity of a private airstrip. No impact would occur.

Impact Summary from the Certified EIR for the Industrial Project

The project site is not located within the vicinity of a private airstrip. No such facilities are located in the vicinity of the project site. Therefore, the Certified EIR concluded that no impact would occur.

Impact Analysis for the Proposed Project

As stated above, the project site is not located within the vicinity of a private airstrip. No such facilities are located in the vicinity of the project site. No impact would occur.

CUMULATIVE IMPACTS

Future construction in the vicinity of the proposed project site is not expected to result in a cumulatively considerable impact in terms of substantial temporary or periodic increases in ambient noise levels. Noise impacts are localized in nature and decrease substantially with distance. The only related project that is currently planned or approved within the vicinity of the project site is the Paseo Camino Real project,

which is located to the east of the project site and the new extension of Springville Drive. Cumulative construction noise impacts would only occur if the proposed project and the Paseo Camino Real project are under construction at the same time. In addition, these two sites are not located in close proximity to any sensitive uses such as residences. Therefore, the contribution of the proposed project to any potential cumulative construction impact would also not be cumulatively considerable.

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the difference between existing roadway noise levels and future noise levels with the proposed project and cumulative development. The noise levels associated with existing traffic volumes and future traffic volumes with the proposed project are identified in Table 32.

TABLE 32 - CUMULATIVE ROADWAY NOISE IMPACTS - SHORT-TERM

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	Future + Project Traffic	Increase	Sig. Threshold	
Ventura Blvd.	east of Springville Dr.	66.7	70.1	3.4	5.0	No
Ponderosa Drive	west of Las Posas Rd.	68.4	68.9	0.5	3.0	No
	east of Las Posas Road	62.9	63.6	0.7	5.0	No
Earl Joseph Ave.	west of Las Posas Rd.	61.0	62.1	1.1	5.0	No
Las Posas Road	east of Crestview Ave.	64.3	64.8	0.5	5.0	No
Central Avenue	north of U.S. 101 NB Ramps	70.4	70.6	0.2	3.0	No

For locations where the resulting noise level would exceed 65 dBA at sensitive uses, the significance threshold is a 3.0 dBA increase. For all other locations, the significance threshold is 5.0 dBA.

Calculation data and results are provided in Appendix F.

As shown, cumulative development along with the proposed project would increase local noise levels by a maximum of 3.4 dBA CNEL. The maximum increase at a residential use would be 1.1 dBA CNEL. Neither of these increases would exceed the thresholds of significance used for this analysis and the cumulative impact would be less than significant.

Cumulative impacts have also been evaluated by evaluating the increase in noise levels associated with buildout under the City of Camarillo General Plan. The noise levels associated with existing traffic volumes and General Plan buildout traffic volumes with the proposed project are identified in Table 33.

**TABLE 33 - CUMULATIVE ROADWAY NOISE IMPACTS
- GENERAL PLAN BUILDOUT**

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	General Plan Buildout + Project Traffic	Increase	Sig. Threshold	
Ventura Blvd.	east of Springvile Dr.	66.7	67.8	1.1	5.0	No
Ponderosa Drive	west of Las Posas Rd.	68.4	69.8	1.4	3.0	No
	east of Las Posas Road	62.9	65.1	2.2	5.0	No
Earl Joseph Ave.	west of Las Posas Rd.	61.0	59.7	-1.3	5.0	No
Las Posas Road	east of Crestview Ave.	64.3	65.5	1.2	5.0	No
Central Avenue	north of U.S. 101 NB Ramps	70.4	73.8	3.4	3.0	Yes

For locations where the resulting noise level would exceed 65 dBA at sensitive uses, the significance threshold is a 3.0 dBA increase. For all other locations, the significance threshold is 5.0 dBA.

Calculation data and results are provided in Appendix F.

As shown, General Plan buildout along with the proposed project would increase local noise levels by a maximum of 3.4 dBA CNEL. The maximum increase would occur at existing residential uses along Central Avenue north of the U.S. Highway 101 northbound ramps. Because the existing and future noise levels are already above 65 dBA CNEL, this increase would be substantial. This would be a significant cumulative impact. As shown previously in Table 30, the proposed project would only contribute 0.1 dBA CNEL to future noise levels along this roadway segment. Therefore, the cumulative impact will occur with or without the proposed project and the contribution of the project to the significant cumulative impact would not be considerable.

The maximum noise level increase along the other study area roadway segments would be 2.2 dBA CNEL, which would not exceed the thresholds of significance utilized for this analysis. As such, no other significant cumulative noise impact would occur. Future noise levels along the Earl Joseph Avenue are predicted to be 1.3 dBA CNEL lower than the existing roadway noise levels. This is due to changes in circulation patters envisioned under the General Plan buildout.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant noise impacts.

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WATER SUPPLY

SUMMARY

The proposed project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect.

The project developers would be required to either wait to develop and connect the project to the city's water service until Fox Canyon Groundwater Management Agency Emergency Ordinance E is no longer in effect or make a payment to the city's water conservation credit program. Either strategy will enable the City of Camarillo Water Division to provide water to the proposed project with no reduction of existing water or groundwater supplies.

INTRODUCTION

State Water Code Sections 10910-10915 (as amended by Senate Bill 610 in 2001) require the preparation of water supply assessments to demonstrate that water is available to serve large new development projects. The water supply assessment (WSA) must be approved by the water agency that will supply the project and must either demonstrate that existing water supplies are available to serve the project and other future growth or identify the plans for acquiring additional water supplies.

The approved industrial project was subject to the WSA requirements of State Water Code Sections 10910-10915 since it was an industrial park occupying more than 40 acres and having more than 650,000 square feet of planned floor area. The Water Supply Assessment for Tentative Tract 5812, Springville LLC prepared by Cadence Environmental Consultants, February 2011 address the ability of the Camarillo Water Division to provide the industrial project with adequate potable water supplies.

The proposed project is not subject to the WSA requirements of State Water Code Sections 10910-10915 since it is a primarily a proposed shopping center or business establishment employing less than 1,000 persons or having 500,000 or fewer square feet of floor space. However, this section of the Revised Draft EIR address the ability of the Camarillo Water Division to provide the proposed project with adequate potable water supplies under the current drought conditions affecting California and the City of Camarillo.

ENVIRONMENTAL SETTING

The City of Camarillo is served by a total of six water purveyors. These purveyors are listed in Table 34. The majority of the city, however, is served by the Camarillo Water Division, which operates within the

City of Camarillo Department of Public Works, and the Camrosa Water District. The Camarillo Water Division supplies nearly 60 percent of the city with potable water while the Camrosa Water District supplies nearly 40 percent of the city.

The Dawson Drive Industrial Area is located within the service area of the Camarillo Water Division, which provides potable water for urban and agricultural uses.

TABLE 34 - WATER PURVEYORS WITHIN CAMARILLO

Water Purveyor	Service Area
Camarillo Water Division	City of Camarillo, west of Calleguas Creek
Camrosa Water District	City of Camarillo, east of Calleguas Creek
Crestview Mutual Water Company	Las Posas Estates, northwest section of City of Camarillo
Cal-American Water Company	City of Camarillo, northwest portion
Pleasant Valley Mutual Water Company	City of Camarillo, northern area, north of Las Posas Road
Pleasant Valley County Water District	Agricultural uses only, Camarillo and Oxnard Plain

Source of table data: Carollo Engineers, May 2011.

City of Camarillo Urban Water Management Plan

State Water Code Sections 10610-10657 require every urban water supplier providing water for municipal purposes for more than 3,000 customers, or providing more than 3,000 acre-feet of water annually, to prepare and adopt an Urban Water Management Plan (UWMP). The Water Code also requires urban water suppliers to update their UWMP in years ending in five and zero using a 25 to 30-year planning horizon. The original City of Camarillo UWMP was prepared in 1985 and updates prepared every five years through 2010. The city is now in the process of preparing the 2015 update to its UWMP.

The purpose of the City of Camarillo 2010 UWMP is to maintain efficient use of urban water supplies, continue to promote conservation programs and policies, ensure that sufficient water supplies are available for future beneficial use, and provide a mechanism for response during water drought conditions.

Camarillo Water Division Water Sources

The Camarillo Water Division serves its customers a blend of groundwater and imported water. Historically, the blended water has consisted of approximately 42% groundwater and 58% imported water and has been necessary to manage the concentration of dissolved solids in the groundwater. The groundwater is obtained from the Fox Canyon Aquifer while the imported water is obtained from the

Calleguas Municipal Water District (CMWD), which in turn receives its deliveries from the Metropolitan Water District (MWD) of Southern California. These sources of water are described below.

Imported Water from the Calleguas Municipal Water District

The City of Camarillo has imported water from the Calleguas Municipal Water District (CMWD) since April, 1996. The CMWD receives treated water from the State Water Project via the Saint Joseph Jensen Treatment Plant in Granada Hills and supplies the Cities of Camarillo and Oxnard and the unincorporated area of Somis through its Santa Rosa feeder. Each of Camarillo's eight turnouts has a rated capacity of 2,000 gallons per minute. These are generally operated at around 85% of their maximum capacity. The amount of imported water available to the city at Tier 1 rates is capped at 5,300 acre-feet of imported water per year. This means that any additions to the city's water supplies must be obtained from increases in groundwater extraction, through water use conservation, or through the purchase of additional imported water at Tier 2 rates.

On January 17, 2014, Governor Brown officially proclaimed a State of Emergency to exist due to drought conditions and called on Californians to reduce their water usage and directed state officials to take all necessary actions to alleviate drought impacts throughout the state. On April 25, 2014 Governor Brown issued a second Executive Order asking Californians to redouble their efforts to reduce statewide water use by at least 20 percent. The MWD has responded to these Executive Orders by adopting Resolution No. 1845 on July 2, 2014, which declares that a State 3 Shortage exists within its service area and urges area water users to 1) implement extraordinary water conservation measures in an effort to reduce water consumption by a minimum of 20 percent and extend available water resources, and 2) vigorously explore and participate in the numerous water saving tips and rebate programs offered through www.bewaterwise.com.

Groundwater from the Fox Canyon Aquifer

The following information regarding the groundwater basin and water quality is excerpted from the Water Sources chapter of the City of Camarillo 2010 UWMP.

The city and the surrounding area rest on a alluvial deposit approximately 1,000 feet thick, which is comprised of several aquifers inter-bedded with gravel, sand, and clay lenses. The clay lenses preclude any significant groundwater movement from one aquifer to the next. The service area of the City of Camarillo lies entirely in the Pleasant Valley Basin, but there are also several separate groundwater basins in the area, separated by a series of faults or folds, which reduce groundwater movement from one basin to another. Groundwater generally flows southeast.

The Pleasant Valley Basin historically has been replenished by subsurface inflows from the Oxnard Plain Basin, East and West Las Posas Basins, and the Santa Rosa Basin.

Subsurface inflow over the past several years has been limited to only the Oxnard Plain and the East Las Posas Basins. Over-pumping in the other basins has lowered their water tables and prevented subsurface inflows into the Pleasant Valley Basin.

Most of the groundwater within the basin is contained within alluvial deposits and the Fox and Grimes Canyon aquifers. The upper strata of the basin are alluvial deposits, which average 400 feet in thickness and consist of water bearing sands and gravels separated by clay lenses. The Fox Canyon aquifer is within the bottom of the San Pedro formation, which underlies the alluvial deposits. It varies in thickness from 400 to 1,500 feet and is effectively sealed from percolation of water from above by impervious materials located at the bottom of the alluvial deposits. Beneath the San Pedro formation lies the Santa Barbara formation containing the Grimes Canyon aquifer.

The Camarillo Water Division obtains its groundwater from the Fox Canyon Aquifer via a series of four wells. Pumping from this source, as well as the other confined and unconfined aquifers within several groundwater basins underlying the southern portion of Ventura County, is managed by the Fox Canyon Groundwater Management Agency (FCGMA), which is an independent special district separate from the County of Ventura or any city government. The FCGMA was created by the California Legislature in 1983 to manage the groundwater in both overdrafted and potentially seawater-intruded areas within Ventura County. The primary objectives and purpose of the FCGMA are to preserve groundwater resources for agricultural, municipal, and industrial uses in the best interests of the public and for the common benefit of all water users.¹

One of the earliest programs produced by the FCGMWA was its initial Groundwater Management Plan, which was published in 1985. The main focus of the initial Groundwater Management Plan was to contain seawater intrusion in the South Oxnard Plain Basin. One of the strategies established by the FCGMA was a historical groundwater pumping allocation program in 1991 for those stakeholders (municipal and agricultural users) that were pumping groundwater during the mid-1980s, and allowed groundwater credit accumulation for future use if those allocations were not pumped in a particular year. For the City of Camarillo in 1991, the historical groundwater allocation was about 4,082 acre-feet. The FCGMA program also allowed the transfer of historical groundwater allocations in those instances when agricultural uses were converted to municipal uses and the city has obtained about 696 acre-feet through this scenario. For those instances when the agricultural uses were not pumping groundwater during the mid-1980s but the lands were being used for agricultural purposes, the FCGMA would allow groundwater pumping transfers between agriculture and municipal through a “baseline” which was to be used annually without the ability to accumulate groundwater credits. The city has obtained about 576 acre-feet through this scenario. In response to the condition of the overdrafted groundwater basins, the FCGMA has required a 25 percent reduction of pumping for those users which own historical

¹ Fox Canyon Groundwater Management Agency, et al., May 2007.

groundwater pumping allocations. This has reduced the city's overall municipal pumping entitlements to 4,279.1 acre-feet per year during normal (non-drought) years. The Groundwater Management Plan has since been updated and additional information regarding current groundwater management strategies may be reviewed in the 2007 Update to the FCGMA Groundwater Management Plan that is available on the agency's website (www.fcgma.org).

The city obtains its groundwater from four wells; A, B, D (well C was abandoned), and Airport 3. Wells A and B are located in the northeastern area of the service area near Antonio Avenue and Las Posas Road. Well D is located north of U.S. Highway 101 and west of Las Posas Road and Airport 3 is located at Camarillo Airport. The four wells are capable of pumping up to 8.6 million gallons of groundwater per day. Wells B and D operate year-round while well A and Airport 3 are used as standby sources.

Saline intrusion from surrounding sediments and salinity associated with high groundwater levels are the primary water quality concern in the Pleasant Valley Basin.² Within the northern part of Camarillo, groundwater levels have increased more than 250 feet to historic highs from levels in the early 1990. Coincident with this rise in groundwater levels has been a degradation in water quality, especially for the constituents sulfate, chloride, iron, and manganese. This is evident in wells A and B, which also have high concentrations of total dissolved solids. The city is, therefore, required to blend the groundwater with imported water in order to meet California Department of Public Health Drinking Water Standards. In addition to using imported water to meet applicable standards, the city has also been purchasing imported water to accumulate additional groundwater credits which would be used in the case of prolonged drought conditions or natural disaster emergency conditions where imported water deliveries would be severely reduced over a long period of time.

Groundwater supply allocations to the city will increase as agricultural sites within the service area are converted to municipal and industrial uses. This will be the primary source of additional water supplies available to the city. In general, the city receives about two acre-feet per year of increased groundwater allocation for each acre that is converted from agricultural uses, but this amount is further reduced by 25 percent pursuant to the FCGMA Ordinance Code. The actual allocation transfer does not occur until the new development is ready to connect to the city's water system.

The FCGMA has responded to the current drought conditions affecting California by adopting Emergency Ordinance E, which temporarily reduces groundwater extraction allocations for municipal and industrial uses by 10 percent as of July 1, 2014, 15 percent as of January 1, 2015, and 20 percent as of July 1, 2015. During the time that Emergency Ordinance E is in effect, conservation credits may not be obtained and may not be used to avoid paying surcharges for groundwater extractions. The FCGMA has also suspended all agricultural groundwater allocation transfers until Emergency Ordinance E is no longer in effect.

² Fox Canyon Groundwater Management Agency, et al., May 2007.

Camarillo Water Demand Management

The City of Camarillo has implemented water conservation measures for more than two decades. In 1991, the city became a signatory to the Memorandum of Understanding regarding Urban Water Conservation in California and is, therefore, a member of the California Urban Water Conservation Council (CUWCC). The city currently implements all of the required Best Management Practices (BMPs) of the CUWCC, which are as follows:

- BMP 1 Water Survey Programs for Residential Customers.** The City of Camarillo conducts interior and exterior water audits for residential customers. These audits include the installation of low-flow shower heads, aerators on kitchen and bathroom faucets, and water displacement bags where needed. Exterior audits are also performed for residences with landscape irrigation systems. Interior and exterior audits are available to all governmental and institutional customers as well.
- BMP 2 Residential Plumbing Retrofit.** The low-flow shower head exchange programs provides customers the opportunity to exchange their high-flow shower heads for low-flow shower heads at no cost.
- BMP 3 System Water Audits, Leak Detection, and Repair.** Due to an extremely low unaccounted-for water loss of 2.4 percent, the city does not provide a comprehensive system leak detection program. However, the city is conscientious about locating and repairing main and service connection leaks when they occur. The city also provides assistance in locating leaks on private property and the Camarillo Municipal Code (discussed below) prohibits leak durations of more than 72 hours.
- BMP 4 Metering with Commodity Rates.** All service connections are metered for tiered rate billing.
- BMP 5 Large Landscape Conservation Programs and Incentives.** Large landscape water audits have been conducted at all schools and parks, and monthly irrigation schedules have been provided. Temporary rate reductions have been implemented as an incentive for customer retrofits. Audits are available to new commercial and industrial landscape partners.
- BMP 6 High-Efficiency Washing Machine Rebate Programs.** CMWD have provided rebates for city customers.
- BMP 7 Public Information Programs.** The City of Camarillo newsletter (CityScene) is distributed quarterly and periodically discusses water issues. The city has distributed water information in its monthly bills, at special events, and on its internet homepage.

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- BMP 8 School Education Programs.** Brochures are distributed on various water issues and the city participates in programs to promote student water awareness. A number of teachers have included water conservation discussions as part of their curriculum.
- BMP 9 Commercial, Industrial, and Institutional Water Conservation Programs.** The city targets commercial, industrial, and industrial water accounts with large monthly consumption levels for water audits.
- BMP 10 Wholesale Agency Programs.** This BMP does not apply to the City of Camarillo.
- BMP 11 Conservation Pricing.** The city implements a tiered rate structure which applies a uniform standby rate on most of the fixed costs of supplying water, which does not vary with the amount of water used. Most of the variable costs are applied as the commodity portion of the rate, which is proportional to the amount of water used and purchased from the more expensive importer.
- BMP 12 Water Conservation Coordinator.** The city employs one full time water conservation technician, a water conservation coordinator, and budgets for an annual water conservation program.
- BMP13 Wastewater Prohibition.** The Camarillo Municipal Code (discussed below) prohibits wasteful water practices.
- BMP 14 Residential Ultra-Low Flush Toilet (“ULFT) Replacement Program.** The city has distributed several thousand ULFTs through rebate and direct distribution programs.

As a result of the six year drought from 1987 through 1992, the City of Camarillo adopted the No Waste Ordinance No. 715, which has since been superseded by the City’s Water Conservation Ordinance (City Municipal Code Chapter 14.12) to prohibit wasteful water practices such as:

- The watering of turf or landscape in a manner that is allowed to run to waste;
- Allowing leaks or breaks to continue for more than 72 hours;
- The use of a hose without a workable positive shutoff nozzle for the washing of automobiles, trucks, boats, or other mobile equipment;
- The washing of sidewalks, driveways, patios, decks, building exteriors, or other hard surface by hose;
- The watering of lawns between the hours of 8 a.m. and 6 p.m.; or
- The serving of water in any area where food is sold without the customer initiating the request.

On July 22, 2009, the Camarillo City Council amended the Water Conservation Ordinance to provide additional water use regulations in response to the statewide drought emergency condition and declared

a Stage 1 Water Supply Alert. The following additional water conservation requirements apply during a declared Stage 1 water supply condition, which has a 10% reduction goal:

- Watering is restricted to Monday, Wednesday, Friday, and Sunday.
- Applicants for new potable water service must prepare a water impact study. In order for new such service to be approved, the water impact study must demonstrate that the proposed project will not create additional demand on the city's water system. An example of such non-impact would be if the proposed project does not require an increase in water usage from that historically used on the same site.

As of March 31, 2010, city customers had reduced their overall water consumption by 20 percent.

On January 13, 2010, the Camarillo City Council adopted Ordinance No. 1050 to amend the city's Water Conservation Ordinance to require water efficient landscaping in new landscape installations or landscape rehabilitation projects over a minimum size. For new residential and non-residential projects, these standards apply to new landscape installations or landscape rehabilitation projects with a landscaped area including water features, but excluding hardscape, equal to or greater than 2,500 square feet and which are subject to a discretionary approval of a landscape plan, or which otherwise require a ministerial permit for a landscape or water feature.

New development projects constructed within Camarillo after January 1, 2014 are also subject to the mandatory water efficiency and conservation measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). The outdoor water use standards of the CALGreen Code are already addressed by the city's Water Conservation Ordinance. With regard to indoor water use, new residential developments must use water closets (toilets) that do not exceed 1.28 gallons per flush, shower heads that have a maximum flow rate of not more than 2.0 gallons per minute, lavatory faucets that have a maximum flow rate of not more than 1.5 gallons per minute, and kitchen faucets that have have a maximum flow rate of not more than 1.8 gallons per minute.

In response the ongoing drought conditions affecting the city's water supplies, the City Council adopted Resolution No. 2014-71, which declared the existence of a Stage 2 water supply condition and imposed additional water conservation measures in order to reduce customer demand by at least 20%. The City Council recently adopted Resolution No. 2015-126 on November 4, 2015, which re-declared the State 2 water supply condition and continued the imposition of additional water conservation measures. The City Council also adopted Ordinance No. 1116, which amended sections of the City of Camarillo Municipal Code pertaining to the city's water conservation measures under its water shortage conservation plan. The following additional water conservation requirements now apply during a declared Stage 2 water supply condition:

- Watering is limited to three days per week.

- Leaks in distribution, irrigation, or plumbing systems must be promptly corrected after discovery and in no event more than 48 hours after receiving notice from the city.
- Filling or refilling of ornamental lakes is prohibited except to the extent needed to sustain aquatic life provided that such aquatic life is of significant value and has been actively managed within the water feature prior to declaration of the stage 2 condition.
- Refilling of more than one foot and initial filling of residential swimming pools is prohibited unless the applicant makes a payment to the city's water conservation credit program in an amount necessary to offset the proposed water demand.
- Reclaimed water must be used for construction activities if available.
- No new potable water service connections will be provided, no new temporary meters or permanent meters will be provided, and no statements of immediate ability to serve or provide potable water service (such as will-serve letters or letters of water verification) will be issued except under the following circumstances:
 - A valid will-serve letter has already been issued;
 - A valid, unexpired building permit has been issued for the project;
 - The project is a city capital project;
 - The project is necessary to protect the public health, safety, and welfare;
 - The project is a temporary use that will not cumulatively use more than one-quarter acre-foot of water; or
 - The applicant provides to the satisfaction of the city and in accordance with the city's water conservation credit program substantial evidence of an enforceable commitment that water demands for the project will be offset prior to the provision of a will-serve letter. The applicant may satisfy this requirement through any one or combination of the following methods: (i) modifications to the project to provide non-required water saving features; (ii) agreements with existing water users to retrofit existing improvements and facilities with water saving features; (iii) by making a payment to the city's water conservation credit program; or (iv) by transferring groundwater rights that are immediately available for use by the city in an amount necessary to offset the project's water demand.
- The city will withhold the issuance of any grading permit subject to a city-issued will-serve letter.
- The city will suspend consideration of annexations to its service area unless the annexation will not result in any increased use of water.

Historic Project Site Water Demand

Prior to 1991, the agricultural operations at the project site were supplied with groundwater from local wells. The amount of groundwater that was utilized at that time is, however, unknown. From 1991 through 2009, agricultural water was provided to the project site by the Pleasant Valley County Water District (PVCWD) via a main line along the south side of U.S. Highway 101. However, a new water line was installed and the turnouts from that line to the project site were removed and not reinstalled. Therefore, agricultural water is no longer provided to the project site.

The amount of agricultural water supplied to the site during the last six years of agricultural operations is presented in Table 35. As shown, the agricultural operations at the site utilized an average of about 197 acre-feet per year of water from the PVCWD.

TABLE 35 - HISTORIC WATER USE AT THE PROJECT SITE

Acre-Feet Per Year						
2002	2003	2004	2005	2006	2007	Average
186.017	188.752	230.555	217.704	139.410	219.297	196.956

Source of table data: Pleasant Valley County Water District, November 2010.

The remnants of an old groundwater well are located near the center of the site. This well used to provide water for a farmhouse that was located where the new U.S. 101 / Springville Drive Interchange is being constructed. However, the well was abandoned in 1996 and the farmhouse was demolished several years ago.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a potentially significant impact on water supply could to occur if a project would:

- (a) Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect; or
- (b) Not have sufficient water supplies available to serve the project from existing entitlements and resources.

PROJECT IMPACTS AND MITIGATION MEASURES

Water Supply Facilities

Threshold: Would the proposed project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect.

Impact: The proposed project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect. Therefore, no impact would occur.

Impact Summary from the Certified EIR for the Industrial Project

As discussed previously in this EIR section, agricultural water was previously provided to the project site via a main line along the south side of U.S. Highway 101 until a new water line was installed and the turnouts from that line to the project site were removed and not reinstalled. Therefore, agricultural water is no longer provided to the project site. The site will now be served by the Camarillo Water Division via a 12-inch water main that was installed in the relocated Ventura Boulevard. This water is restricted to urban uses.

The Certified EIR concluded that the infrastructure needed to serve the industrial project is already in place and future enhancements to the area have already been evaluated and approved by the City. Therefore, the industrial project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect. No impact would occur.

Impact Analysis for the Proposed Project

As with the previously-approved industrial project, the proposed project be served by the Camarillo Water Division via the 12-inch water main that was installed in the relocated Ventura Boulevard. Therefore, the proposed project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause a significant environmental effect. No impact would occur for the proposed project.

Project Water Demand

Threshold: Would the proposed project not have sufficient water supplies available to serve the project from existing entitlements and resources.

Impact: The project developers would be required to either wait to develop and connect the project to the city's water service until Emergency Ordinance E is no longer in effect or make a payment to the city's water conservation credit program. Either strategy will enable the City of Camarillo Water Division to

provide water to the proposed project with no reduction of existing water supplies. This would reduce the impact of the project to a less than significant impact level.

Impact Summary from the Certified EIR for the Industrial Project

The WSA and Certified EIR conservatively estimated the potable water demand for the industrial project to be about 123-acre feet per year based on usage factors for water-intensive industrial uses. This is substantially less than the historic agricultural water use at the project site.

The City will apply for a transfer of two acre-feet per year of increased groundwater allocation for each acre that is converted from agricultural uses, which equates to about 94 acre-feet per year. The FCGMA would reduce this amount by 25 percent, which would yield an adjusted groundwater allocation of about 70 acre-feet per year. With this assumption, the project would generate a net increase in water demand of about 53 acre-feet per year from the City's water supply allocation. At the time that the EIR was certified, the City was providing about 260 acre-feet less than its available supplies and these supplies were based on reductions in water supplies due to multi-year drought conditions. Therefore, the Certified EIR concluded that the City of Camarillo would have an assured water supply to serve the industrial project and a less than significant impact would occur.

Impact Analysis for the Proposed Project

As discussed previously, the city receives about two acre-feet per year of increased groundwater allocation for each acre that is converted from agricultural uses, but this amount is further reduced by 25 percent pursuant to the FCGMA Ordinance Code. The City of Camarillo has requested a received from the FCGMA a conditional approval of an agricultural to municipal and industrial allocation transfer in the amount of 70 acre-feet per year. This water will be available to the city when a development at the site is ready to connect to the city's service system and Emergency Ordinance E is no longer in effect.

Using a demand rate of 0.11 acre-feet per year for each 1,000 square feet commercial space and 0.2 acre-feet per year for each 1,000 square feet of industrial space, the 467,267 square feet that would be constructed under the proposed project is expected to consume approximately 69.28 acre-feet of potable water per year.³ This is substantially less than the amount that would be consumed under the previously-approved industrial project. It would also be less than the 70-acre-feet per year allocation transfer that the city would receive from the FCGMA. Therefore, the water needs of the project could be met by the City of Camarillo Water Division.

The City of Camarillo will not, however, be able to obtain the agricultural groundwater allocation transfers until Emergency Ordinance E is no longer in effect. This means that the project applicant will either need to wait to develop and connect the project to the city's water service until Emergency Ordinance E is no longer in effect or make a payment to the city's water conservation credit program

³ Lucia M. McGovern, September 2, 2014.

discussed previously. Either strategy will enable the City of Camarillo Water Division to provide water to the proposed project with no reduction of existing water supplies. This requirement is reflected as mitigation measure WS-1, which would reduce the potential impact of the proposed project to a less than significant level.

Mitigation

The following mitigation measure is recommended to enable the City of Camarillo Water Division to provide water to the project site with no reduction of existing water supplies:

WS-1 The project developers shall wait to develop and connect the project to the City's water service until Emergency Ordinance E is no longer in effect.

OR...

The project developers shall make a payment to the city's water conservation credit program in an amount calculated by the City to reduce existing water use elsewhere within the city in an amount adequate to serve the proposed project.

CUMULATIVE IMPACTS

As discussed previously, the City of Camarillo currently requires the applicants for new potable water service to prepare water impact studies that demonstrate that the proposed project will not create additional demand on the city's water system. Implementation of this requirement ensures that cumulative development does not increase the demand for potable water beyond existing water supplies. Based on this program, the City of Camarillo Water Division would have adequate water supplies to serve related projects and the potential cumulative impacts related to water supply would be less than significant.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant water supply impacts.

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IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

INTRODUCTION

In addition to the environmental impact categories analyzed in detail in this Revised Draft Subsequent EIR, the City of Camarillo has determined that the development and operation of the proposed project would not result in potentially significant impacts to the environmental impact topics listed below. Section 15128 of the CEQA Guidelines states:

“An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of an Initial Study.”

The Certified EIR for the industrial project identified a number of environmental issues for which the approved industrial project would have no impact or less than significant impacts. The proposed project would affect the same site in the same area as the previously-approved industrial project and many of the less than significant conclusions from the Certified EIR would be applicable to this Revised Draft Subsequent EIR. Using the analyses from the Certified EIR for the previously-approved industrial project, it has been determined that there is no evidence that the proposed project would cause significant environmental effects in the following areas and that no further environmental review of these issues is necessary for the reasons described below.

AESTHETICS/VISUAL RESOURCES

In accordance with Appendix G to the CEQA Guidelines, a potentially significant impact on aesthetics or visual resources could to occur if a project would:

- (a) Have a substantial adverse effect on a scenic vista;
- (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- (c) Substantially degrade the existing visual character or quality of the site and its surroundings; or
- (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact Analysis

Scenic Vistas

Development of the project would replace the existing flat, formerly agricultural, undeveloped land with industrial and office buildings generally no more than 35 feet in height and associated at-grade parking areas. Special purpose buildings requiring heights in excess of two stories may be considered under a conditional use permit. Under no circumstance, however, may building heights (including architectural features) exceed established avigational easements. As such, views of the project site would be very similar to the existing industrial uses to the west of the site and the Camarillo Town Center developments to the east. Short-range views looking south across the project site towards Camarillo Airport would be screened with development of the project. However, views of the airport are not considered scenic vistas. Views to the north are dominated by the Ventura Freeway, beyond which are the Camarillo Hills which are developed with residential uses. Long-range views of the Santa Monica Mountains to the southeast and east are generally available due to their elevation; however the flat topography of the site and intervening buildings to the east may prevent these views from some portions of the project site. Consequently, no other scenic vistas currently exist in the areas around the project site, and construction of the project would not block any scenic vistas. Therefore, the impacts of the project would be less than significant.

Scenic Resources

There are no scenic resources, such as native California trees, bodies of water, rock outcroppings, or historic buildings at the project site. Also, the segments of U.S. Highway 101 in Camarillo are not designated as a state scenic highway. The only valued public view in the area would be of the Santa Monica Mountains to the southeast and east. Since these mountain ranges are substantially at a higher elevation than the project site, views of the mountains from the city's two scenic routes would not be obstructed by project buildings at the project site. Therefore, the impacts of the project would be less than significant.

Visual Character

No actual buildings are proposed at this time. However, the project site is located within the City's Heritage Zone which requires developments to have particular design themes, such as Mission, Monterey, Early California, Spanish, and Mediterranean styles or modern interpretations of these styles. Also, the Airport North Specific Plan requires buildings to follow design standards based upon Mediterranean, Mission, Monterey, and Early California architectural styles. Each development project would also be subject to an architectural review by the City of Camarillo Community Development Department and Planning Commission.

As part of the building plan check process, the City of Camarillo requires that building proponents demonstrate that rooftops and rooftop mechanical equipment is completely screened from view from nearby roadways. In the case of the proposed project, this would include Springville Drive and the southbound freeway offramp, which would be nearly 20 feet above the ground surface of the project site. Each future lot development project would be subject to these requirements. As such, the impacts of the project would be less than significant.

Light and Glare

The project site is currently undeveloped; thus, any future development at the site would introduce new sources of light and glare. Nighttime sources of light would include vehicle headlights, street lights, interior and exterior security building lights, parking lot and other security lighting. These sources of light would be very similar to the existing lighting in the industrial area to the west and the Camarillo Town Center developments to the east. Compliance with Camarillo Zoning Ordinance standards would ensure that there will not be excessive nighttime lighting beyond that necessary for function and safety. Exterior lighting would be located and designed to minimize direct spill beyond the parking lot or service area. In accordance with Title 24 as implemented through City codes and standard conditions of approval, all lighting would be shielded and focused on the project features, and directed away from the adjacent highway, roadways, and Camarillo Airport. Blinking, flashing, or unusually high intensity lighting would be prohibited in accordance with Camarillo Zoning Ordinance standards. As such, lighting at the project site would not adversely affect aircraft flights into or out of Camarillo Airport or vehicular traffic on U.S. Highway 101 or Ventura Boulevard.

Sources of glare that may cause daytime glare include exterior building materials such as glass and highly reflective façade materials and finishes. Surface paving materials and cars parked in surface lots are also sources of glare. The Community Design Element of the City of Camarillo General Plan recommends that industrial buildings shall be a compliment to the area and shall promote good architectural design through the use of building proportions, massing, materials, textures, and colors. Also, the design schemes required by the City's Heritage Zone as well as the Mediterranean/European Spanish architectural styles required under the Airport North Specific Plan do not involve design styles with highly reflective materials.

Based on this information, the impacts of the proposed project associated with new sources of light and glare would be less than significant.

AGRICULTURE AND FORESTRY RESOURCES

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on agriculture and forestry resources if any of the following were to occur:

- (a) 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 non-agricultural use;
- (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- (d) Result in the loss of forest land or conversion of forest land to non-forest use; or
- (e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Impact Analysis

Until the spring of 2008, the site was used for the agricultural production of row crops. Prior to 2009, agricultural water was provided to the project site via a main line along the south side of U.S. Highway 101. However, a new water line was installed in the recently-constructed relocation of West Ventura Boulevard and the turnouts from that line to the project site were removed and not installed. Therefore, agricultural water is no longer provided to the project site. In 2013 the property owner attempted to grow hay without the use of water and pesticides. However, the crop did not thrive due to a lack of rain and was turned under. The site is no longer under any agricultural cultivation.

Conversion of Farmland of Statewide Importance

The proposed project site is classified as farmland of statewide importance.¹ The Certified EIR utilized the California Agricultural Land Evaluation and Site Assessment (LESA) Model to determine whether the conversion of specific agricultural land to non-agricultural uses at the site would create a significant impact under CEQA. Although quality soils are present at the site, the impacts was determined to be less than significant due to the size of the site, agricultural irrigation water no longer being available at the site, and the site being surrounded by urban uses.

Conflict with Agricultural Zoning or Williamson Act

The project site had been subject to a Williamson Act contract in the past, but the applicable contract expired in 1994.² As discussed in the Environmental Setting section of this Revised Draft Subsequent EIR, the project site is also zoned and designated for non-agricultural uses.

¹ California Department of Conservation, June 2014.

² The Planning Center, May 1986.

Forest Land

The proposed project would be constructed on a site within the City of Camarillo that has been planned for conversion from agriculture to urban uses since 1986. Therefore, there would be no unanticipated actions that could cause other land in the vicinity of the project site to convert from agriculture to non-agriculture uses. Also, there are no forest resources located at, or in the vicinity of, the project site.

based on this information, proposed project would not create any significant impacts to agricultural resources.

BIOLOGICAL RESOURCES

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on biological resources if any of the following were to occur:

- (a) 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;
- (b) 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 US Fish and Wildlife Service;
- (c) 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;
- (d) 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;
- (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impact Analysis

Until the spring of 2008, the site was used for the agricultural production of row crops. The soils were plowed at the beginning of each planting season and plants were removed at the end of each planting season, of which there were at least two per year. The site is no longer under cultivation. The site is also bisected by the recently-completed relocation of Ventura Boulevard and the recently-constructed

extension of Springville Drive. As such, any natural habitat or sensitive species that may have been at the site in the past were removed several decades ago for agricultural operations. There are also no existing trees at the project site and the site is not considered to be part of an established migratory wildlife corridor. The area around the site has also been used for agriculture and urban uses and generally does not support any riparian or other sensitive habitat. The Camarillo Hills Drain is subject to the California Department of Fish and Game 1603 permit procedures, but no alternation to the drain is proposed as part of the project. Based on this information, the proposed project is not expected to have any impact on sensitive biological resources. However, the potential exists for migratory burrowing owls and other wildlife to be present at the site when construction activities commence.

Mitigation Measures

The following mitigation measure is recommended to address the potential for nesting burrowing owls to be affected by project ground disturbance activities:

BIO-1 A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within the project site. If ground disturbing activities in the surveyed areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Staff Report for Burrowing Owl Mitigation published by the California Department of Fish and Wildlife (CDFW).

If active nests are identified at the project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.

If burrowing owls occupy the project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Camarillo Community Development Department and the CDFW. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to

maintain an escape route for any animals inside the burrow. The CDFW shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation.

The following mitigation measure is also recommended to facilitate the movement of wildlife out of harms way during project ground disturbance activities:

BIO-2 A qualified biologist shall be on site during initial ground disturbance activities of a construction area at the project site in order to identify and move out of harms way any wildlife of low mobility. The services of the biologist will no longer be needed once the ground surface is cleared and the potential habitat of wildlife is removed from the development area.

Implementation of these mitigation measures would reduce the potential impacts to burrowing owls and wildlife of low mobility to less than significant levels.

CULTURAL RESOURCES

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on cultural resources if any of the following were to occur:

- (a) Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5 of the CEQA Guidelines;
- (b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5 of the CEQA Guidelines;
- (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- (d) Disturb any human remains, including those interred outside of formal cemeteries.

Impact Analysis

Section 15064.5 of the CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources.

The project site has been modified and used for agricultural purposes for several decades and no structures exist at the site. Therefore, no impacts to historical resources would occur. There are also no known prehistoric archeological or paleontological resources within the project site. It is likely that any surface and subsurface archeological and paleontological remains that might have once occurred at the project site would have long since been eliminated by past agricultural activities. However, there is a possibility that archeological and/or paleontological resources may still exist below the surface, and that these remains could be encountered during site excavation activities. There is also the possibility that unsuspected human remains could be discovered during project site excavation activities. While no further evaluation of this issue is recommended, the following measures from the Certified EIR, consistent with standard City of Camarillo Conditions of Approval, would be applicable to the proposed project to ensure that any previously unidentified archeological, paleontological, and human resources uncovered by project construction activity are not adversely impacted. This would ensure that any potential project impacts would remain less than significant.

Mitigation Measures

- CR-1 The project developer shall include in construction contracts the requirement that the project be halted if any archaeological materials are encountered during the course of project development. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology – California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study, or report shall be submitted to the UCLA Archaeological Information Center.

- CR-2 The project developer shall include in construction contracts the requirement that the project be halted if any paleontological materials are encountered during the course of project development. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology, which can be found at the following universities; USC, UCLA, California State University at Los Angeles, California State University at Long Beach or the County Museum, to assess the resources and evaluate the impact.

- CR-3 The project developer shall include in construction contracts the requirement that the project be halted if any human remains are encountered during the course of project development and the City of Camarillo Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

GEOLOGY AND SOILS

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on geology and soils if any of the following were to occur:

- (a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - (i) 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 a known fault? Refer to Division of Mines and Geology Special Publication 42;
 - (ii) Strong seismic ground shaking;
 - (iii) Seismic-related ground failure, including liquefaction; or
 - (iv) Landslides; or
- (b) Result in substantial soil erosion or the loss of topsoil;
- (c) 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;
- (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or
- (e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Impact Analysis

The project site consists of 46.88 acres of relatively flat land that slopes gently to the south at a rate of approximately 0.007 foot in height to one foot of distance. The site is bisected by the recently-completed relocation of Ventura Boulevard and two cut-outs are currently provided for future roadway access into the site. According to the Safety Element of the City of Camarillo General Plan, the project site is not underlain by an active fault, not located in an Alquist-Priolo Earthquake Fault Hazard zone, not located within a landslide/mudslide hazard zone, and not located within an area of high liquefaction potential. Wastewater from the project developments would be conveyed by sewer lines and treated by the Camarillo Sanitary District.

The suitability of the project site to support non-residential development has been evaluated in the *Preliminary Due Diligence Geotechnical Investigation, 50 Acre Agricultural Property, South of 101 Freeway and Bajo Agua, City of Camarillo, California* prepared by Geolabs - Westlake Village. An update to this report

was prepared by Geolabs - Westlake Village in 2010 to account for a new building code.³ The City of Camarillo has independently reviewed and approved the information presented in the two reports.

The two reports demonstrate that the development of the site with non-residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard. Standard engineering practices as specified in the two technical reports would ensure that the project developments would not pose a significant risk to people or structures in the event of a seismic activity. These types of measures are required of all new development in Camarillo. Therefore, the potential impacts associated with geology and soils would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact associated with hazards and hazardous materials if any of the following were to occur:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- (d) 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:
- (e) 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;
- (f) 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;
- (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- (h) 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.

³ Geolabs - Westlake Village, May 4, 2010.

Impact Analysis

Hazardous Materials

No actual buildings are proposed at this time and the actual occupants of the future buildings at the project site are not known. The industrial uses at the site could involve the transport, storage, and use of hazardous materials. However, it is expected that all such materials would be transported, stored, and used in accordance with applicable federal and state regulations. The vehicles that transport such materials are regulated by the state. The storage of hazardous materials is regulated by federal and state regulations and is verified through inspections by the Fire Department. The use of hazardous materials is regulated by federal and state Occupational Safety and Health Administration (OSHA) agencies.

There are no sensitive receptors in close proximity to the project site and the nearest school - Frontier High School - is over a half mile away south of Camarillo Airport. Compliance with the applicable regulations ensures that potential operational impacts associated with hazardous materials at the project site are less than significant.

Anacapa GeoServices produced a Phase I Environmental Site Assessment (“ESA”) for the project site in 2005.⁴ The records search found that the project site is not included on any federal, state, or local listing of hazardous materials sites and none are located in the vicinity of the site. The only issue of potential concern identified during the Phase I ESA investigation was the possibility of farm-related pesticides, herbicides, and other farm chemicals occurring in the soil as a result of the normal, legal application of these materials by the previous farming activity. A Limited Phase II ESA was subsequently prepared to evaluate this possibility.⁵ The analysis concluded that DDT and its break-down by-products DDD and DDE, as well as Chlordane, alpha-Chlordane, and gamma-Chlordane were detected at locations within the project site. However, no detected concentrations exceeded the U.S. Environmental Protection Agency recommended preliminary remediation goals for these products. As such, the soils at the site would not be considered to be hazardous waste.

Airport Hazards

The project site is located to the north of Camarillo Airport separated only by the Camarillo Hills Drain. Control of the airspace around Camarillo Airport is preempted by the Federal government and guided by the various regulations and orders of the Federal Aviation Administration (FAA). These include Federal Aviation Regulations (FAR) Part 77, FAA Order 8260.3B - United States Standards for Terminal Instrument Procedures (“TERPS”), and FAA Order 7400.2E - Procedures for Handling Airspace Matters. These regulations set forth obstruction standards and safety criteria to avoid any substantial adverse effects on

⁴ Anacapa GeoServices, September 16, 2005.

⁵ Ibid.

aircraft operations in the navigable airspace and restrict structure height only. The southern part of the project site is subject to the FAR Part 77 7:1 height restriction from the airport runway.

The Compatible Land Use Plan (CLUP) for Camarillo Airport is part of the Airport Comprehensive Land Use Plan for Ventura County. CLUPs are intended to ensure that land uses around airports are compatible with airport operations and that local city and county land use plans are consistent. The CLUP for Camarillo Airport delineates various safety zones around the airport and prescribes acceptable, unacceptable, and conditionally acceptable land uses for each zone. The southern portion of the project site is located within the Height Restriction Zone (HRZ), which only restricts structure height to a 7:1 ratio from the airport runway. The project site is also located within the Traffic Pattern Zone (TPZ). The CLUP allows for office and industrial uses provided that the structural coverage of industrial and office uses within the TPZ not exceed 50 percent and that an avigation easement, and fair disclosure and covenant be recorded by the owner and developer of the properties within the TPZ.

The 467,267 square feet of building space considered in this Revised Draft Subsequent EIR would represent a maximum structural coverage of 23 percent of the project site, which would not exceed the 50 percent recommendation for properties within the TPZ. Although the height restrictions established by the Airport North Specific Plan will ensure that the transition slope clearance easement is not violated by buildout of uses in the Specific Plan area, any development near an airport involves some risk to aircraft and inhabitants/occupants of the development. The Specific Plan locates higher density, job-intensive office and commercial uses in the northern portion of the Specific Plan area where the height restrictions allow for two story buildings. More restrictive height and land use designations regulate development in the southern portion of the Specific Plan area. According to the Specific Plan, the project site is located within the 2-story airport building height zone, which specifies a maximum height of 35 feet for two-story buildings, exclusive of architectural elements such as towers, cupolas, etc. Special purpose buildings requiring heights in excess of two stories may be considered under a conditional use permit. Under no circumstance, however, may building heights (including architectural features) exceed the FAR Part 77 or CLUP height restrictions and established avigational easements. Although no actual buildings are proposed at this time, future buildings plans would be reviewed by the city during the Commercial Planned Development (CPD) and Industrial Planned Development (IPD) approval processes to ensure that the maximum building elevations, excluding various architectural features, at the project site would not exceed the height zone and avigational easement standards. The city also forwards the building plans for projects near Camarillo Airport to the Airport Manager for review and comment for consistency with all applicable height and density restrictions, and applicable avigation easements. As an industrial and/or office development, the project is unlikely to include uses that could conflict with airport operations, electronic communications or navigational aids that could potentially be associated with research and development activities as detailed in the EIR for the Airport North Specific Plan. However, the city requires as a standard condition of approval that the project developers sign an agreement indicating that any electromagnetic disturbance that causes interference with radio transmission, aircraft, instruments,

navigational aides, or other electromagnetic receptors, shall be modified or abated upon the written request by the Camarillo Airport Authority. Consequently, impacts related to airport safety hazards would be less than significant levels.

Emergency Response/Evacuation Plans

As discussed in the Traffic and Circulation Section of this Revised Draft Subsequent EIR, the proposed project would not generate sufficient traffic to create severe traffic congestion, nor would it interfere with emergency access to the project site. Access to the project site is proposed via one roadway connection to Springville Drive ("B" Street), and one connection each to the east-west and north-south segments of West Ventura Boulevard ("A" Street). The internal roadways and driveways would be designed in accordance with all City regulations, including those pertaining to emergency access. Consequently, impacts associated with emergency access would be less than significant.

Wildland Fires

The project site is located within a developed area and there are no adjacent wildlands. U.S. Highway 101 is located to the immediate north of the project site. Camarillo Airport and the Camarillo Hills Drain are located to the immediate south of the site. The area to the east of the site was recently developed with the new U.S. Highway 101 / Springville Drive Interchange. And the area to the west of the site is largely developed with industrial uses. Therefore, no impact associated with wildland fires would occur.

HYDROLOGY AND WATER QUALITY

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on hydrology and water quality if any of the following were to occur:

- (a) Violate any water quality standards or waste discharge requirements;
- (b) 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- (c) 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;
- (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

- (e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- (f) Otherwise substantially degrade water quality;
- (g) 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;
- (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- (i) 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; or
- (j) Inundation by seiche, tsunami, or mudflow.

Impact Analysis

Stormwater Quality

Implementation of the proposed project would involve site preparation and construction of infrastructure for individual lot development over time. Since the proposed project would include grading of more than one acre, and the lots within the project site would be no less than one acre in size, the project would require a General Construction Activity Storm Water Permit from the State Water Resources Control Board (SWRCB) prior to the start of construction. The National Pollutant Discharge Elimination System (NPDES) requires that a Notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the project developers agree to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies which structural and nonstructural Best Management Practices (BMPs) will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize construction-related water quality impacts, the construction of the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, impacts from construction activities would be less than significant.

A drainage and stormwater quality control plan was approved for the project site under Tentative Tract Map T-5812 and any development at the site that is consistent with the approved plan is “grandfathered” under the standards of the approved plan. In accordance with the approved drainage and stormwater quality control plan, each development within the project site would be designed to meet the requirements of the Ventura County Municipal Stormwater Permit No. CAS004002 (MS4 Permit) and related requirements of the SQUIMP. This includes the control measures specified in the 2002 Ventura

County Technical Guidance Manual (TGM) for Stormwater Quality Control Measures.⁶ These measures include site design, site-specific source control and treatment control measures that minimize impervious surfaces to the maximum extent practicable. Treatment emphasis is proposed to be on the use of infiltration-based treatment controls, such as bioretention gardens, pervious concrete/pavers, and grassy sales. Alternative or proprietary treatments controls not described in the TGM may be considered on a case-by-case basis provided the development projects can demonstrate that treatment equivalent to the approved methods is achievable and the City Engineer approves the alternative control measures. In the event that drainage and/or stormwater quality control is changed substantially from Tentative Tract T-5812, the proposed project may be subject to “retention” BMP requirements of the Ventura County Municipal Stormwater Permit. In this instance, the project developer would be required to provide a post-construction stormwater management plan and fee prior to submittal of development applications. With the compliance with all applicable federal, state, and local regulations, Code requirements, and permit provisions, the proposed project would not violate any water quality standards or waste discharge requirements and the impact of the project would be less than significant.

Groundwater

Groundwater would be source of potable water for the project, but the water demand for the project would be substantially less than the historic groundwater use at the project site. The site is also not a source of groundwater recharge and storm water would not be required percolate at the site to recharge area aquifers. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and the impact of the project on groundwater supplies would be less than significant.

Drainage Patterns

There are no natural watercourses at the project site and project site does not drain towards any natural watercourse. Stormwater runoff from the proposed project site would continue to flow towards the drains recently constructed in West Ventura Boulevard. These drains were sized to accommodate the development of the project site along with nearby properties. Therefore, the project would not alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and the impact of the project would be less than significant.

Storm Drain System Capacity

As discussed above, stormwater runoff from the proposed project site would continue to flow towards the drains recently constructed in West Ventura Boulevard, which were sized to accommodate the

⁶ The 2002 TGM is considered by the City of Camarillo to be the applicable manual for the proposed project since the application for the previously-approved industrial project was deemed complete by the city prior to the effective date of the revised TGM.

development of the project site along with nearby properties. Each development will be required to implement project design features so that peak storm water flow is not increased from pre-development 100-year storm conditions. In accordance with the approved drainage and stormwater quality control plan, each development within the project site would be also designed to meet the requirements of the Ventura County MS4 Permit and related requirements of the Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP), which would ensure that the proposed project would not violate any water quality standards. In the event that drainage and/or stormwater quality control is changed substantially from Tentative Tract T-5812, the proposed project may be subject to “retention” BMP requirements of the Ventura County Municipal Stormwater Permit. In this instance, the project developer would be required to provide a post-construction stormwater management plan and fee prior to submittal of development applications. Therefore, the proposed project would not Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and the impact of the project would be less than significant.

Residential Flooding and Flood Flows

The proposed project does not include any housing. Further, the project site is not located within a 100-year flood zone. Therefore, no impact would occur.

Failure of a Levee or Dam

Several dams are located at least 35 miles to the east and northeast of the City of Camarillo within Ventura and Los Angeles Counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. However, the city is not located within the inundation zone or dam failure hazard area of any of these dams. Therefore, no impact would occur.

Seiche or Tsunami

Topographically, the project site and surrounding area are flat and not susceptible to mudflows, further the site is not located near any inland bodies of water or water storage facilities that would be considered susceptible to seiche. In low-lying areas such as the Oxnard Plain, the hazard zone for tsunamis can extend up to approximately one mile inland from the Pacific Ocean. However, the City of Camarillo and the project site are located approximately ten miles inland from the Pacific Ocean. Therefore there would be no impacts related to loss, injury or death involving inundation at the project site by seiche, tsunami or mudflow.

MINERAL RESOURCES

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact to mineral resources if either of the following were to occur:

- (a) 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; or
- (b) 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.

Impact Analysis

No oil extraction or mineral extraction activities are presently conducted on the project site. The County performed a study as part of its Mineral Reserve Management Program, which did not identify any resources of statewide significance in the Camarillo area and the Camarillo General Plan does not identify any locally-important mineral resource recovery sites.⁷ Therefore, no project impacts would occur.

POPULATION AND HOUSING

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact to population and housing if any of the following were to occur:

- (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact Analysis

There are no existing housing units at the project site. Therefore, the proposed project would not displace any housing units or people.

When completed and operational, the project would provide new employment opportunities for the local labor pool. The EIR for the Airport North Specific Plan estimated that implementation of the Specific Plan would generate approximately 11,961 employees when fully built-out.⁸ Since the Specific Plan was approved in 1986, the amount of development and employment growth has been taken into account by the Southern California Association of Governments (SCAG) in developing their Regional Housing Needs Assessments (RHNA). The most recent RHNA covers the period of January 1, 2014 to October 1, 2021, which considered the anticipated development under the Specific Plan for the regional growth

⁷ City of Camarillo, July 12, 2006.

⁸ The Planning Center, 1986.

projections. Using the employment generation factors from the EIR for the Airport North Specific Plan,⁹ the assumed development of 268,500 square feet of commercial uses, 149,075 square feet of light industrial uses, and 49,692 square feet of office uses would generate approximately 980 employees or about eight percent of the estimated total for the Specific Plan. This is less than the 1,750 employees (about 15 percent of the estimated total for the Specific Plan) that would be expected to occur under the previously-approved industrial project.

The EIR for the Airport North Specific Plan estimated that 15 to 25 percent of the projected labor force generated as a result of the Specific Plan would actually relocate to Camarillo to reside, with the remainder of the employees being provided by the labor force already residing in Camarillo and commuter employees from nearby cities and areas. As such, this analysis assumes that 25 percent of the 980 employees generated by the project would create a concurrent demand for housing. Assuming that each new employee to Camarillo requires one dwelling unit, the project would create a demand for approximately 245 new or repurchased housing units within Camarillo. Some of this demand can be met with the current housing stock within the City. Other new employees may require new housing.

The housing unit objectives of the City of Camarillo for the period of 2013 through 2021 are shown in Table 34 and take into consideration the approved and planned developments within the City, including the Airport North Specific Plan. As shown, the City plans to have approximately 2,224 new homes added to the local housing stock during this time period. This would include a full range of housing units from extremely low income residents to upper income residents and would be sufficient to accommodate all of the new local employees of the project as well as other new residents to Camarillo. Therefore, the impact of the project on local population and housing growth would be less than significant.

TABLE 34 - CITY OF CAMARILLO HOUSING OBJECTIVES - 2008-2014

Housing Type	Income Category					Totals
	Ex. Low	V. Low	Low	Mod.	Upper	
New Construction	266	273	366	411	908	2,224
Rehabilitation Assistance	8	20	20	—	—	48
Conservation of At-Risk Housing	56	73	16	--	--	145

Source of table data: City of Camarillo, January 8, 2014.

⁹ The Planning Center, 1986. Two employees per 1,000 square feet of R&D, and four employees per 1,000 square feet of office use, and 1.8 employees per 1,000 square feet for commercial uses.

PUBLIC SERVICES

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- (a) Fire protection
- (b) Police protection
- (c) Schools;
- (d) Parks; or
- (e) Other public facilities.

Impact Analysis

Fire Protection

The City of Camarillo receives fire protection and emergency services from the Ventura County Fire Department. The Fire Department engages in activities that are aimed at preventing fires and compliance with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (California Code of Regulations, Title 24, Part 9). The Department provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. The Department also provides education and training in public safety and emergency preparedness.

There are three Ventura County fire stations which serve the City with 19 sworn personnel active at these stations. The closest fire station to the project site is Station No. 50, located at 189 Las Posas Road. This station was completed in 2001 and serves Camarillo Airport, the western portion of the City of Camarillo and unincorporated portions of the Oxnard Plain.

While the project may increase the demand for fire protection services through the development of new buildings, these demands would be met by the existing Fire Department facilities in Camarillo. As such, project development would not require the development of new or physically altered fire protection facilities which would cause significant environmental impacts. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes.

The City of Camarillo determined that impacts to fire protection services resulting from the implementation of the Specific Plan, i.e. the conversion of agricultural land to commercial and light

industrial purposes would be less than significant in the Initial Study stage of the Airport North Specific Plan EIR process. No mitigation measures were provided in the Specific Plan EIR. Therefore, as the project is consistent with the Airport North Specific Plan, impacts to fire protection services would continue to be less than significant.

Police Protection

The project site is under the jurisdiction of the Camarillo Police Station, located at 3701 East Las Posas Road. This police station serves the greater Camarillo area. There are 48 sworn officers assigned to the Camarillo Police Station which is staffed through contract with the Ventura County Sheriff's Department for a ratio of approximately one officer to every 1,350 citizens. This ratio is considered to meet the desired service ratio standard of the Camarillo Police Station, and the current level of service to the project area meets current city needs. Since police protection to the Specific Plan area is provided via officers driving in Police Department vehicles, the proposed project would not create the need for the construction of new or physically-altered police facilities. As such, the proposed project would not create a significant impact under CEQA. In accordance with standard City practice, the project development and building plans would be subject to review by the Camarillo Police Department to reduce opportunities for the commission of crimes at the project site.

The City of Camarillo determined that impacts to police protection services resulting from the implementation of the Specific Plan, i.e. the conversion of agricultural land to commercial and light industrial purposes would be less than significant in the Initial Study stage of the Airport North Specific Plan EIR process. No mitigation measures were provided in the Specific Plan EIR. Therefore, as the project is consistent with the Airport North Specific Plan, impacts to police protection services would continue to be less than significant.

Schools

Since the proposed project does not include any residential units, it would not directly increase the number of students attending local schools. However, school districts typically provide employees of business the opportunity to enroll their children in schools near work rather than their home schools if space is available. To accommodate this possible enrollment, non-residential projects are subject to school impact fees, which are intended to help fund the construction of new school facilities. The fees for non-residential developments are substantially less than those for residential units and mitigate the potential impact to a less-than-significant level.

The City of Camarillo determined that impacts to schools resulting from the implementation of the Specific Plan, i.e. the conversion of agricultural land to commercial and light industrial purposes would be less than significant in the Initial Study stage of the Airport North Specific Plan EIR process. No mitigation measures were provided in the Specific Plan EIR. Therefore, as the project is consistent with the Airport North Specific Plan, impacts to schools would continue to be less than significant.

Parks

Community parks in the City of Camarillo are managed by the Pleasant Valley Recreation and Park District (PVRPD). The District was formed in 1962 under the State Public Resources Code of California and serves an area of approximately 44 square miles. Within the District, a variety of recreational facilities exists, including: swimming pools (indoor and outdoor), lighted ball fields, tennis courts, racquetball courts, a running track, children's play equipment, picnic shelters and barbecues.

The City of Camarillo determined that impacts to park services resulting from the implementation of the Specific Plan, i.e. the conversion of agricultural land to commercial and light industrial purposes would be less than significant in the Initial Study stage of the Airport North Specific Plan EIR process. No mitigation measures were provided in the Specific Plan EIR. As discussed above, the project would not generate substantial unforeseen employment or population growth and, therefore, the population growth has already been accommodated in future scenarios through consistency with the General Plan and the Airport North Specific Plan, and impacts to park services would continue to be less than significant.

Other Public Facilities

Employees of the project site would have the opportunity to utilize other public facilities within Camarillo, such as the new Camarillo Library. The project development would also be subject to review throughout the development process by City staff at Camarillo City Hall. However, no new public facilities would need to be constructed to accommodate the needs of project employees or businesses. The majority of services to the project employees would be provided by local businesses such as those already located along Ventura Boulevard. Therefore, the potential impact of the project on other public facilities would be less than significant.

RECREATION

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact to recreation facilities and/or services if it would:

- (a) 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; or
- (b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact Analysis

The project does not involve the construction or expansion of recreational facilities. As discussed above, in the discussion of potential impacts to parks, the project would not generate substantial unforeseen employment or population growth and, therefore, the population growth has already been

accommodated in future scenarios through consistency with the General Plan and the Airport North Specific Plan, and impacts to park and recreation services would continue to be less than significant.

UTILITIES AND SERVICE SYSTEMS

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact to utilities and service systems if it would:

- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- (b) 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;
- (c) 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;
- (d) 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;
- (e) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- (f) Not comply with federal, state, and local statutes and regulations related to solid waste.

Impact Analysis

Wastewater Treatment

The Camarillo Sanitary District provides sewer service to the project area. Sewage from the project site vicinity is conveyed via sewer infrastructure to the Camarillo Wastewater Treatment Plant (CWTP). The certified EIR estimated that the previously-approved industrial project would generate approximately 106,400 gallons (0.106 mgd) of wastewater per day and concluded that the CWTP had adequate capacity to treat the wastewater that would be generated by the industrial project. It also stated that the wastewater would continue to be treated in accordance with the treatment requirements of the Los Angeles Regional Water Quality Control Board. Therefore, the potential impact of the industrial project on wastewater infrastructure and treatment facilities was determined to be less than significant.

As discussed in the previous discussion of water supply, the proposed project would consume less potable water than the previously-approved industrial project (approximately 44 percent less). Therefore, the proposed project would also generate substantially less wastewater than the industrial project. Because adequate capacity at the CWTP exists for the larger industrial project, adequate capacity to treat the wastewater for the proposed project would also exist. The wastewater would continue to be treated in

accordance with the treatment requirements of the Los Angeles Regional Water Quality Control Board. Therefore, the potential impact of the proposed project on wastewater infrastructure and treatment facilities was determined to be less than significant.

Storm Drain Facilities

As discussed above in the Hydrology and Water Quality section, the proposed project would connect to the existing storm drains in West Ventura Boulevard. No new or expanded storm drain facilities would be needed to accommodate the storm water runoff generated at the project site.

Solid Waste

The City of Camarillo has an Exclusive Agreement with E.J. Harrison & Sons trash company for regular day-to-day refuse service. Refuse from the project would also be subject to this agreement as the project site is within the City of Camarillo. Trash from the City is taken to the following landfills and transfer stations:

- Calabasas Sanitary Landfill, 5300 Lost Hills Road, Calabasas, CA.
- Chiquita Canyon Sanitary Landfill, 29201 Henry Mayo Drive, Valencia, CA.
- Simi Valley Landfill & Recycling Center, 2801 Madera Road, Simi Valley, CA.
- Toland Road Landfill, 3500 North Toland Road, Santa Paula, CA.
- Gold Coast Recycling and Transfer Station, 5275 Colt Street, Ventura, CA.

The existing capacities of these landfills are shown in Table 35. As shown, the four landfills have approximately 6,942 tons of remaining capacity per day.

All solid-waste-generating activities within the City of Camarillo is subject to the requirements set forth in California Assembly Bill (AB) 939, which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City of Camarillo has been diverting approximately 75% of its total solid waste from landfills.

The estimated solid waste generation for the proposed project is shown in Table 36. As shown, the proposed project would generate approximately 512.99 tons per year of solid waste. Assuming an average of 348 days of operation per year,¹⁰ this equates to about 1.47 tons per day. Based on the information in Table 35, the landfills serving the City of Camarillo have adequate capacity to accommodate the total solid waste generation of the project.

¹⁰ Assumes 265 days per year for commercial uses and 250 days per year for industrial/office uses.

TABLE 35 - EXISTING LANDFILL CAPACITY AND INTAKE

Landfill Facility	Estimated Closure Date	Intake in Tons Per Day		
		Permitted Daily Intake	Average Daily Intake	Remaining Permitted Daily Intake
Calabasas Sanitary Landfill	2025	3,500	1,489	2,011
Chiquita Canyon Sanitary Landfill	2019	6,000	2,645	3,355
Simi Valley Landfill & Recycling Center	2034	3,000	2,294	706
Toland Road Landfill	2027	1,500	1,075	425
Totals		14,000	7,503	6,497

Source of table data: California Department of Resources Recycling & Recovery (CalRecycle), August 2014.

TABLE 36 - ESTIMATED PROJECT SOLID WASTE GENERATION

Land Use	Size	Generation Rate	Solid Waste Generation
Commercial	268,500 square feet	1.05 tons per year	281.93 tons per year
Light Industrial	149,075 square feet	1.24 tons per year	184.85 tons per year
Office	49,692 square feet	0.93 tons per year	46.21 tons per year
		Total	512.99 tons per year

Rates per 1,000 square feet of building space.

Source of generation rate: ENVIRON International Corporation and the California Air Districts, July 2013.

Much of the solid waste that would be generated by the project is expected to be recyclable materials. The materials would be diverted from landfills as part of the City’s existing solid waste diversion program. Therefore, the actual amount of solid waste actually disposed of in landfills is expected to be substantially less than the 1.47 tons per day identified above.

Based on this information, the impacts of the proposed project on solid waste disposal is expected to be less than significant.

GENERAL IMPACT CATEGORIES

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis contained in the Environmental Impact Analysis section of this Revised Draft Subsequent EIR, the proposed project would not result in any significant unavoidable impacts. All potentially significant impacts of the proposed project would be reduced to less than significant levels with the mitigation measures recommended in this Revised Draft Subsequent EIR.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The types and level of development associated with the proposed project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the proposed project and would continue throughout its operational lifetime. The development of the proposed project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the proposed project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, also would be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the proposed project. However, this resource consumption would be consistent with growth in the Southern California region and that expected to occur under the City of Camarillo General Plan and the Airport North Specific Plan.

GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the CEQA Guidelines states:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Construction of the proposed project would provide short-term construction employment to the area. The work requirements of most construction projects is highly specialized so that construction workers would remain at the job site for the time frame in which their specific skills are needed to complete a particular phase of the construction process. As a result, the workers employed during the construction phases of the project could, in turn, patronize local businesses and services in the area during their stay at the project site.

The development of the proposed project would also provide long-term employment opportunities for local residents. As discussed in the Impacts Found to be Less Than Significant section of this Revised Draft Subsequent EIR (Population and Housing), the the assumed development of 268,500 square feet of commercial uses, 149,075 square feet of light industrial uses, and 49,692 square feet of office uses would generate approximately 980 employees or about eight percent of the estimated total for the Airport North Specific Plan. Any new employees to the city could be accommodated by the local housing stock.

The proposed project would also provide business and sales tax revenue for the city. The revenue ultimately would be reinvested into the community. The growth associated with the proposed project has been projected as far back as 1986.

Also, with the infrastructure internal to the project site, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) serving the proposed project would not induce growth because they are already in place no new external infrastructure would be constructed that would accommodate additional growth.

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ALTERNATIVES TO THE PROPOSED PROJECT

INTRODUCTION TO THE ALTERNATIVES ANALYSIS

As stipulated in Section 21002.1(a) of the CEQA Statutes (Public Resources Code):

The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.

More specifically, the CEQA Guidelines (Section 15126.6) require an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed “infeasible.”

Section 15126.6(a) of the CEQA Guidelines states:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Purpose

Section 15126.6(b) of the CEQA Guidelines states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Level of Detail

The CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the CEQA Guidelines states:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

ALTERNATIVES TO THE PROPOSED PROJECT

The proposed project represents the type and amount of development envisioned for the project site under the Airport North Specific Plan. In essence, it represents a specific alternative to the general land use envisioned in the Specific Plan. It also represents an alternative to the industrial project that was approved for the project site by the City of Camarillo in June 2011. As discussed in the Environmental

Impact Analysis section of this Revised Draft Subsequent EIR, all potential environmental impacts of the the proposed project would be reduced to less than significant levels through the recommended mitigation measures. The proposed project would not result in any unavoidable significant impacts. As such, alternatives to the proposed project are not necessary to reduce or eliminate any unavoidable significant impact.

Nevertheless, this Revised Draft Subsequent EIR evaluates the following two alternatives to the proposed project:

- No Project Alternative
- Reduced Density Air Quality Alternative

Each alternative is described in the following discussions. Also included is a discussion of the alternatives to the proposed project that were rejected as being infeasible.

No Project Alternative

As required by CEQA, a no project/no new development alternative is analyzed in this Revised Draft Subsequent EIR section. Section 15126.6(e)(2) of the CEQA Guidelines states that the no project alternative "...analysis shall discuss the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Furthermore, Section 15126.6(e)(3)(B) of the CEQA Guidelines states:

If approval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed. In certain instances, the no project alternative means 'no build/ wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

As discussed previously in this Revised Draft Subsequent EIR, the current land use designation for the project site is Industrial (Research and Development) and the underlying zoning designation is L-M (Limited Manufacturing). The L-M zone is intended for industrial parks and is the City's most restrictive industrial zone. Approval under a planned development permit is required for any use within the L-M zone. Development of the project site was also planned under the Airport North Specific Plan, which was approved by the Camarillo City Council in 1986. The Airport North Specific Plan designates the site for Research and Development. This land use category is the largest category of uses within the Specific Plan area. The category is intended to accommodate industries involved in research and development, testing

activities, development laboratories, and compatible light manufacturing with support office uses. Other complimentary uses include administrative and accessory facilities necessary to serve employees and surrounding properties, city and region. Permitted uses are those permitted within the L-M zone.

Under the No Project Alternative, the proposed project would not be constructed and the site would temporarily remain in its undeveloped state for a limited amount of time. However, the site was already approved for the development of up to 700,000 square feet of light industrial uses under Tentative Tract 5812 and it is reasonably foreseeable that the site could be developed with light industrial uses to the extent permitted by the L-M zone and the approved tract map. The level is approximately 700,000 square feet of building space. Therefore, the No Project Alternative would not preclude development of the project site; it would instead temporarily delay to a later date the development of the site with a greater amount of development than the 467,267 square feet that would be constructed under the proposed project.

Reduced Density Air Quality Alternative

As discussed in the Air Quality section of this Revised Draft Subsequent EIR, the operational emissions proposed project would generate average daily operational emissions that exceed the thresholds of significance recommended by the Ventura County Air Pollution Control District (VCAPCD). This would be a significant impact. This impact would also occur simply as a result of the size of the project and the number of motor vehicle trips that it would generate. Although this impact can be reduced to a less than significant level by the mitigation measures recommended in this Revised Draft Subsequent EIR, the Reduced Density Air Quality Alternative has been devised to identify the size of a commercial, light industrial, and office project that could be constructed at the site before the emissions would exceed the VCAPCD's recommended thresholds. Based on the emissions shown previously in Table 23, the project development would need to be reduced in size by approximately 37 percent to reach this level. Therefore, the Reduced Density Air Quality Alternative is assumed to involve the development of up to 294,378 square feet of commercial, light industrial, and offices uses at a similar ratio to the proposed project. This alternative also assumes that the entire site would be utilized rather than leaving any area undeveloped and available for additional future development.

Analysis of the Alternatives to the Proposed Project

No Project Alternative

Under this alternative, the project site would temporarily remain in its undeveloped state, but would be developed with light industrial uses as envisioned under the approved Tract 5812. This would involve the development of the site with up to 700,000 square feet light industrial uses consistent with all of the existing land use designations for the site. Because commercial uses generate more traffic than light industrial and office uses, the traffic-related environmental impacts (including air quality, greenhouse gas

emissions, and noise) associated with this alternative would be less than those caused by the proposed project. The same mitigation measures would be needed to reduce the significant impacts to less than significant levels.

Reduced Density Air Quality Alternative

Under the Reduced Density Air Quality Alternative, the operational air quality emissions generated by the 294,378 square feet of commercial, light industrial, and offices uses would not exceed the thresholds of significance recommended by the VCAPCD. This would eliminate one the significant impacts of the proposed project. This alternative also assumes that the entire site would be utilized rather than leaving any area undeveloped and available for additional future development. Therefore, all of the potential impacts associated with site disturbance and alteration would be the same as those of the proposed project.

The Reduced Density Air Quality Alternative would also result in a substantial underutilization of the project site compared to the city’s adopted plans and expectations for the site. By building less building space than permitted under the existing land use designation for the site, this alternative could induce faster growth on other properties in the vicinity.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, Reduced Density Air Quality Alternative would result in the least impacts on the existing environment. However, this alternative would also result in a substantial underutilization of the project site compared to the city’s adopted plans and expectations for the site. By building less building space than permitted under the existing land use designation for the site, this alternative could induce faster growth on other properties in the vicinity.

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